+U.S. Department of Housing and Urban Development
San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

Environmental Assessment

for HUD-Funded Proposals

Recommended format per 24 Code of Federal Regulations (CFR) 58.36, revised July 2023

Project Identification: Wah Avenue Homeownership Housing Development Project

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

Responsible Entity: City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Month/Year: October 2026

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

Project Information

Project Name: Wah Avenue Homeownership Housing Development Project

Responsible Entity:
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Phone: (916) 264-5011

Grant Recipients (if different than Responsible Entity)**:**
Habitat for Humanity of Greater Sacramento, Inc.
819 North 10th Street
Sacramento, CA 95811
Phone: (916) 440-1215

State/Local Identifier: B-26-CP-CA-0285

Preparer:
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Certifying Officer Name and Title: Greg Sandlund, City of Sacramento Planning Director

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Habitat for Humanity of Greater Sacramento, Inc.
819 North 10th Street
Sacramento, CA 95811
Phone: (916) 440-1215

Consultant (if applicable)**:** Raney Planning & Management, Inc.

Direct Comments to:
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City of Sacramento
Community Development Department
Phone: (916) 808-5842
Email: srjohnson@cityofsacramento.org

Project Location: 2900 Wah Avenue
Sacramento, CA 95822
Assessor's Parcel Number (APN): 041-0091-002

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

The following sections describe the project site location, existing setting, and surrounding uses, as well as the components included as part of the Wah Avenue Homeownership Housing Development Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The project site is located at 2900 Wah Avenue in the City of Sacramento, California (see Figure 1 and Figure 2). The approximately five-acre project site, identified by APN 041-0091-002, currently consists of relatively flat, regularly mowed land. Existing overhead powerlines are located in the northern portion of the site. The project site includes an approximately 2.51-acre area on the northern portion of the site, which is proposed for development as part of the proposed project and is hereafter referred to as the Development Area. The southern 2.49-acre portion of the project site is planned for future development of multi-family residential uses, and is not part of the proposed project.

The project site is bound by Sacramento Regional Transit (SacRT) Light Rail and Union Pacific Railroad (UPRR) tracks to the east. Surrounding land uses include undeveloped land to the immediate north; light industrial uses, auto services, and undeveloped land to the northeast and east, across the SacRT and UPRR tracks; a mobile home park to the southeast, across the SacRT and UPRR tracks; undeveloped land to the immediate south; and single-family residences to the southwest, west, and northwest. The Sacramento 2040 General Plan designates the project site as Residential Mixed-Use, and the project site is zoned Residential Mixed-Use/Executive Airport Overflight Zone (RMX-EA-4).

Proposed Project

The proposed project would subdivide the Development Area into 22 single-family residential lots and one Homeowners Association (HOA) lot (Lot A) (see Figure 3). The proposed project would include the development of 22 single-family residential units (see Figure 4). The single-family residences would be managed by Habitat for Humanity of Greater Sacramento, Inc. and would consist of four two-bedroom units, six three-bedroom units, nine four-bedroom units, and four five-bedroom units. The proposed two-bedroom units would each be approximately 1,012 square feet (sf) in size with an average lot size of 2,048 sf. The three-bedroom units would be approximately 1,193 sf in size with an average lot size of 2,048 sf. The four-bedroom units would be approximately 1,454 sf in size with an average lot size of 1,990 sf. Lastly, the five-bedroom units would be approximately 1,704-sf in size with an average lot size of 3,684 sf.

Figure 1
Regional Project Location

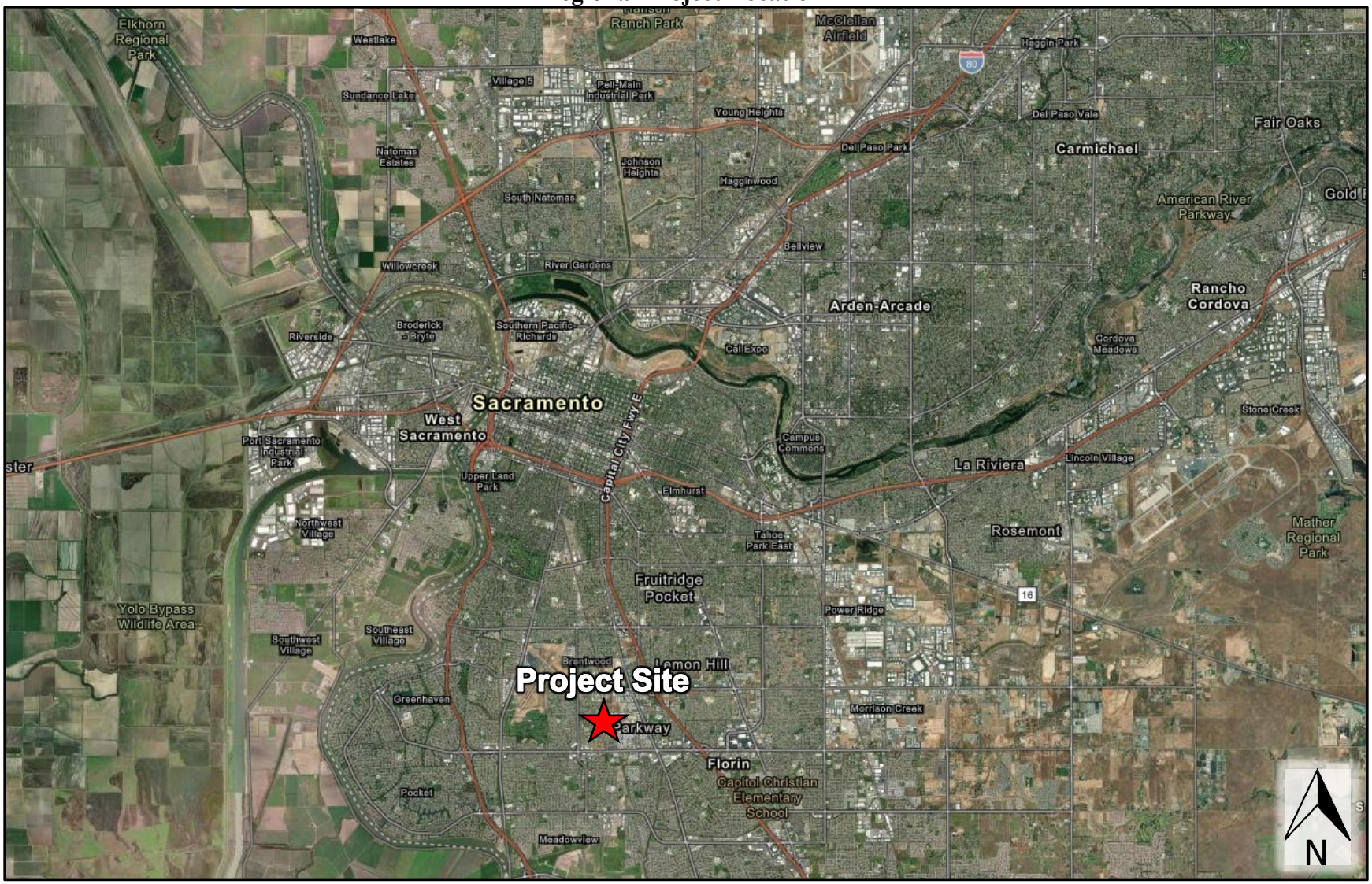


Figure 2
Project Site Boundaries



Figure 3
Tentative Subdivision Map

TENTATIVE SUBDIVISION MAP

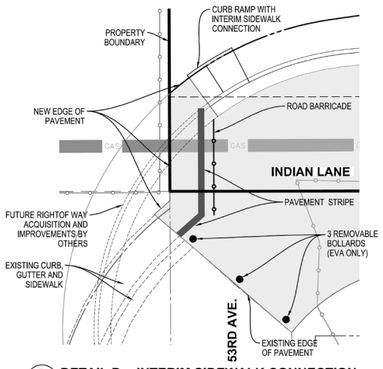
FOR

STRAWBERRY COMMONS

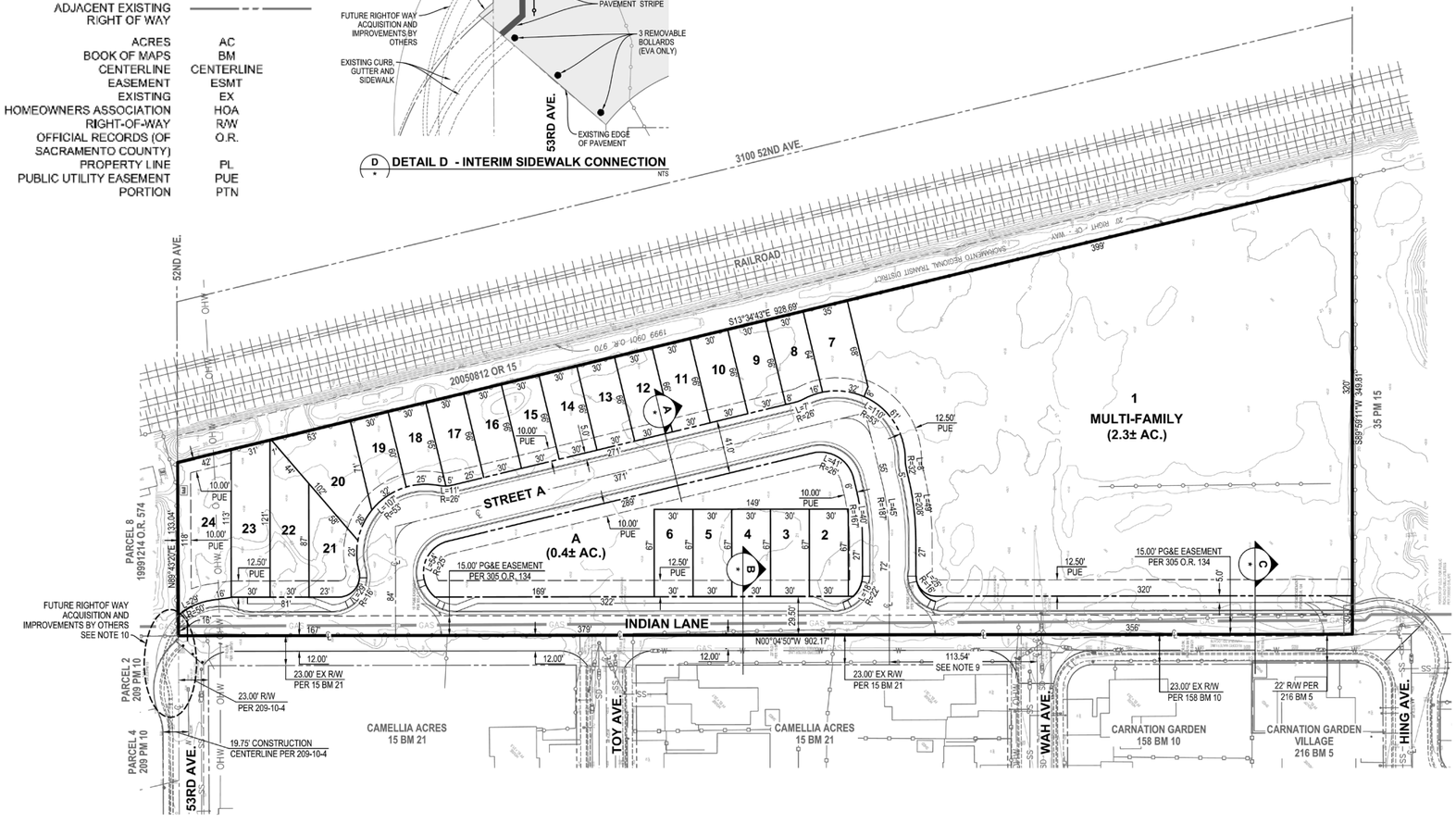
CITY OF SACRAMENTO COUNTY OF SACRAMENTO CALIFORNIA
CUNNINGHAM ENGINEERING
JUNE 2026

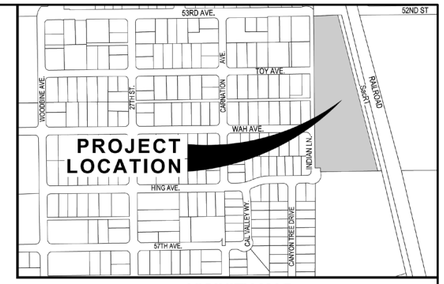
LEGEND:

PROPERTY BOUNDARY	
RIGHT-OF-WAY LINE	
STREET CENTERLINE	
PROPOSED PUBLIC UTILITY EASEMENT	
EXISTING EASEMENT	
ADJACENT EXISTING RIGHT OF WAY	
ACRES	AC
BOOK OF MAPS	BM
CENTERLINE	CENTERLINE
EASEMENT	ESMT
EXISTING	EX
HOMEOWNERS ASSOCIATION	HOA
RIGHT-OF-WAY	R/W
OFFICIAL RECORDS (OF SACRAMENTO COUNTY)	O.R.
PROPERTY LINE	PL
PUBLIC UTILITY EASEMENT	PUE
PORTION	PTN

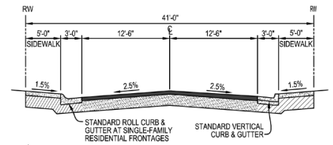


D DETAIL D - INTERIM SIDEWALK CONNECTION
NTS

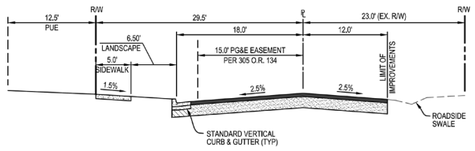




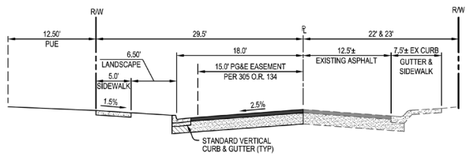
VICINITY MAP
NTS



A SECTION A - STREET A
NTS

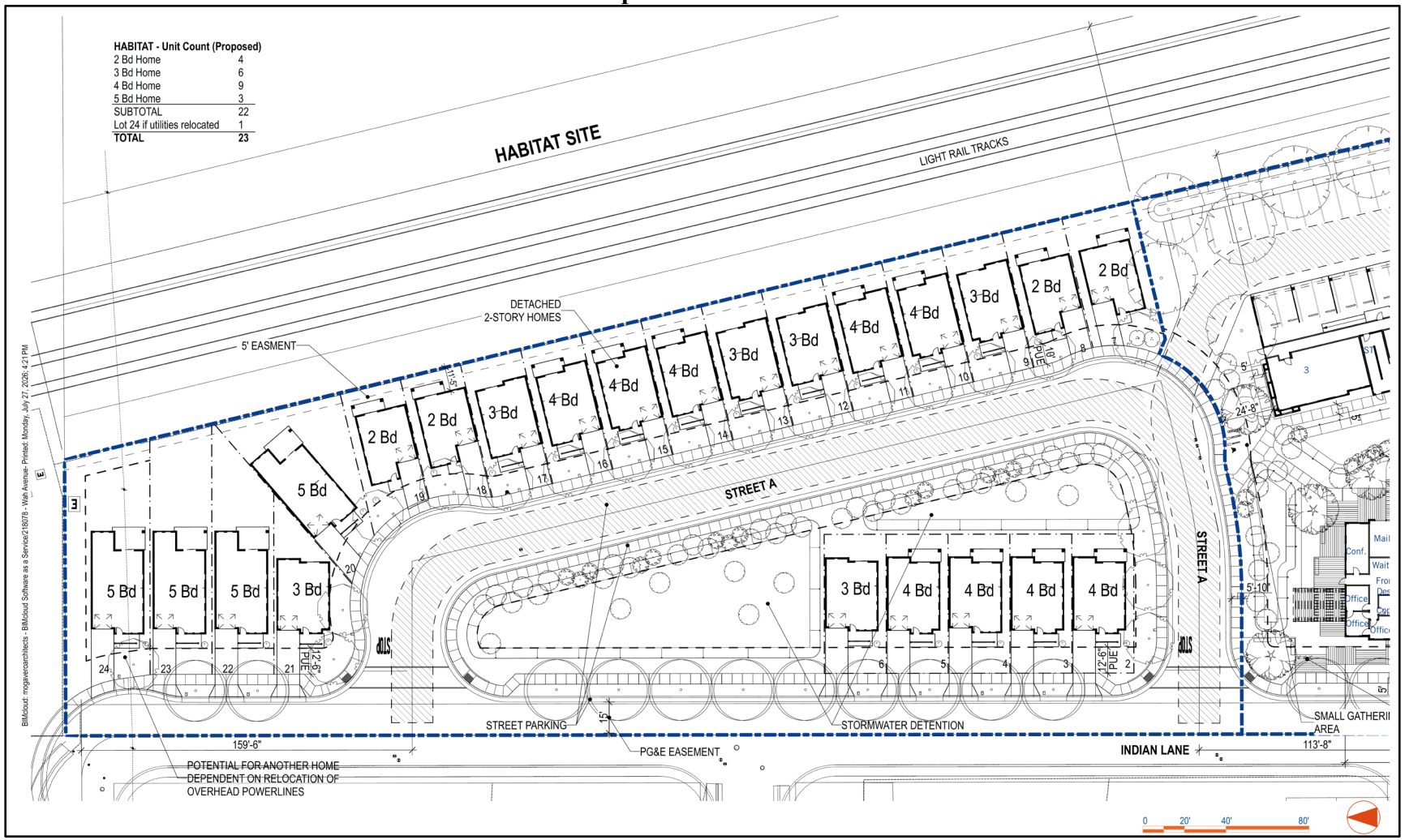


B SECTION B - INDIAN LANE
NTS



C SECTION C - INDIAN LANE
NTS

Figure 4
Development Area Site Plan



Existing overhead powerlines are currently located on the proposed Lot 24 in the northern portion of the Development Area. Should such utilities be relocated, a five-bedroom unit would be constructed on Lot 24, for a total of four five-bedroom units. For a conservative analysis, this Environmental Assessment assumes development of the additional five-bedroom unit, for a total of 23 single-family residential units within the Development Area.

Primary site access would be provided by a new driveway on the central portion of the project site off Indian Lane. The proposed project would include the northerly extension of the existing Indian Lane from the southwestern portion of the site along the site's western boundary to the terminus of 53rd Avenue on the northwest corner of the site. The extended Indian Lane would bound the western edge of the site. The driveway would extend from the proposed extension of Indian Lane and would form a new looped roadway, Street A, in the Development Area. Approximately 40 street parking spaces would be provided in addition to the garage and driveway parking areas provided with each home. Access to the future development in the southern portion of the project site would eventually connect to the internal Street A developed as part of the proposed project.

Regarding on-site landscaping, the proposed project would include stormwater planting within the HOA lot (Lot A), as well as various trees and shrubs located throughout the Development Area (see Figure 5). A hedgerow ground cover planting would be planted along the northern boundary of Lot A. With respect to utilities, the proposed project would also include new water, sewer, and storm drainage infrastructure which would connect to the existing utilities infrastructure in the site vicinity (see Figure 6). The proposed project would be built all-electric and would not include the use of natural gas during operations.

While the proposed residential development would only occur on the 2.51-acre Development Area, the entire five-acre site would be mass graded as part of the proposed project. Ground disturbing activities associated with the proposed project would include, but not be limited to, grading of the entire five-acre site, as well as site preparation, trenching for utilities, and building construction within the 2.51-acre Development Area.

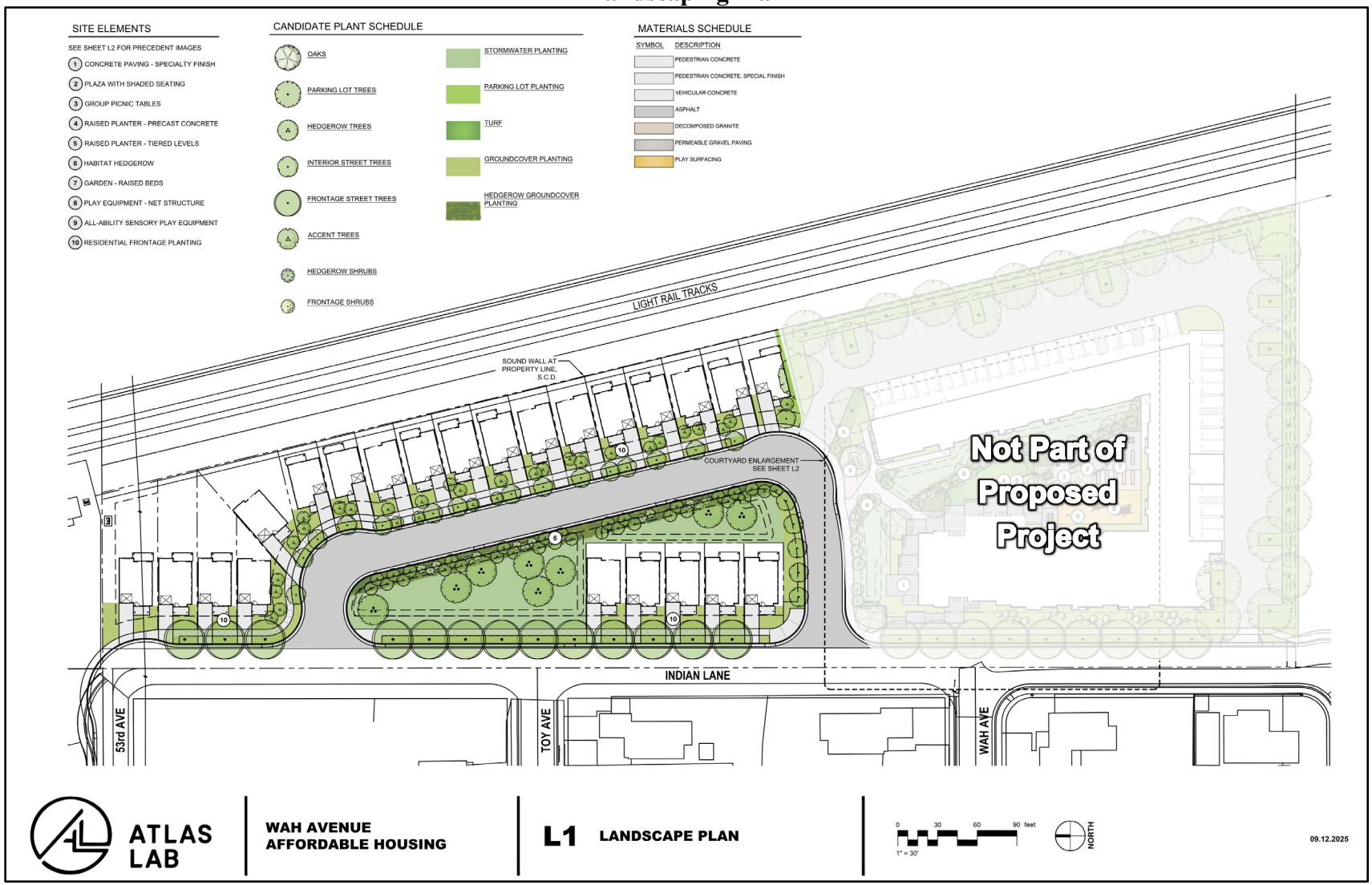
Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]**:**

According to the Regional Housing Needs Assessment (RHNA) for the Sacramento Area Council of Governments (SACOG), the City of Sacramento is expected to need 10,463 very low-income housing units, 6,306 low-income housing units, 8,545 moderate income housing units, and 20,266 above moderate-income units by October 31, 2029.[1]

The proposed project would add 23 affordable single-family units for households earning between 40 to 80 percent Area Mean Income (AMI). The proposed residential units would help to meet the City of Sacramento's affordable housing requirements.

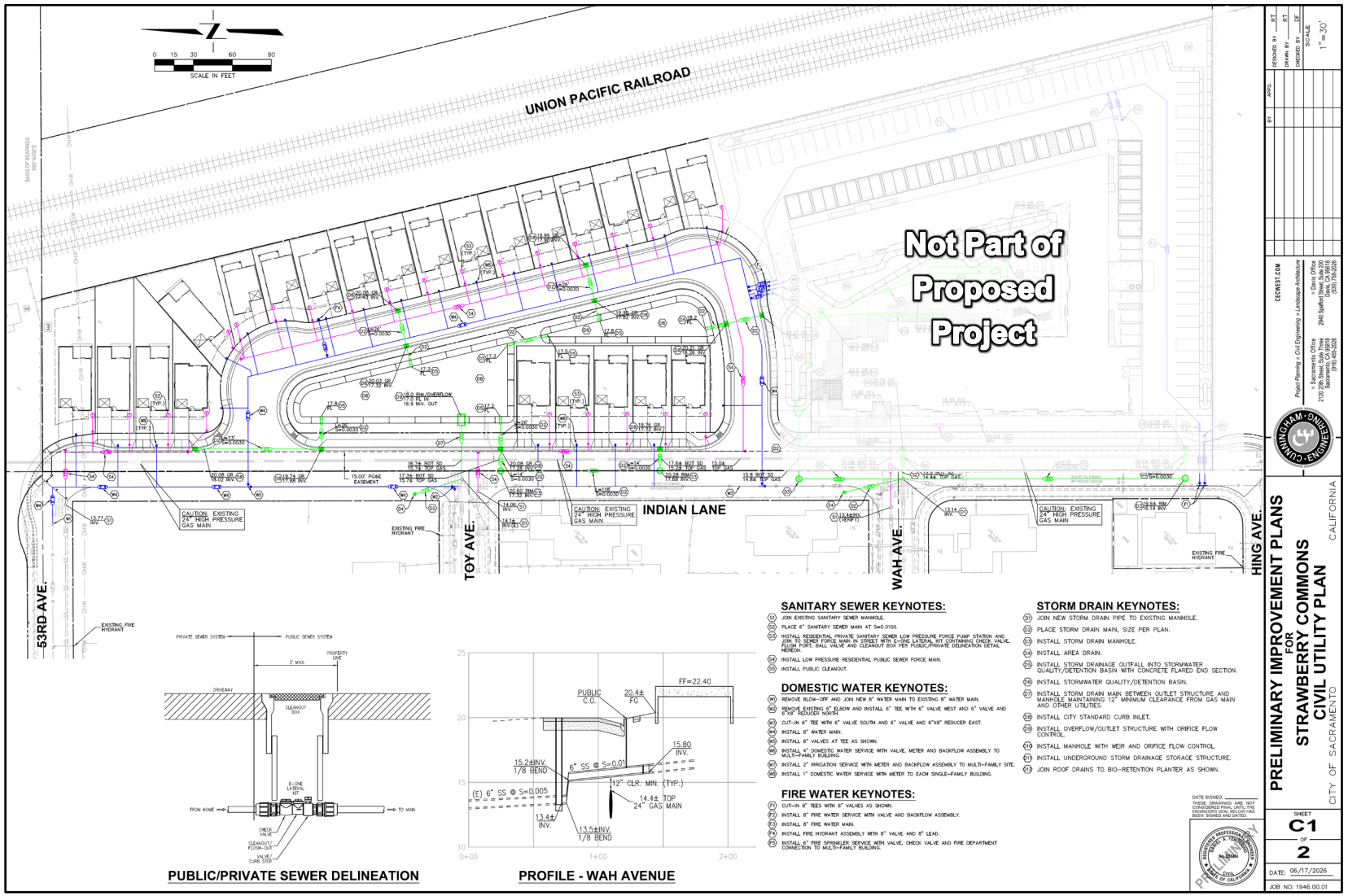
[1] Sacramento Area Council of Governments. *SACOG Regional Housing Needs Plan, Cycle 6 (2021-2029).* Adopted March 2020.

Figure 5
Landscaping Plan



Note: Figure shows landscaping improvements to be developed as part of the future multi-family residential uses, which are not included as part of the proposed project.

Figure 6
Utilities Plan



Note: Figure shows utility improvements to be developed as part of the future multi-family residential uses, which are not included as part of the proposed project.

Additionally, the City of Sacramento 2021-2029 Housing Element includes several goals and policies related to affordable housing.[2] Specifically, Goal 2 aims to increase affordable and workforce housing production throughout the City. For example, Policy H-2.3 requires the City and Sacramento Housing and Redevelopment Agency (SHRA) to "assist affordable housing developments, through site identification, direct funding, support of funding applications, […] and other incentive."[3]

In addition, Policy H-2.11 requires the City to "explore new strategies to convert abandoned and blighted properties into affordable housing." By providing quality, affordable housing for individuals and families, the proposed project would support the aforementioned goals and policies.

The applicant is seeking funding assistance through the Fiscal Year (FY)27 and FY28 Community Project Funding (CPF) grants from the U.S. Department of Housing and Urban Development (HUD). The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment (EA) is required.

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

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

Existing Conditions

The project site currently consists of relatively flat, regularly mowed land. Existing overhead powerlines are located in the northern portion of the site. The site was historically used as open/agricultural land with a former residential/farmstead component and associated outbuildings. Specifically, the site was undeveloped agricultural land until at least 1952, when a localized residential/farmstead-type improvement area was developed. Aerial imagery from the 1960s and 1970s indicated further improvements consisting of a single-family dwelling and associated outbuildings on-site. By 2005, the residential improvements were demolished, and the site consisted of vacant graded land with native vegetation, scattered household trash, debris from a former residential property, and an abandoned utility/telephone pole. Since 2008, the project site has remained vacant and undeveloped without standing buildings, within an otherwise urbanized setting.

The closest airport to the project site is the Sacramento Executive Airport, located approximately 0.75-mile (3,960 feet) to the northwest. The nearest military airport is the Travis Air Force Base, located approximately 28 miles (147,849 feet) southwest of the project site.

[2] City of Sacramento. *City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy.* Adopted August 17, 2021. (Amended December 14, 2021).
[3] *Ibid* (pg. 27).

Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0190H, effective August 16, 2012, the entirety of the project site is within Zone X, which is applied to areas protected by levees from one percent chance annual flood. Thus, the project site is located within an area of reduced flood risk due to levee (see Figure 7).

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), aquatic resources are not located on or adjacent to the project site. The nearest surface water sources to the project site include a riverine feature located within the Bing Maloney Golf Course, approximately one mile east of the project site, and a riverine feature, Morrison Creek, approximately one mile southeast of the project site (see Figure 8). The NWI classifies the Bing Maloney Golf Course riverine feature as R5UBFx, which denotes that the feature is riverine (R), unknown perennial (5), unconsolidated bottom (UB), semipermanently flooded (F), and excavated (x). The Morrison Creek riverine feature is classified as R2UBHx which denotes that Morrison Creek is riverine (R), lower perennial (2), unconsolidated bottom (UB), permanently flooded (H), and excavated (x).

The project site is located approximately 75.1 miles outside of the Coastal Zone Boundary (see Figure 9) and is located approximately 98.92 miles northeast of the nearest sole source aquifer (SSA), the Santa Margarita Aquifer (see Figure 10). According to the National Wild and Scenic Rivers System (NWSRS), the nearest identified Wild and Scenic River to the project site is the American River, located approximately 6.39 miles to the north (see Figure 11).

Funding Information

Estimated Total HUD Funded Amount:

$250,000

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

The estimated total development cost for the proposed project is $10,378,545, $250,000 of which would be funded through HUD's CPF Economic Development Initiative. $250,000 in CPF funds has been confirmed for FY26.

Figure 7
FEMA Flood Map

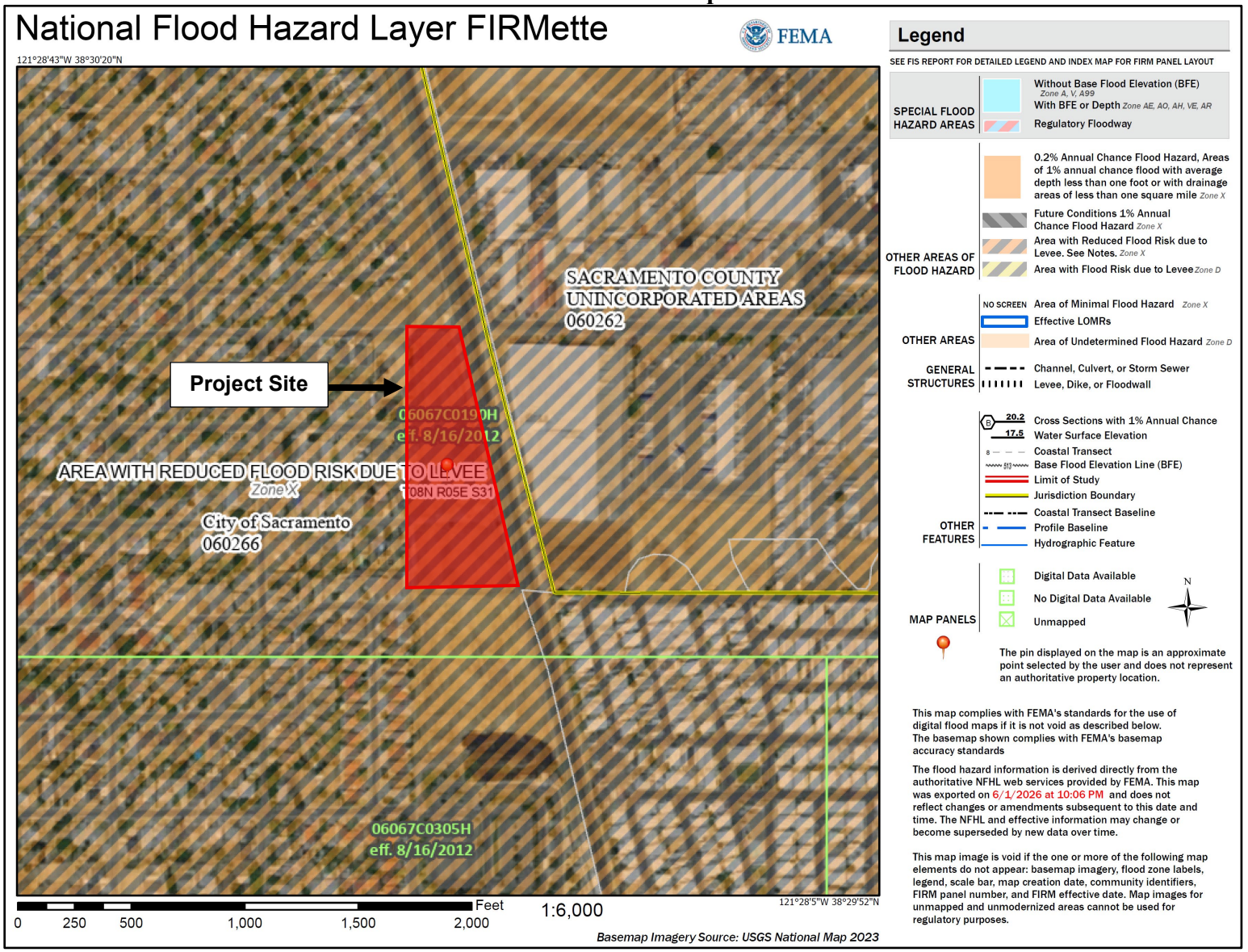


Figure 8
NWI Wetlands Map

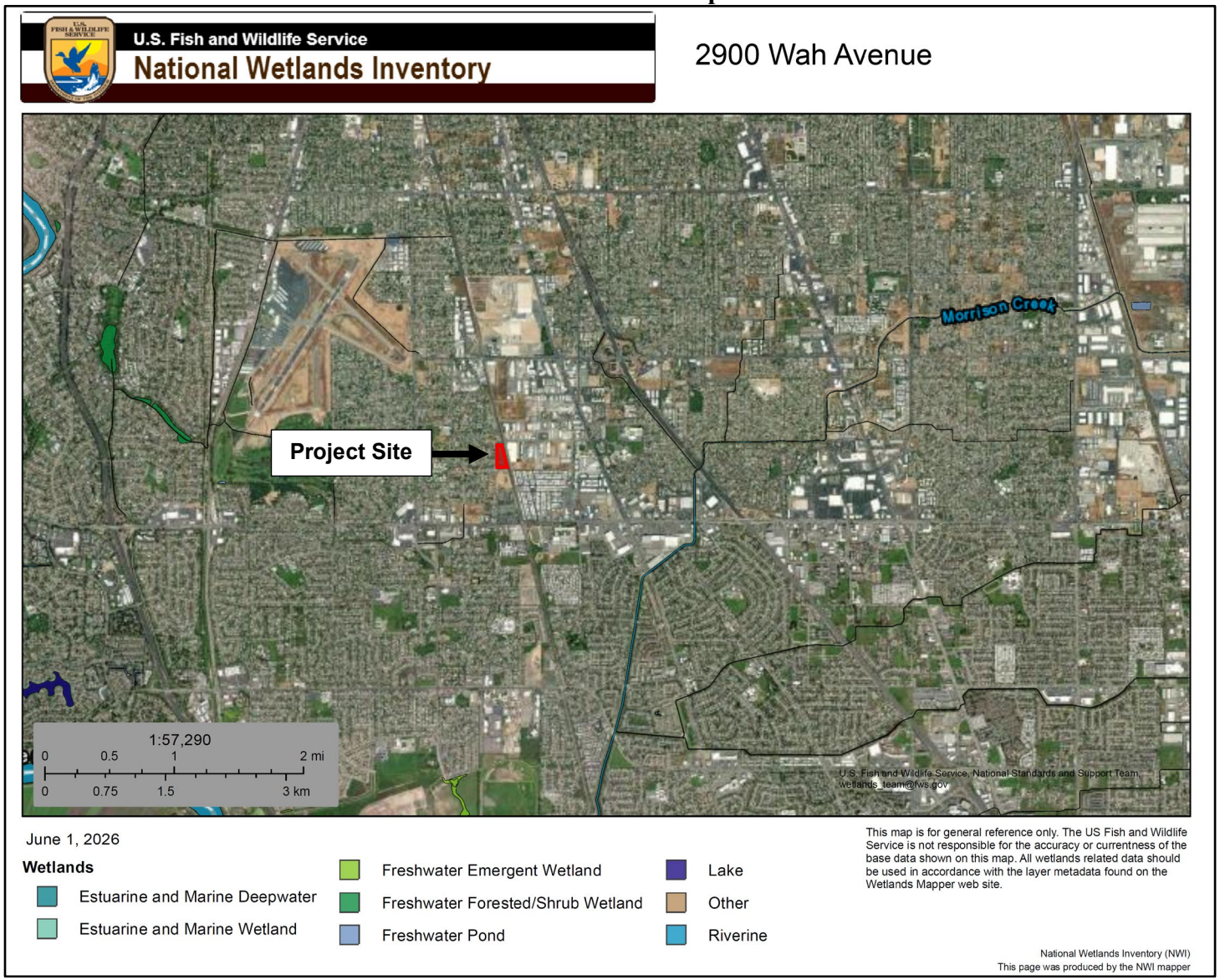
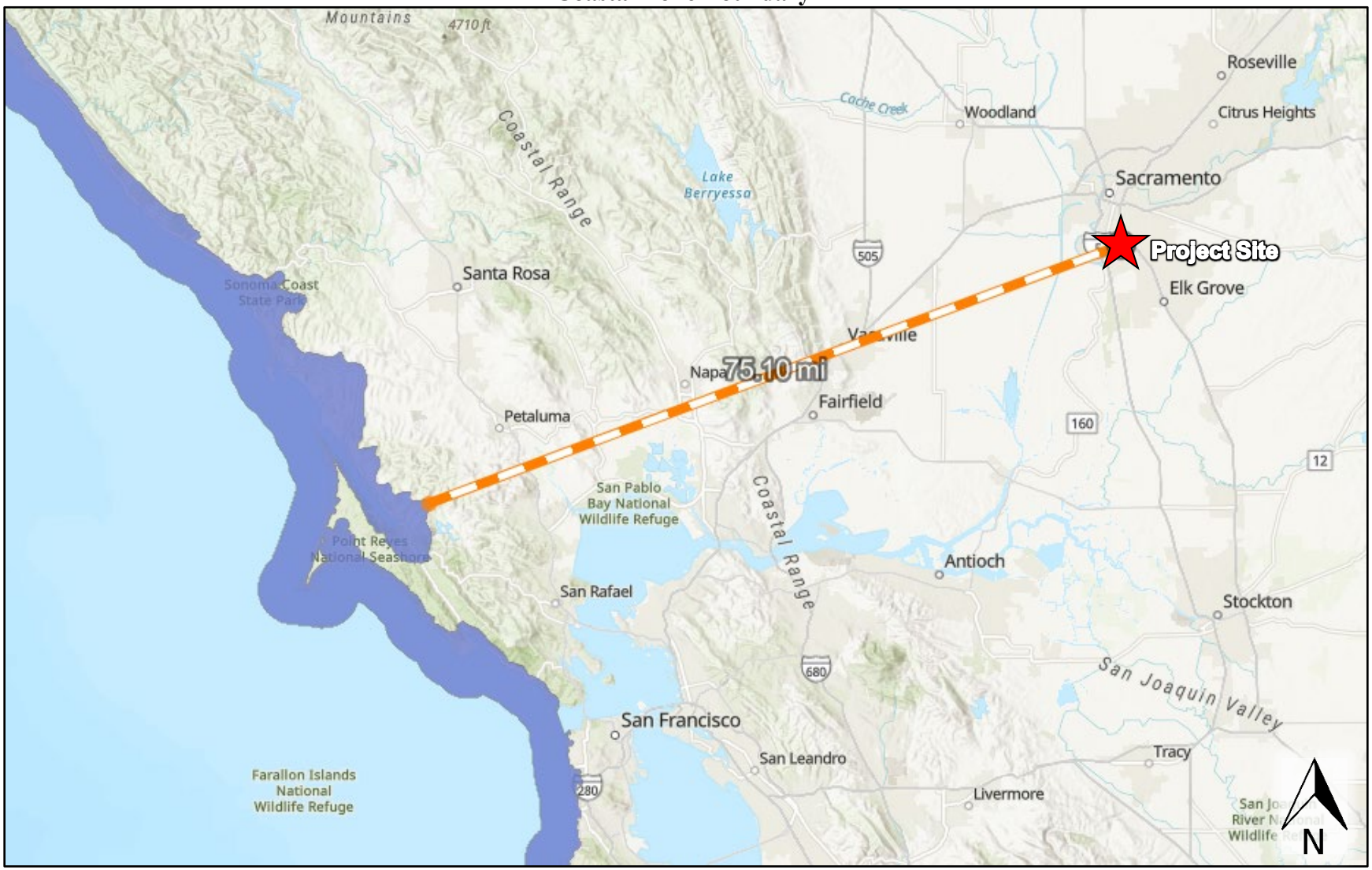
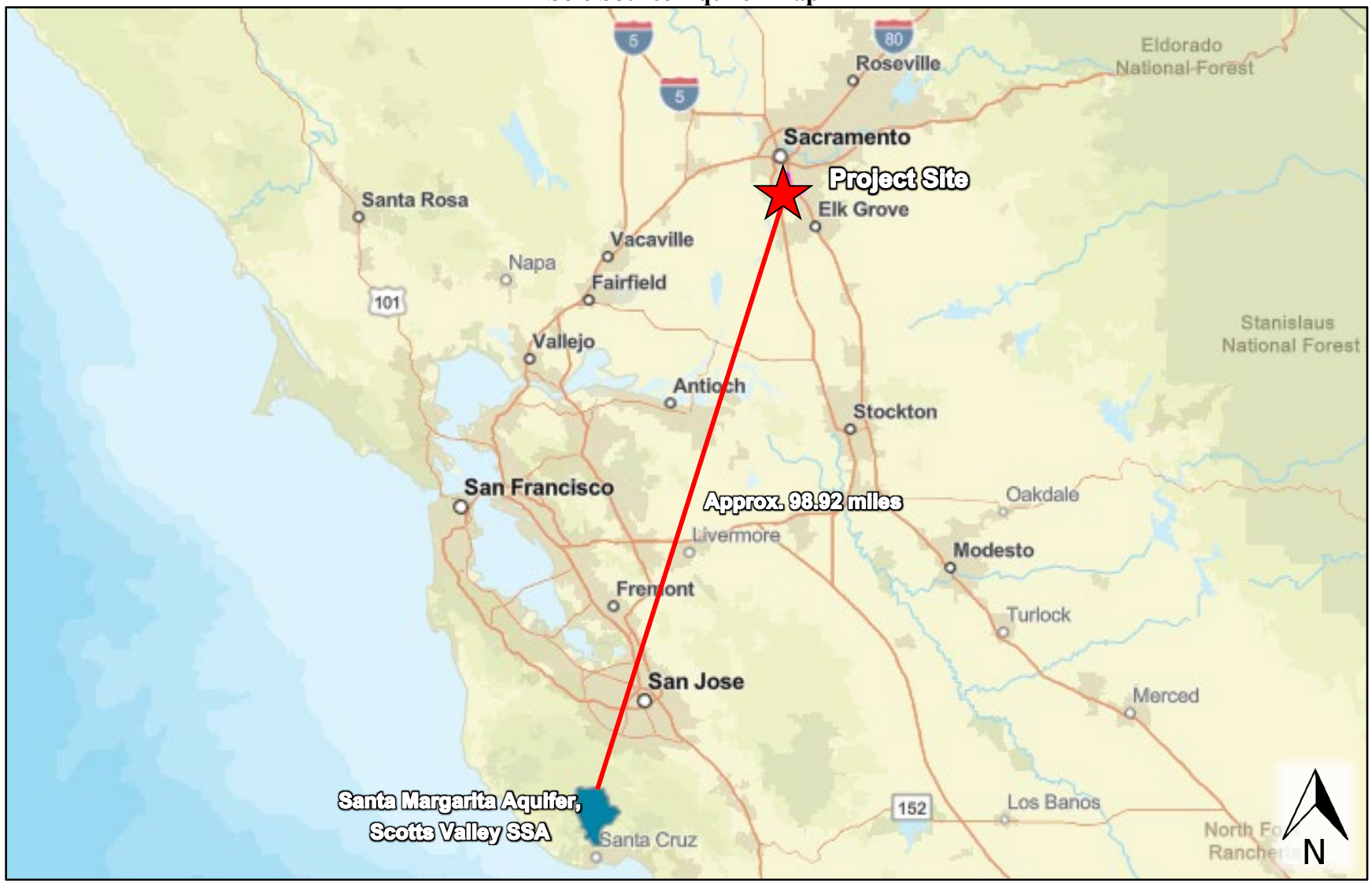


Figure 9
Coastal Zone Boundary



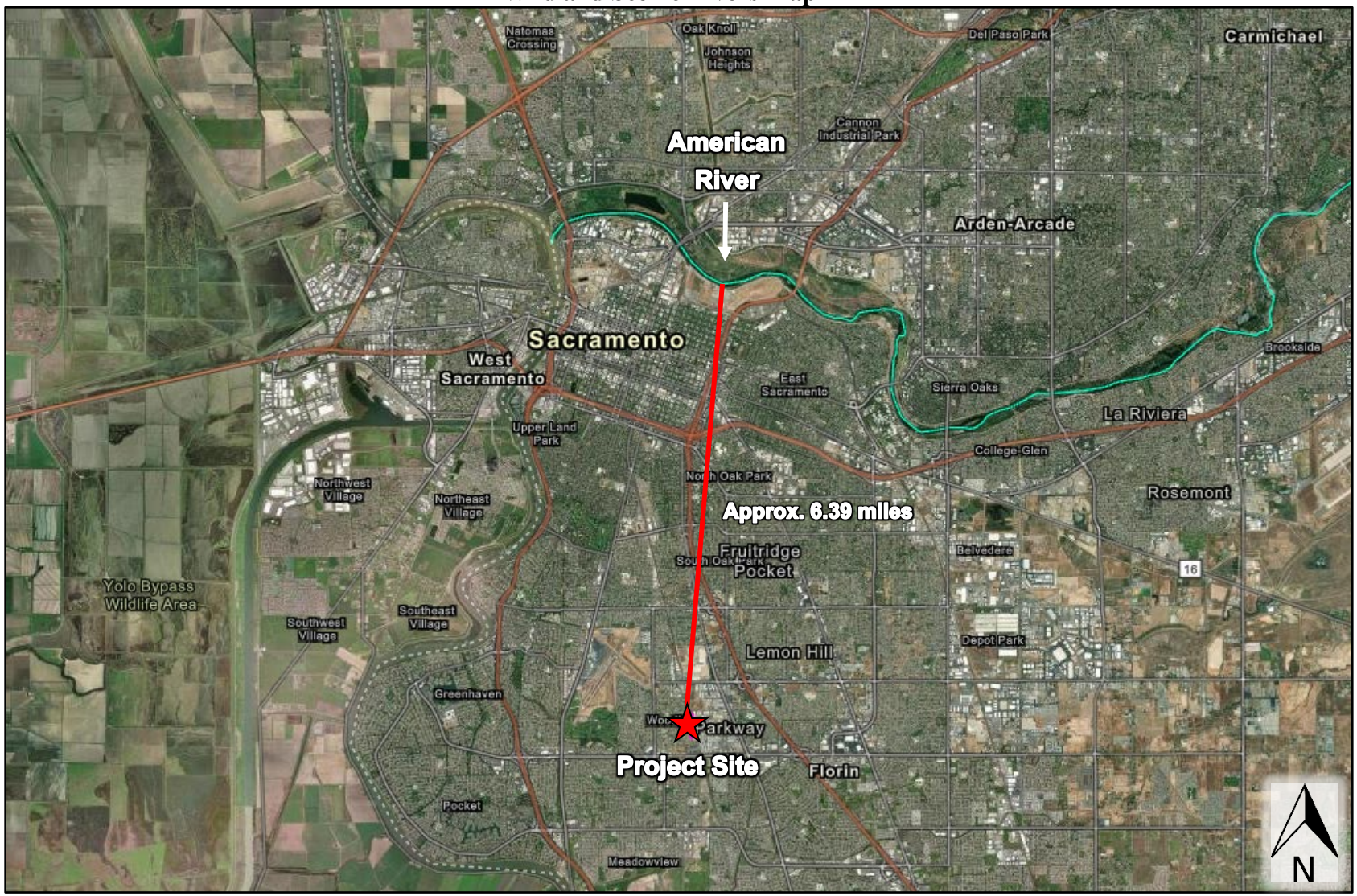
Source: California Department of Fish and Wildlife, BIOS, Accessed June 2026.

Figure 10
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency, NEPAssist, Accessed June 2026.

Figure 11
Wild and Scenic Rivers Map



Source: U.S. Forest Service, NEPAssist, Accessed June 2026.

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	HUD's policy is to apply standards to prevent incompatible development around civil airports or military airfields, consistent with Title 24 of the Code of Federal Regulations (CFR), Part 51, Subpart D. The nearest public airport to the project site is the Sacramento Executive Airport, located approximately 0.75-mile (3,960 feet) to the northwest. Thus, the project site is not located within 2,500 feet of a civilian airport. The nearest military airport is the Travis Air Force Base, located approximately 28 miles (147,849 feet) southwest of the project site. Thus, the project site is not located within 15,000 feet of a military airport. Therefore, the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D and impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS) and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified

		organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes. The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990. Therefore, the proposed project would not conflict with either the CBRA or the CBIA. Document Citation U.S. Fish and Wildlife Service. *Coastal Barrier Resources Act.* Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed June 2026. (Appendix F)
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by the FEMA as being within a Special Flood Hazard Area (SFHA) be covered by flood insurance under the National Flood Insurance Program. According to the FEMA FIRM 06067C0190H, effective August 16, 2012, the entirety of the project site is within Zone X, identified as an Area with Reduced Flood Risk Due to Levee (see Figure 7). As such, the project site is not located within a SFHA. Therefore, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the National Flood Insurance Reform Act would not occur. Given that the proposed project is not located within a SFHA or the FFRMS floodplain, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the National Flood Insurance Reform Act would not occur. Document Citation Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0190H.* Available at: https://msc.fema.gov/portal/home. Accessed June 2026. (Appendix F)

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	The project site is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Pollutants for which air quality standards have been established are called "criteria" air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NO_X) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, CO, sulfur oxides, NO_X, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour $PM_{2.5}$ AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{10}, AAQS, and attainment or unclassified for all other State AAQS. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs,

		public education, and partnerships with other agencies. General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region. As a part of the SVAB federal ozone nonattainment area, the SMAQMD works with the other local air districts within the Sacramento area to develop a regional air quality management plan under the Clean Air Act requirement. In accordance with the requirements of the Clean Air Act, the SMAQMD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan) in December 2008. The California Air Resources Board (CARB) determined that the Ozone Attainment Plan met Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP. An update to the plan, the 2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Attainment Plan), was prepared and adopted by CARB on November 16, 2017. An additional update to the plan was prepared and adopted by CARB on October 15, 2018, and known as the 2018 Updates to the California SIP. Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those

pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD CEQA Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1.

Table 1
SMAQMD Thresholds of Significance (lbs/day)

Pollutant	Construction	Operational
ROG	N/A[1]	65 lbs/day
NO_X	85 lbs/day	65 lbs/day
PM_{10}[2]	80 lbs/day 14.6 tons/yr	80 lbs/day 14.6 tons/yr
$PM_{2.5}$[2]	82 lbs/day 15 tons/yr	82 lbs/day 15 tons/yr

[1] The application of architectural coatings is typically the largest source of ROG emissions during construction activity. SMAQMD addresses construction-related emissions of ROG through the implementation of Rule 442, which regulates ROG emissions from architectural coatings. Therefore, SMAQMD has not adopted a threshold for construction-related ROG emissions.

[2] The thresholds of significance for PM_{10} and $PM_{2.5}$ presented above are only applicable if all feasible best available control technology/best management practices (BACT/BMPs) are applied. If all feasible BACT/BMPs are not applied, then the applicable threshold is zero. All feasible BACT/BMPs would be applied to the proposed project.

Source: SMAQMD, SMAQMD CEQA Guide, Revised April 2020.

As shown in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG.

		If construction or operations of the proposed project generate emissions in excess of SMAQMD's thresholds of significance, the project would conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2022.1.1.45 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, energy efficient design features, etc.). The following data was used as part of the model for the proposed project: • Construction was anticipated to begin in April 2027 and occur over an approximately one-year and seven-month period; • Fireplaces would not be included within the proposed development; and • The proposed project would not use natural gas during operations. All modeling results are included within Appendix A. <u>Construction Emissions</u> According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2. As presented in the table, emissions of NO_X, PM_{10}, and $PM_{2.5}$ would be below the applicable air quality thresholds established by the SMAQMD, and substantial adverse effects related to criteria air pollutant emissions would not occur during project construction.

Table 2 Maximum Unmitigated Construction Emissions (lbs/day)		
Pollutant	**Project Emissions**	**Threshold of Significance**
NO_X	28.02	85
PM_{10}	21.01	80
$PM_{2.5}$	11.22	82
Source: CalEEMod, July 2026 (see Appendix A).		

Furthermore, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants to levels lower than those presented in Table 2.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3 Maximum Unmitigated Operational Emissions (lbs/day)		
Pollutant	**Project Emissions**	**Threshold of Significance**
ROG	2.04	65
NO_X	0.76	65
PM_{10}	1.32	80
$PM_{2.5}$	0.34	82
Source: CalEEMod, July 2026 (see Appendix A).		

As presented in the table, the proposed project would result in operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ below the applicable SMAQMD thresholds of significance, and substantial adverse effects related to criteria air pollutant emissions would not occur during project operation.

Cumulative Emissions

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and thus, cumulative impacts related to such pollutants could be considered cumulatively significant.

		Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's non-attainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance for criteria pollutants. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur. <u>Toxic Air Contaminants</u> Toxic air contaminants (TACs) are a category of environmental concern as well. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations correlates with a higher health risk. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high-traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. Thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health-related risks associated with DPM in particular are primarily associated

		with long-term exposure and associated risk of contracting cancer. The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the proposed project would not generate any substantial pollutant concentrations during operations. Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, construction would occur over an approximately one-year and seven-month period. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the estimated one-year and seven-month construction period associated with the proposed project. In addition, all construction equipment and operation thereof would be regulated by the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations. In addition, existing sources of TACs in the project vicinity, such as State Route (SR) 99, could result in health risks to future residents of the proposed project. In order to evaluate potential exposure to DPM, the CARB recommends the evaluation of emissions when a freeway or high-traffic roadway (defined as an urban roadway experiencing over 100,000 vehicles per day) or a rural roadway experiencing over 50,000 vehicles per day is located within 500 feet of a sensitive receptor. The project site is

		located 5,000 feet west of SR 99. As such, risks associated with on-site exposure to DPM from vehicle traffic are not expected. The CARB Handbook also recommends that projects avoid placing sensitive receptors within 1,000 feet of a major service and maintenance rail yard or within one mile of a rail yard. The project site is located 20 feet east of the SacRT Light Rail and UPRR tracks; however, CARB's advisory is limited to rail yards, which involve the loading and unloading of trains. The project site is located approximately 17 miles southwest of the nearest railyard. Because the site is not located within one mile of a railyard, risks associated with on-site exposure to DPM from trains are not expected. Pursuant to the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years. The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. The SMAQMD recommends specific methodologies for use in the analysis of localized CO emissions and maintains recommended screening protocols to determine whether a proposed project would have the potential to result in excess concentrations of CO. Based on the expectation that high levels of localized CO would only occur where background levels of traffic congestion are high, SMAQMD consider projects that do not result in the degradation of traffic operations at any intersections from acceptable levels of service (LOS) to unacceptable LOS or result in the addition of a substantial amount of new traffic to intersections already operating at unacceptable LOS to not result in high levels of localized CO, and further analysis is not required.

		According to the CalEEMod results, the proposed project is anticipated to result in approximately 220 total trips per day. As further discussed in the Transportation and Accessibility section of this EA, the proposed project is anticipated to result in a relatively small number of new vehicle trips compared to the existing roadway conditions in the vicinity of the project site. Furthermore, the MEIR accounted for buildout of the project site with residential uses, and the increase in trips has been accounted for by the City and roadway planning efforts. Therefore, the proposed project would not result in an increase in vehicle trips such that existing roadway conditions in the City would be significantly affected. As such, the proposed project would not expose sensitive receptors to substantial concentrations of localized CO. Conclusion Based on the above, construction and operations of the proposed project would not result in criteria pollutant emissions in excess of the adopted thresholds of significance, nor result in the exposure of sensitive receptors to TACs. As a result, the impacts of the proposed project would not result in any conflicts related to the Clean Air Act would not occur. Document Citation Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. Revised October 2020. (Appendix F) Raney Planning and Management, Inc. *CalEEMod Air Quality Modeling Results*. July 2026. (Appendix A) California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. (Appendix F)
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The Coastal Zone Management Act Section 1453, Definitions, defines the term "coastal zone" as "…the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several

		coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches…" and extending "…inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise." As shown in Figure 9, the project site is located approximately 75.1 miles outside of the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur. <u>Document Citation</u> California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios/. Accessed June 2026. (Appendix F)
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following: (1)... all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property. (2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards. (3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes. (4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary...

		Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on an Environmental Protection Agency (EPA) Superfund National Priorities or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank). A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Silicon Valley Environmental (Silicon). The purpose of the Phase I ESA was to identify any potential on-site or off-site Recognized Environmental Conditions (RECs) in accordance with the American Society for Testing and Materials (ASTM) E1527-13 standard. A REC is defined by the ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The Phase I ESA included a review of historical sources; a review of regulatory agency records; a review of regulatory database records; interviews with key personnel; and site reconnaissance of the project site and adjacent properties conducted on March 22, 2026. In addition, the Phase I ESA reviewed previous studies conducted by URS Corporation (URS) for the project site, including a Phase I ESA conducted on November 30, 2005, a Limited Phase II Soils Investigation conducted on January 26, 2006, a Summary Review Letter on February 9, 2006, and a Phase I ESA Update conducted on June 14, 2008. According to the review of topographic maps, historical aerial photographs, and City directories, the project site was historically used as open/agricultural land with a former residential/farmstead component and associated outbuildings. Specifically, the site was undeveloped agricultural land until at least 1952, when a localized residential/farmstead-type improvement area was developed. Aerial imagery

		from the 1960s and 1970s indicated further improvements consisting of a single-family dwelling and associated outbuildings on-site. By 2005, the residential improvements were demolished. The 2005 Phase I ESA described the property as vacant graded land with native vegetation, scattered household trash, debris from a former residential property, and an abandoned utility/telephone pole. The 2005 Phase I ESA also noted that the project site had historically been used for agricultural land with row crops, and that past structures may have been used for storage and possibly mixing of agricultural chemicals. The site has since remained vacant and undeveloped. Since 2008, the project site has been open without standing buildings, within an otherwise urbanized setting. Available street-level imagery and current parcel records are consistent with a vacant infill parcel characterized by ruderal vegetation, localized surficial debris, perimeter fencing in places, and a lack of apparent active site operations. Due to the historic agricultural uses of the project site, the 2005 Phase I ESA recommended surface soil sampling for residual herbicides and pesticides associated with the project site. Thus, a Limited Phase II Soils Investigation was conducted in 2006, which included five shallow surface-soil samples collected from former outbuilding areas and former agricultural areas. The 2006 Soils Investigation states that odors or staining were not observed. Arsenic was detected in all five samples at concentrations ranging from approximately 1.67 to 2.64 milligrams per kilogram (mg/kg), while organochlorine pesticides were not reported in any of the sampled soils. The 2006 Soils Investigation concluded that arsenic concentrations were below the risk/regulatory benchmarks relied upon in the report, and further environmental assessment was not recommended. Based on direct review of the 2005 Phase I ESA, the 2006 Phase II Soils Investigation, the 2006 Summary Review Letter, and the 2008 Phase I ESA Update, the Phase I ESA prepared for the proposed project concluded that the agricultural/farmstead history of the project site is best classified as an Other Environmental Consideration (OEC). Based on the information currently available, this condition does not independently rise to a REC, and the

		Phase I ESA did not recommend any further action. With respect to the review of applicable federal, State, and local environmental databases, the Phase I ESA included a review of the State Water Resource Control Board's (SWRCB) GeoTracker environmental database, the California Department of Toxic Substances Control (DTSC) EnviroStor database, and Sacramento County Environmental Management Department/local Certified Unified Program Agency (CUPA) records. The review did not identify documented hazardous materials violations or discharges on the project site. According to the Phase I ESA, the site is not currently or previously listed on any regulatory environmental database. With respect to radon, the Phase I ESA concluded that radon would not be considered a significant environmental concern on-site. Nonetheless, in accordance with HUD requirements for scientific data review, the California Department of Conservation (CDOC), California Geological Survey, Special Report 247 regarding indoor radon potential in California was reviewed for radon testing data for Sacramento County and the City of Sacramento. The CDOC radon data shows that 151 tests have been conducted in the County during the most recent reported period (2006 through 2017). Of the 151 tests, 82 occurred in Sacramento, with the lowest recorded test measuring <0.5 picocuries per liter (pCi/L) and the highest recorded test measuring 17.2 pCi/L. However, the majority of the 151 locations sampled were below 4.0 pCi/L. In addition, the median for the radon measurements is 1.1 pCi/L. Pursuant to HUD protocols, the average radon level ascertained from the review is assumed to be the level present on-site. Therefore, radon levels for the project are assumed to be below the U.S. EPA action level of 4.0 pCi/L, and mitigation is not required. Further consideration of radon is not required in this environmental review. The Phase I ESA's review of historical resources for adjacent land indicated that adjoining property development has been dominated by the longstanding railroad/light rail corridor to the east, progressive residential subdivision

		development to the west, and generally open or transportation-related land to the north and south. The Phase I ESA reviewed off-site facilities adjacent to or within approximately 0.33-mile of the project site. Of the off-site facilities reviewed, the Phase I ESA noted that the current regulatory database review indicates that the most environmentally relevant adjoining and nearby sites are concentrated east and north/northeast of the project site. The sites include the United States Cold Storage facility at 3100 52nd Avenue, the Yellow/YRC/TForce freight terminal at 3210 52nd Avenue, and several nearby automotive repair/body shop properties north and northeast of the project site. By contrast, the immediately adjoining north and south properties have generally remained open, undeveloped, or transportation-related in character throughout the more recent historical record. The Phase I ESA concluded that the aforementioned sites would not pose contamination risks to the project site. Nonetheless, the sites are described in further detail below. The United States Cold Storage facility is located at 3100 52nd Avenue, approximately 129 feet east of the site. The facility is separated from the project site by the light rail corridor. The site is identified in the MapHazardsPro report as a hazardous materials and hazardous waste handling facility with generator, hazardous materials (HAZMAT), the Hazardous Waste Manifests Database (HAZNET), and incident-history entries. CUPA-related records cited in the report identify the facility as a Hazardous Materials Business Plan facility and an Accidental Release Prevention facility. The report also includes a 2016 incident involving an anhydrous ammonia release reportedly totaling approximately 1,050 pounds, with evacuation of nearby private citizens and release to the atmosphere. Additional manifest and generator records indicate regulated waste activity associated with the facility over multiple years. The Phase I ESA noted that from an ASTM screening standpoint, the facility is one of the most notable nearby sites due to the facility's close proximity to the project site, hazardous materials profile, and documented release history. However, the incident highlighted in the database report involved an atmospheric ammonia release

		rather than a documented subsurface soil or groundwater release migrating toward the site. In addition, the facility is located east of the rail corridor and not directly on an immediately contiguous parcel boundary with the project site. The Phase I ESA concluded that based on the currently reviewed database information alone, the United States Cold Storage facility would not pose an environmental hazard to the project site. The Yellow/YRC/TForce freight terminal complex is located at 3210 52nd Avenue, located approximately 394 feet east of the project site. The current database report ties the address to historical Yellow Freight/Yellow Transportation/YRC Freight operations and more recent TForce Freight operations. The site is identified through multiple generator, HAZMAT, HAZNET, Emergency Response Notification System (ERNS) incident, and related operational records. The database narrative reflects numerous reportable freight-handling incidents involving damaged containers or shipments during transport, loading, or unloading, including paints, corrosives, flammable liquids, batteries, acids, and related commercial freight materials. The report also includes recent Resource Conservation and Recovery Act (RCRA) generator information for TForce Freight - Sacramento. The Phase I ESA noted that the site is environmentally relevant because of the site's proximity to the project site, long duration of freight-terminal use, and repeated hazardous materials incident history. However, the incident pattern described in the database report is primarily operational and episodic, consisting of damaged freight or packaging events, rather than a clearly documented uncontrolled subsurface release at the project site boundary. In addition, the freight terminal complex is separated from the project site by the intervening rail corridor and lies farther east than United States Cold Storage. The Phase I ESA concluded that based on the database materials reviewed, the freight terminal does not pose a direct environmental hazard to the project site. Several nearby automotive repair/body shop properties are located north and northeast of the site. Omega Auto Repair is located at 3033 52nd Avenue, approximately 185 to 329 feet

		north/northeast. The report ties the address to generator, HAZMAT, HAZNET, and California EPA Site Portal records. The Site Portal entries describe hazardous waste and hazardous materials compliance issues such as labeling deficiencies, emergency planning deficiencies, container management issues, and other regulatory violations, some of which were later corrected. The Phase I ESA noted that the site is relevant because it reflects nearby automotive service use with documented hazardous waste management and enforcement history. The listing suggests the presence of routine automotive chemicals and waste streams typical of repair uses. However, the available database information is principally compliance-oriented and does not identify a specific off-site release affecting the project site. The Phase I ESA concluded that Omega Auto Repair would not pose an environmental hazard to the project site based on currently reviewed records. In addition, J & A Auto Center is located at 3045 52nd Avenue, Suite B, approximately 327 to 404 feet northeast of the project site. Omega Auto Repair is associated with generator, HAZMAT, and California EPA Site Portal records reflecting hazardous waste management and regulatory compliance issues. Cited violations include improper hazardous waste storage or disposal, used oil and fuel-filter management issues, labeling deficiencies, manifest or documentation issues, and related compliance matters. Similar to Omega Auto Repair, the significance of the site lies primarily in the nearby automotive-use setting and associated hazardous waste handling rather than in any confirmed release known to affect the project site. The Phase I ESA concluded that based on currently available records, J & A Auto Center does not demonstrate a release migration concern to the project site. Lastly, various other auto body shops, including Emperor Auto Body & Performance, Elite Auto Body, TNT Autobody, and Honstein & Sons, have been located at 3210 51st Avenue, approximately 491 to 564 feet north of the project site. The Phase I ESA noted that the address appears to have supported a persistent body shop and repair cluster with manifest history, generator records, and compliance-related entries. Reported waste streams include paint- and solvent-related

		wastes and other automotive repair/body shop materials. Site Portal records for some operators identify violations involving labeling, manifests, employee training, business plan deficiencies, and related hazardous waste program requirements. The Phase I ESA noted that the address block is environmentally relevant because it reflects long-term automotive body and repair operations, which commonly involve paints, solvents, waste oils, and associated hazardous wastes. Nonetheless, the current database information is primarily operational and compliance-related and does not identify a specific documented release to the project site. Broader-area closed Leaking Underground Storage Tank (LUST) listings identified in the Phase I ESA are generally consistent with the previous URS database review and do not, based on presently available information, indicate a new or changed release concern affecting the project site. The Phase I ESA concluded that based on the results of the environmental database review, the identified sites in the surrounding areas of the project site would not directly impact the site or pose a significant environmental liability or risk to the site under the site's current zoning and land use. As part of the Phase I ESA, a site reconnaissance of the project site and adjacent properties was conducted on March 24, 2026. During the site reconnaissance, Silicon observed scattered solid waste and refuse along portions of the site perimeter, particularly near the western frontage of the site and along Indian Lane. Observed materials included discarded household trash, mattresses, furniture or furniture components, plastic and paper debris, and other miscellaneous dumped refuse. The Phase I ESA noted that organized waste storage areas, dumpsters, or evidence of active commercial waste handling were not observed. In addition, indications of mold, water damage, or mold growth were not observed. Based on the results of the aforementioned reviews and site reconnaissance, RECs were not identified on-site. Based on the above, contaminants of concern or toxic substances were not identified on-site, and the proposed project would not conflict with

		HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2). Document Citation Silicon Valley Environmental. *Phase I Environmental Site Assessment.* March 30, 2026. (Appendix B) California Department of Conservation, California Geological Survey. *Special Report 247, California Indoor Radon Potential.* 2022. (Appendix F)
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat. The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. As noted in the Biological Resources Memorandum (BRM) prepared for the proposed project by Acorn Environmental (Acorn), the USFWS Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC) lists the following species as having the potential to occur within the project vicinity: (1) northwestern pond turtle, (2) western spadefoot, (3) monarch butterfly, (4) valley elderberry longhorn beetle, (5) vernal pool fairy shrimp, and (6) vernal pool tadpole shrimp. A biological resources survey was conducted by Acorn as part of the BRM on November 11, 2025, to assess the site for special-status species and suitable habitat to support special-status species. Though the IPaC indicated that critical habitat has been designated for monarch butterfly, valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp, the BRM concluded that such habitat does not exist on-site. A query of the California Natural Diversity Database (CNDDB) was also conducted to further ascertain the potential for plant or wildlife

		species protected under the Endangered Species Act to occur within the project region. In addition to the species identified by IPaC, the CNDDB returned records for one additional wildlife species that has previously occurred within the vicinity of the project site: the western yellow-billed cuckoo. The project site is located within an urbanized area of the City and is surrounded by residential and industrial uses. In addition, the site, which consists of vacant land that has been subject to previous development, does not include any suitable habitat for protected species. For example, protected plant species generally occur in relatively undisturbed areas within vegetation communities, including, but not limited to, vernal pools, marshes and swamps, chaparral, dunes, and areas with unusual soil characteristics. Such habitats are not present on-site. Due to the on-site habitat and lack of any riparian habitat, aquatic features, or other seasonal water sources used for breeding, species that rely on such types of habitat, such as the northwestern pond turtle, western spadefoot, vernal pool fairy shrimp, and vernal pool tadpole shrimp, do not have the potential to occur on-site. Due to the site's previous agricultural disturbance and proximity to residential uses, monarch butterfly is unlikely to be present on the project site. Monarch butterfly would be capable of flying away during project construction and operation. Adult monarch butterflies require a diversity of blooming nectar resources during breeding and migration (spring through fall). Monarchs also need milkweed (for both oviposition and larval feeding) embedded within the diverse nectaring habitat, which does not occur on the project site. The western yellow-billed cuckoo also does not have the potential to occur on-site, as appropriate riparian woodland habitat does not occur on-site. Lastly, the valley elderberry longhorn beetle is completely dependent on its host plant, elderberry (*Sambucus* spp.), which does not occur on-site. Thus, the necessary habitats required to accommodate the various species identified by the IPaC and CNDDB queries are not available on-site. It should be noted that various migratory birds and nesting raptors could potentially nest in the

		existing trees associated with the residential development located immediately west of the project site. Such species are protected under the Migratory Bird Treaty Act of 1918 (MBTA). Project construction could potentially disturb birds nesting in the existing trees. As discussed further in the Vegetation and Wildlife section of this Environmental Assessment, a preconstruction survey for migratory birds and raptors would be required, which would ensure potential impacts to avian species protected under the MBTA do not occur. Based on the above, potentially substantial adverse effects to species protected under the Endangered Species Act would not occur. <u>Document Citation</u> Acorn Environmental. *Biological Resources Memorandum.* November 18, 2025. (Appendix C)
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. Project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose residents or end-users of a developed project to the risk of injury in the event of a fire or an explosion. According to the California Environmental Protection Agency (CalEPA) Regulated Site Portal, a total of 99 AST and/or chemical storage sites subject to regulations established by 24 CFR Part 51 Subpart C are located within one mile of the project site. The storage tanks located within one mile of the Development Area range from a maximum daily volume of 12 gallons to 59,999 gallons, with 14 having a maximum daily volume of 59,999 gallons. The closest 59,999-gallon AST to the Development Area is located at 3610 52nd Avenue, which is a Central Transport facility, approximately 1,924 feet from the project site. The next closest 59,999-gallon storage tank is an AutoZone auto parts

		store located at 2720 Florin Road, approximately 2,040 feet from the project site. The AutoZone does not host an AST and is assumed to host an underground storage tank (UST), which is not subject to the regulations set forth in 24 CFR Part 51 Subpart C. Most of the remaining 59,999-gallon ASTs located within one mile of the project site are also associated with fueling stations, similar to the AutoZone AST and, based on review of aerial footage, are determined to host USTs, which are not subject to the regulations set forth in 24 CFR Part 51 Subpart C. However, 10 of the remaining 59,999-gallon ASTs located within one mile of the project site are either not associated with fueling stations or the presence of ASTs or USTs cannot be identified and are conservatively assumed to host ASTs. The remaining 59,999-gallon ASTs are discussed in further detail below. Based on HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with a 59,999-gallon AST is 1,523 feet to prevent adverse effects to people and 334 feet to prevent adverse effects to buildings. Thus, all chemical storage and AST sites 1,523 feet from the project site were concluded to be in excess of the applicable ASDs. The ASDs for the five chemical storage and AST facilities within 1,523 feet of the project site were calculated with HUD's ASD Electronic Assessment Tool and are summarized in Table 4 below. As shown in Table 4, all of the chemical storage and AST facilities are located at a distance from the project site that exceeds the applicable ASD for people and buildings. Based on the above, the proposed project would not result in impacts associated with siting of HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.

Table 4
Chemical Storage and Aboveground Storage Tank Facility ASDs

Site Name	Maximum Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD from People / Buildings (feet)
Elite Auto Body, Inc.	59	554	86 / 14
J&L Pallets, Inc.	599	650	224 / 40
Skyline Scaffold, Inc.	2,999	652	438 / 84
T Force Freight - Sacramento	599	755	224 / 40
Beauty Craft Furniture Corp.	599	850	224 / 40
A-Z Bus Sales, Inc.	599	1,015	114 / 19
Bos Sheet Metal, Inc.	59	1,312	86 / 14
Central Transport Repair Shop	599	1,336	224 / 40

Source: HUD ASD Calculator, 2026.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal.* Available at: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed June 2026. (Appendix F)

U.S. Department of Housing and Urban Development. *Acceptable Separation Distance Electronic Assessment Tool.* Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed July 2026. (Appendix F)

Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses.

		Pursuant to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is designated as "Not Prime Farmland" and "Farmland of Statewide Importance." However, according to the U.S. Census Bureau, the project site is within an Urban Area. Pursuant to Section 523.10(B)(ii) of the Farmland Protection Policy Act, lands identified as Urban by the U.S. Census Bureau are not subject to the Farmland Protection Policy Act. Furthermore, the City has previously planned for development of the project site with urban uses as part of buildout of the General Plan. Therefore, development of the project site with the proposed uses would not result in a substantial adverse effect to farmland. Based on the above, the proposed project would not convert existing farmland to nonagricultural uses and impacts related to the Farmland Protection Policy Act would not occur. <u>Document Citation</u> U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed June 2026. (Appendix F) U.S. Census Bureau. *TIGERweb*. Available at: https://tigerweb.geo.census.gov/tigerweb/. Accessed June 2026. (Appendix F)
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. For projects located within the 100-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20. As previously discussed in the Flood Insurance section of this Environmental Assessment, according to the FEMA FIRM 06067C0190H, the entirety of the project site is within Zone X,

		identified as an Area with Reduced Flood Risk Due to Levee (see Figure 7). Furthermore, the proposed project would not fall under the definition of a critical action. Critical actions are defined by HUD as activities where even a slight risk of flooding would be too great, because of the potential loss of life, injury to persons, or damage to properties. According to HUD, critical actions include activities that create, maintain, or extend the useful life of those structures or facilities that: • Produce, use, or store highly volatile, flammable, explosive, toxic, or water-reactive materials; • Provide essential and irreplaceable records or utility or emergency services that may become lost or inoperative during flood and storm events (e.g., community stormwater management infrastructure, water treatment plants, data storage centers, generating plants, principal utility lines, emergency operations centers including fire and police stations, and roadways providing sole egress from flood-prone areas); or • Are likely to contain occupants who may not be sufficiently mobile to avoid loss of life or injury during flood or storm events, e.g., persons who reside in hospitals, nursing homes, convalescent homes, intermediate care facilities, board and care facilities, and retirement service centers; housing for independent living for the elderly is not considered a critical action. Because the proposed project would include single-family residential uses that would likely house occupants who would be sufficiently mobile to avoid loss of life or injury during flood or storm events, according to HUD, the proposed project would not be considered a critical action. Therefore, the proposed project would not be required to complete the Eight-Step Process for complying with the floodplain management requirements set forth by 24 CFR Part 55.20.

		Based on the above, because the project site is not located within a FEMA Special Flood Hazard Zone and would not be considered a critical action, the proposed project would not conflict with Executive Order 11988. Document Citation Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0190H.* Available at: https://msc.fema.gov/portal/home. Accessed June 2026. (Appendix F) U.S. Department of Housing and Urban Development. *Floodplain Management.* Available at: https://www.hudexchange.info/programs/environmental-review/floodplain-management/. Accessed June 2026. (Appendix F) U.S. Department of Housing and Urban Development. *Part 55 Floodplain Management Compliance: Critical Actions.* Available at: https://www.hudexchange.info/resource/5649/part-55-floodplain-management-compliance-critical-actions/. Accessed June 2026. (Appendix F) U.S. Department of Housing and Urban Development. *Part 55 Floodplain Management Compliance: Non-Critical Actions.* Available at: https://www.hudexchange.info/resource/5648/part-55-floodplain-management-compliance-noncritical-actions/. Accessed June 2026. (Appendix F)
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process.

		To ascertain the potential of historic resources occurring on-site, a records search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) was conducted on May 22, 2026, to determine if any known historic resources exist in the vicinity of the project site, and if any known resources would be discovered at the site. According to the CHRIS search results, one previously-recorded historic-period cultural resource, a historic house constructed in 1945, was previously located on-site. However, the historic house was recorded in 1996 as ineligible for the National Register of Historic Places by consensus through the Section 106 process. In addition, a review of historic documents and aerial imagery indicated that the historic house was demolished between 2002 and 2005 and is not currently present on-site. Thus, the project site and 0.25-mile radius around the site do not contain recorded historic or archeological resources. A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned positive results, indicating that known tribal cultural resources exist in the general project area. Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted to interested tribes on July 6, 2026. Tribal responses requesting consultation were not received during the 30-day review period. Additionally, the City of Sacramento had previously conducted tribal outreach in order to inform tribes with known resources in the area of the proposed project. The City received responses from Wilton Rancheria and the Shingle Springs Band of Miwok Indians. The Shingle Springs Band of Miwok Indians requested consultation and requested additional information regarding completed record searches/surveys, as well as environmental, archaeological, and cultural reports, which will be provided to the tribe should such information become available. Both responses indicated that the tribes do not have concerns at this time and are not aware of any known cultural resources located on-site.

		A letter requesting review of the findings of the historic records search was submitted to the SHPO for the proposed project on August 6, 2026. A response from the SHPO was not received within the 30-day response period. Pursuant to 36 CFR Part 800.3(c)(4), Failure of the SHPO/THPO to respond, the City may continue to the next step of the Section 106 process, and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project. Due to the findings described above, the discovery of historic, cultural, or tribal cultural resources is not anticipated to occur on-site. Nonetheless, the potential exists for implementation of the proposed project to result in the discovery of previously unrecorded subsurface resources at the project site. As a result, implementation of Mitigation Measure 1 and Mitigation Measure 2 are required to ensure that conflicts with the NHPA would not occur. Based on the above, with implementation of Mitigation Measures 1 and 2, the proposed project would not conflict with the requirements of the NHPA. Thus, impacts related to historic preservation would not occur. <u>Mitigation Measure 1:</u> *The following requirements shall be noted on the project improvement plans:* *During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of Sacramento of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery, as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.*

		<u>Mitigation Measure 2:</u> The following requirements shall be noted on the project improvement plans: *During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City of Sacramento. The County Coroner, project superintendent, and the City of Sacramento shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context. Not all discovered human remains reflect Native American origins; however, in all cases where precontact or historic-era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.* <u>Document Citation</u> Raney Planning & Management, Inc. S*HPO Consultation Package.* August 2026. (Appendix D)
Noise Abatement and Control	Yes ☒ No ☐	According to HUD's noise standards set forth in 24 CFR Part 51, Subpart B, all sites where environmental or community noise exposure

Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B		exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. For proposed new construction in high-noise areas, the project must incorporate noise mitigation features. Consideration of noise also applies to the acquisition of undeveloped land and existing development. In addition, 24 CFR Part 51 establishes an interior noise standard of 45 dB. With respect to potential noise effects at the project site, the existing ambient noise environment at the site is defined primarily by railroad noise from activity on the adjacent SacRT Light Rail and UPRR tracks directly east of the project site. To assess the proposed project's consistency with HUD's noise standards, an Environmental Noise Assessment was prepared for the proposed project by Saxelby Acoustics, LLC (Saxelby). As part of the Environmental Noise Assessment, continuous (24-hour) noise measurements were captured at one on-site location at the northeast corner of the Development Area, located approximately 55 feet from the centerline of the SacRT Light Rail tracks. In addition, short-term noise measurements were captured at three locations. Hourly equivalent noise data (L_{eq}) from the long-term measurement was subsequently used to calculate the daily and typical DNL noise levels. Based on the results of the noise survey, the existing noise level along the Development Area's SacRT Light Rail track frontage is approximately 68 dB DNL. A summary of the existing noise levels in the vicinity of the Development Area are provided in Table 5 below. The predominant noise source affecting the project site is expected to continue to be railroad operations on the SacRT Light Rail and UPRR tracks. Inputs included noise level data from the ambient noise level survey, topography, existing and proposed structures, roadway elevations, and the proposed building pad elevations. Using the SoundPLAN noise model, Saxelby estimated that existing noise levels could increase by approximately two dBA to account for future increases in activity on the rail lines.

Table 5
Existing Noise Level Measurement Results Summary (dBA)

L_{eq}	L_{50}	L_{max}
LT-1: 55 feet to centerline of SacRT Light Rail tracks 6/30/26		
Daytime		
64	53	88
Nighttime		
60	48	79
ST-1, 7/1/26 at 12:11 PM		
Daytime		
49	44	68
Nighttime		
N/A	N/A	N/A
ST-2, 7/1/26 at 12:28 PM		
Daytime		
52	42	72
Nighttime		
N/A	N/A	N/A
ST-3, 7/1/26 at 12:40 PM		
Daytime		
39	36	53
Nighttime		
N/A	N/A	N/A

- ***Daytime hours: 7:00 a.m. to 10:00 p.m.***
- ***Nighttime Hours: 10:00 p.m. to 7:00 a.m.***

Source: Saxelby Acoustics, 2026.

Based on the results of the noise measurement survey and analysis discussed above, the outdoor activity areas of the proposed project would be exposed to future exterior noise levels of up to 71.9 dBA DNL, which would exceed the 65 dBA DNL exterior noise level standard established by HUD. Thus, Saxelby recommended the construction of a 12-foot tall sound wall at the eastern boundary of the project site. Construction of a sound wall on the eastern boundary of the site, as required by Mitigation Measure 3 below, would ensure that noise from the adjacent light-rail tracks would not expose the outdoor activity areas to future exterior noise levels exceeding the 65 dBA DNL exterior noise level standard established by HUD.

Noise levels of up to 70.6 dBA DNL are predicted at the building facades at the second floor, which would exceed the 65 dBA DNL HUD noise level standard and the HUD interior noise level goal of 45 dBA DNL. Saxelby noted that for the normally unacceptable range of 70 to 75 dBA DNL, an

		additional 10 dBA interior noise level reduction would be required above the assumed noise level reduction of 20 dBA from modern construction practices. Thus, Saxelby recommended the implementation of interior noise control measures, which may include, but are not limited to, glazing on residential windows to achieve a minimum Sound Transmission Class (STC) of 38, an exterior finish with a one-coat stucco, and mechanical ventilation. The Environmental Noise Assessment determined that implementation of the foregoing noise control measures would reduce interior noise levels by approximately 30 dBA. As such, the aforementioned noise control measures would be sufficient to meet the City and State interior noise standards of 45 dBA DNL. To ensure that the proposed project would comply with the above noise-reducing measures, Mitigation Measure 3 would be required as part of the proposed project. With respect to roadway noise, the Environmental Noise Assessment noted that major roadways do not exist in the immediate project vicinity. Therefore, traffic noise would not be a major contributing factor to on-site noise levels. With respect to airport noise, major airports within 15 miles of the project site include the Sacramento International Airport, Mather Airport, Sacramento Executive Airport, and McClellan Airport. However, the project site is located outside of the 65 dB Community Noise Equivalent Level (CNEL) noise contours for the aforementioned airports. Thus, future occupants would not be exposed to airport noise levels in excess of HUD's 65 dB exterior noise level standard, and aircraft noise would not be considered a primary noise source on the project site. With respect to stationary noise sources, the proposed project is located approximately 150 feet from industrial uses to the east. During the ambient noise level survey, noise emanating from such sources was inaudible. Background noise levels unaffected by transportation noise sources were measured to be 35 to 45 dBA L_{eq} on the project site. Major stationary sources, such as

		loading docks or similar sources, are shielded by intervening buildings. Therefore, the Environmental Noise Assessment concluded that major generators of stationary noise that would affect the project site do not exist. Based on the above, with implementation of Mitigation Measure 3, conflicts with the Noise Control Act of 1972 would not occur. <u>Mitigation Measure 3</u>*: Prior to the issuance of building permits, the final plans shall include the following noise control measures, as recommended in the Noise Study Report prepared for the proposed project by Saxelby Acoustics, LLC:* • *A 12-foot-tall sound wall shall be constructed at the eastern boundary of the project site;* • *Exterior glazing at the northern, eastern, and southern facades of the residences on lots 7-24 shall have glazing with a minimum sound transmission class (STC) rating of 38;* • *All other glazing at residential uses on the project site shall have a minimum STC rating of 29;* • *Exterior finish shall be 3/8-inch Hardie Plank siding over oriented strand board (OSB) or system with equivalent weight per square foot;* • *Interior gypsum at exterior walls at the northern, eastern, and southern facades of the residences on lots 7-24 shall be 5/8-inch;* • *Ceiling gypsum shall be 5/8-inch;* • *Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. Packaged Terminal Air Conditioners (PTAC's) shall not be used for any unit requiring these acoustical upgrades. EPOCHA-branded units may be used instead; and* • *In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building*

		construction would achieve the HUD interior noise reduction requirement of 30 dBA. *Inclusion of the foregoing noise control measures on the final plans shall be subject to review and approval by City of Sacramento Community Development Department.* Document Citation Saxelby Acoustics. *Environmental Noise Assessment, Strawberry Commons Wah Avenue.* September 21, 2026. (Appendix E)
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	Aquifers and surface water are drinking water systems that may be impacted by development. The Safe Drinking Water Act of 1974 requires protection of drinking water systems that are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health. As shown in Figure 10, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located approximately 98.92 miles from the nearest boundary of a sole source aquifer (Santa Margarita Aquifer). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Based on the above, the proposed project would not conflict with the Safe Drinking Water Act of 1974, as amended. Document Citation U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://nepassisttool.epa.gov/nepassist/nepamap.aspx. Accessed June 2026. (Appendix F)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The provisions of Executive Order 11990 – Protection of Wetlands require federal activities to avoid adverse impacts to wetlands, where practicable. As preliminary screening, HUD or grantees must verify whether the project is

		located within wetlands identified on the USFWS NWI or else consult directly with USFWS. According to the NWI, aquatic resources of any kind are not located on or adjacent to the project site (see Figure 8). Therefore, the proposed project would not conflict with Executive Order 11990, and impacts related to wetlands protection would not occur. Document Citation U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed June 2026. (Appendix F)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The Wild and Scenic Rivers Act (16 USC 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the NWSRS. The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. According to the USEPA's NEPAssist, designated Wild and Scenic Rivers do not occur within or in the vicinity of the project site. The nearest officially designated Wild and Scenic River is the American River, located approximately 6.39 miles northeast of the project site. In addition, rivers or river segments currently being considered for official designation by the National Park Service do not occur on-site or in the project vicinity. Based on the above, the proposed project would not result in impacts related to the Wild and Scenic Rivers Act of 1968. Document Citation U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://nepassisttool.epa.gov/nepassist/nepamap.aspx. Accessed June 2026. (Appendix F)

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

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The Development Area is zoned RMX-EA-4. The EA-4 overlay zoning designation applies to areas located within the overflight zone of the Executive Airport. Developments within the EA-4 overflight zone are subject to the requirements and restrictions set forth in Section 17.312.050 of the City of Sacramento Municipal Code, in addition to those established by the Executive Airport Comprehensive Land Use Plan (CLUP). In addition, the RMX zoning designation is intended for a mix of residential and commercial uses. According to Section 17.132.060 of the City of Sacramento Municipal Code, all residential development is allowed within the EA-4 zoning designation. Furthermore, pursuant to Section 17.212.110 of the City of Sacramento Municipal Code, both single-unit and multi-unit dwellings are considered allowed uses under the RMX zoning designation. According to the City of Sacramento Municipal Code, the maximum allowable density in a RMX zone is 60 dwelling units per acre (du/ac). The proposed project would consist of a total of 23 single-family residential units within the 2.51-acre Development Area at a density of approximately 9.2 du/ac (23 dwelling units/2.51 acres) and, thus, would be consistent with the maximum residential densities allowed within the RMX designation zoning district. With respect to scale and urban design, the buildings constructed as part of the proposed project would be developed in accordance with the development standards set forth in Chapter 17.212, Residential Mixed Use, of the City of Sacramento Municipal Code. The Municipal Code contains standards for features such as building height, design consistency, lot size, setbacks, and floor-

		area-ratios (FAR). As part of obtaining applicable permits, the proposed project would be required by the City to be consistent with standards applicable to the RMX zoning district such as a maximum building height of 45 feet. The proposed project would include two-story homes, which would not be anticipated to exceed 45 feet in height. Therefore, the proposed project would be constructed consistent with applicable City design standards. The City of Sacramento General Plan designates the Development Area as Residential Mixed-Use. According to MAP LUP-8 of the General Plan, a minimum density of 18 du/ac would be required on the Development Area. Pursuant to the General Plan, the Residential Mixed-Use land use designation provides a mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The proposed project would be consistent with the land use types allowed in the Residential Mixed-Use land use designation. The project itself would include residential development with a density of approximately 9.2 du/ac, which is below the minimum residential density required for the site. However, the City has previously considered development of the entire five-acre project site with an overall density of approximately 20.2 du/ac, pursuant to a ministerial exemption from April 23, 2026. Therefore, the proposed project in combination with the additional future residential development within the five-acre project site would meet the density requirements established by the General Plan. Based on the above, the proposed project would be generally consistent with the applicable policies in the City's General Plan and Municipal Code, and a potential adverse effect related to conformance with plans, compatibility with land use and zoning, and scale and urban design would not occur.
Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff	2	The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, erosion, drainage, and stormwater runoff. <u>Soil Suitability</u> Pursuant to the USDA NRCS Web Soil Survey, the project site is underlain with Galt clay, Galt-Urban land complex, and San Joaquin-Urban land complex, which carry a rating of "Very limited," "Very limited," and "Somewhat limited" for dwellings without basements, respectively. The aforementioned rating indicates that the soil has one or more features that are unfavorable for the foregoing use. As such, the existing on-site soils could be unsuitable for accommodating development of the proposed project. In addition, 72.4 percent of the site contains soils with a high shrink-swell potential, and the remaining 27.6 percent of the site has a very low shrink-swell potential. Without further

		investigation of the on-site soils, potential substantial adverse effects associated with soil suitability could occur. To prevent potential adverse effects from occurring, as a condition of approval, the project applicant shall be required to prepare a design-level geotechnical report for the proposed project. The proposed project would be required to implement all recommendations included within the geotechnical report, subject to verification by the City Engineer. Thus, a substantial adverse effect related to soil suitability would not occur. <u>Slope</u> According to the Web Soil Survey query conducted for the proposed project, the site's topography consists of zero to two percent slopes. According to HUD policy, the optimum slope suitability for residential development is zero to six percent. As such, the proposed project would be consistent with HUD policy, and impacts related to slope would not occur. <u>Erosion, Drainage, and Stormwater Runoff</u> The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Discharge Permit. The comprehensive Stormwater Management Program includes pollution-reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The NPDES permitting program, established by the Clean Water Act, controls and reduces pollutants to water bodies from point and non-point discharges. Under the NPDES program, dischargers whose projects disturb one acre or more of soil are required to obtain coverage under the NPDES Construction General Permit. The proposed project would disturb five acres. Therefore, the project would be subject to the Construction General Permit. The Construction General Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include incorporation of best management practices (BMPs) such as sandbag barriers, straw bale barriers, silt fencing, storm drain inlet protection, and fiber rolls to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Thus, compliance with the Construction General Permit, preparation of a SWPPP, and incorporation of BMPs would prevent potential adverse effects from occurring during project construction.

		Furthermore, the proposed project would be required to submit and implement an erosion and sediment control plan prior to issuance of a grading or building permit pursuant to Municipal Code Section 15.88.260. The plan would include erosion and sediment control measures that would be implemented upon grading and continue until all final improvements and permanent structures are complete. Given the required submittal and approval of a SWPPP and erosion and sediment control plan, the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during construction. During project operation, impervious surfaces on the Development Area could contribute incrementally to the degradation of downstream water quality during storm events. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported via stormwater runoff from the Development Area to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways through the surface or groundwater. The proposed project would convey stormwater from the Development Area to the City's existing storm drainage system in project vicinity roadways. All new storm drain infrastructure installed as part of the project would be required to be consistent with the City's Standard Specifications and Details, which provides minimum standards for materials used and methods of construction for the City's public infrastructure including streets, water, sanitary sewer, and storm drainage facilities. In addition, Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. Furthermore, the proposed project would be subject to the requirements set forth in the Sacramento Region

		Stormwater Quality Design Manual, including the implementation of the minimum source control measures provided by Chapter 4 of the Design Manual. In addition, pursuant to Section 3.1 of the City of Sacramento Onsite Design Manual, a drainage study would be prepared for the proposed project prior to final improvement plans, which would ensure that the runoff generated by the net increase in impervious area on-site is captured through the proposed on-site stormwater drainage system. Finally, as established by Sacramento City Code Section 15.88.260, the proposed project would be required to prepare a Post-Construction Erosion and Sediment Control Plan, which would detail how the project would control surface runoff and retain sediment on-site after all proposed improvements and structures have been installed on-site. The Post-Construction Erosion and Sediment Control Plan would be required to be submitted to the City concurrently with the final grading plan prepared for the proposed project. <u>Conclusion</u> Based on the above, the proposed project would not result in potential adverse effects related to slope, erosion, drainage, and stormwater runoff. However, because the existing on-site soils could be unsuitable for the proposed use, the preparation of a design-level geotechnical report and compliance with all recommendations established therein would be required as a condition of approval. Thus, with preparation of a geotechnical report, the proposed project would not result in potential adverse effects related to soil suitability. <u>Document Citation</u> County of Sacramento et. al. *Stormwater Quality Design Manual for the Sacramento Region.* Revised 2001. (Appendix F) U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed June 2026. (Appendix F)
Hazards and Nuisances including Site Safety and Noise	3	The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise. <u>Natural Hazards</u> Natural hazards to which the proposed project could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire.

		With respect to earthquake-related hazards, according to the California Geological Survey Earthquake Hazards Zone Application, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. As such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed project is considered low. In addition, the proposed project would be designed in compliance with the applicable standards established by the California Building Code, which includes engineering standards to prevent potential impacts associated with the seismic area in which the project site is located. Therefore, compliance with applicable standards set forth in the California Building Code would ensure potential impacts related to seismic activity are addressed. Based on the above, the proposed project would not be subject to earthquake-related hazards. With respect to landslides, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. Therefore, the proposed project would not be at risk of landslides. With respect to flooding, as discussed in the Floodplain Management section of this Environmental Analysis, the project site is not located within a SFHA. Therefore, the proposed project would not be subject to flood-related hazards. Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the City of Sacramento is not located in or adjacent to a State Responsibility Area (SRA) High or Very High Fire Hazard Severity Zone (FHSZ). The City is designated as a Local Responsibility Area (LRA) and is outside of any High or Very High FHSZ. The nearest Very High FHSZ to the site is approximately 16.33 miles to the northeast. Additionally, the proposed project would be subject to all applicable provisions of the California Fire Code (CFC), as adopted by Section 15.36.010 of the City's Municipal Code. In the event that emergency vehicles need to access the project site, access would be provided from Indian Lane by way of two new driveways on the central and southern portions of the Development Area. Based on the above, the proposed project would not be subject to wildfire-related hazards. <u>Air Pollution Generators</u> HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as

		having six or more lanes. Proximity to such generators could induce health risks associated with DPM and TAC emissions, which are further addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected and impacts associated with exposing sensitive receptors to TACs would not occur. In addition, because the site is located more than 500 feet from the nearest segment of SR 99 highway, future patrons of the proposed project would not be exposed to DPM. With respect to the nearby light rails, HUD policy does not specifically call out light rails as a significant air pollution generator. Nonetheless, potential air pollution impacts associated with the nearby light rails are further detailed in the Clean Air section of this Environmental Assessment. As discussed therein, the CARB Handbook recommends avoiding placing sensitive receptors within 1,000 feet of a major service and maintenance rail yard or within one mile of a rail yard. Though light rail tracks are located approximately 20 feet from the project site, CARB's advisory is limited to rail yards. The nearest heavy rail route is located approximately four miles from the project site. In addition, the nearest associated rail yard is located approximately 17 miles from the site and, thus, risks associated with DPM exposure from trains are not anticipated. <u>Man-made Site Hazards</u> According to HUD policy, man-made hazards are hazard caused by human action or inaction. Such types of hazards can have adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies. With respect to hazards associated with transport and storage of hazardous chemicals, due to the residential nature of the proposed project, project operation would not involve transport, use, or storage of hazardous chemicals beyond household cleaning and lawncare products, which would be used in accordance with the products' instructions. During project operation, any use, storage, and transport of hazardous materials by the project developer and contractors, would be required to comply with local, State, and federal regulations. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, must, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Sacramento County Environmental Compliance Division [SCECD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler must provide all State, city, or county fire or public health or safety personnel and emergency response personnel with

		access to the handler's facilities. In the case of the proposed project, the project contractor would be required to notify the SCECD in the event of an accidental release of a hazardous material who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous materials during project construction would not occur. Through compliance with all applicable standards set forth in the Sacramento Municipal Code, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate public facilities, or household hazardous waste. The project site does not include bodies of water or access to lakes. Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Hazardous Waste and Substances Sites (Cortese) list. The DTSC is responsible for a portion of the information contained in the Cortese list. According to the Phase I ESA prepared for the proposed project, the project site is not located on a site identified on the SWRCB GeoTracker database, another portion of the Cortese list, for leaking USTs. Although the project site is located near environmentally relevant off-site facilities, as previously discussed in the Contamination and Toxic Substances section of this Environmental Assessment, none of the listed off-site facilities would pose an environmental risk to the project site, according to the Phase I ESA. As discussed above, in the event that emergency vehicles need to access the project site or residents need to evacuate, access from the project site would be provided from Indian Lane by way of two new driveways on the central and southern portions of the Development Area. Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards. <u>Nuisances - Noise</u> Some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors to the project site are the single-family residences located

		immediately adjacent to the western boundary of the project site, along the proposed extension of Indian Lane. The City's Noise Ordinance is set forth in Chapter 8.68 of the City's Municipal Code and provides that generally, it is unlawful for any person to make, continue, or cause to be made or continued any excessive, unnecessary, or offensive noise that would be detrimental to the public health, safety, welfare, and the peace and quiet of the inhabitants of the City. Considering that residential projects do not typically generate operational noise, operation of the proposed project would be consistent with the City's Noise Ordinance. Construction of the proposed project would result in temporarily increased noise levels, which could cause loud or unusual noise. However, pursuant to Sacramento City Code Section 8.68.080, the City's Noise Ordinance exempts construction activities when such activities occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays. Because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and noise level increases generated during project construction would be exempt. Furthermore, construction activities would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times construction activities occur further away from the receptor. Given the compliance with the allowable hours, and the temporary nature of construction, noise associated with project construction would not be considered significant. Based on the above, the proposed project is not anticipated to result in substantial adverse effects during construction. <u>Nuisances - Vibration</u> Vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Pursuant to standards developed by the California Department of Transportation (Caltrans), the vibration level that would normally be required to result in architectural damage to structures is 0.2

in/sec PPV. Table 6 shows the typical vibration levels produced by construction equipment at various distances.

Table 6
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

As shown in Table 6, at 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089 in/sec. Given that the proposed area of disturbance would occur directly adjacent to the existing single-family residences, vibration levels generated from on-site project construction activities at the residences could exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, nuisances related to groundborne vibration associated with project construction could occur. Implementation of Mitigation Measure 4 would ensure that vibration associated with construction activities is mitigated to the maximum extent feasible and nuisance impacts related to vibration do not occur.

With respect to vibration levels produced by the nearby SacRT and UPRR tracks, HUD does not establish numerical vibration limits for residential development. On May 1, 2026, HUD issued Notice HUD-No-26-032, updating the Multifamily Accelerated Processing (MAP) Guide and removing all standalone railroad vibration assessment requirements. HUD clarified that vibration from rail operations is not an environmental compliance threshold under 24 CFR Part 51 and is instead treated as a qualitative nuisance consideration within the Environmental Assessment framework. Given that HUD does not provide vibration criteria, industry standards such as the Federal Transit Administration (FTA) vibration impact thresholds are used solely for informational context.

Vibration at the project site was evaluated using FTA methodology. The adjacent light rail line generates approximately 150 train pass-bys per day, which FTA classifies as frequent events. Under FTA criteria, the threshold for possible human annoyance is 72 vibration decibels (VdB). The calculated residential vibration level at the nearest building facade is 72.4 VdB. At 72.4 VdB, vibration may be noticeable and potentially annoying to some occupants.

The threshold for hazardous conditions and building structural damage is considered to be 0.02 in/sec. Based on the predicted

		vibration levels of 72.4 VdB, the resulting vibration level at the project buildings would be 0.004 in/sec. Therefore, vibration levels due to the nearby rail lines would remain well below levels associated with structural damage, building integrity concerns, or hazards to human health, and such vibration would not result in a substantial adverse effect to the project site. Nuisances - Odors Residential land uses are not known to be odor-generating uses. In addition, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the boundaries of the SVAB, which is under the jurisdiction of the SMAQMD. As such, the project would be required to comply with all adopted SMAQMD rules and regulations, including SMAQMD Rule 402 (Nuisance), which prohibits the emission of air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Therefore, project operation would not result in odor-related impacts that would result in nuisances. Conclusion Based on the above, with implementation of Mitigation Measure 4, the proposed project would not result in impacts related to site hazards and nuisances, including noise and vibration. *Mitigation Measure 4: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.* Document Citation California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed June 2026. (Appendix F) California Department of Forestry and Fire Protection. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 2026. (Appendix F) Silicon Valley Environmental. *Phase I Environmental Site Assessment.* March 30, 2026. (Appendix B) Crayne, Rex, Senior Acoustic and Vibration Engineer, Saxelby Acoustics. Personal Communication [email] with Rod Stinson,

		Senior Vice President of Raney Planning and Management, Inc. September 1, 2026. (Appendix F)

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include the construction of 23 affordable housing units for households earning between 40 to 80 percent AMI, which would help fulfill the affordable housing requirements set forth in the Housing Element of the City of Sacramento General Plan. In addition, the proposed project would provide temporary employment for construction workers. Because the proposed project would provide 23 new housing units for City residents who qualify for affordable housing, as well as temporary employment opportunities, the project would have a potentially beneficial impact to employment and income patterns. <u>Document Citation</u> City of Sacramento. *City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy.* Adopted August 17, 2021. (Amended December 14, 2021). (Appendix F)
Demographic Character Changes, Displacement	2	The proposed project would include the construction of 23 single-family residential units for households earning between 40 to 80 percent AMI. According to the current population estimates provided by the U.S. Census Bureau, the City of Sacramento has a population of 536,449 and an average of 2.59 persons per household. Based on such data, the proposed project would be expected to accommodate approximately 60 future residents (2.59 persons per unit x 23 units), representing an approximate 0.1 percent population increase for the City, assuming all residents of the proposed project are new residents of the City. Therefore, the proposed project would not substantially increase the City's population. The project site is currently vacant. Thus, development of the project would not require the relocation of any tenants, farms, businesses, etc. or necessitate the construction of replacement housing elsewhere. The project vicinity includes existing single-family residential communities. Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards. In addition, the proposed project would comply with the affordable housing goals of the City of Sacramento Housing Element. Finally, the proposed project would be consistent with the project site's RMX-EA-4 zoning and would be consistent with the land use types allowed in the Residential Mixed-Use land use designation. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the

		City previously granted an Infill exemption (CEQA Guidelines Section 15332) for the subject development including subdividing the five-acre parcel on September 3, 2026. The City previously granted a ministerial exemption for the residential development on the southern portion of the five-acre parcel site on April 23, 2026. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and the proposed project would not result in substantial adverse effects related to character changes. Based on the above, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City and, thus, would not result in the displacement of people nor any adverse changes related to demographic character. <u>Document Citation</u> U.S. Census Bureau. *QuickFacts, Sacramento city, California.* Available at: https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia/PST045221. Accessed May 2026. (Appendix F) City of Sacramento. *City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy.* Adopted August 17, 2021. (Amended December 14, 2021). (Appendix F)

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Public school services for the proposed project would be provided by the Sacramento City Unified School District (SCUSD) for grades TK-12. The project site is located within one mile of several local SCUSD schools, including Woodbine Elementary School (grades TK-6) located approximately 0.3-mile to the northwest, Capital City School (grades K-12) located approximately 0.9-mile to the southwest, Fern Bacon Middle School (grades 7-8) located 1.97-mile to the east, H.W. Harkness Elementary School (grades TK-6) located 0.76-mile to the west, and Luther Burbank High School (grades 9-12) located 0.6-mile to the southeast. The foregoing schools, as well as other schools within the City, would meet any educational needs of future residents. The proposed project would be subject to SCUSD Developer Fees on new construction. Pursuant to the City of Sacramento Community Development Department School District Impact Fees table, the current development fee rate for the SCUSD is $5.13 per sf of residential development. Revenues generated through the payment of such fees would help fund

		identified improvements necessary to maintain school district levels of service. Thus, through the project's fair-share payment of the developer fees set forth by SCUSD, educational services would not be adversely affected by the project. Local cultural facilities include, but are not limited to, the Sojourner Truth African Heritage Museum, Sacramento Public Library, Southgate Library, and several public parks. While residents of the proposed project could increase demand for such services, the 0.01 percent population increase associated with project buildout would be considered relatively minor. In addition, the proposed project would be consistent with the project site's Residential Mixed-Use designation and RMX-EA-4 zoning. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and the associated increases in demand for cultural, library, and park services have been previously anticipated and accounted for by the City. Based on the above, the proposed project would not cause impacts relating to educational and cultural facilities. <u>Document Citation:</u> California Department of Education. *School Directory.* Available at: https://www.cde.ca.gov/SchoolDirectory/. Accessed June 2026. (Appendix F) City of Sacramento Community Development Department. *School District Impact Fees.* Available at: https://services5.arcgis.com/54falWtcpty3V47Z/arcgis/rest/services/Fees_And_Charges/FeatureServer/1/8/attachments/7. Accessed August 2026. (Appendix F)
Commercial Facilities	2	Future residents of the proposed project would have access to numerous existing commercial facilities within the City of Sacramento. A range of retail businesses, grocery stores, restaurants, convenience stores, and banks are all located within approximately one mile of the project site along Florin Road. The project site is located approximately 0.39-mile north of the Florin Light Rail Station. As such, residents of the proposed project would be able to use public transit to access nearby commercial uses, and residents would have convenient access to commercial uses. Additionally, as previously discussed, the proposed project would be expected to accommodate approximately 60 future residents. Even if all residents of the proposed project are new residents to the City, the population increase associated with the proposed project would represent less than one percent of the City's population. The increase in residents due to the proposed project would not cause a significant increase in demand for commercial facilities within the City of Sacramento.

		Based on the above, adverse effects related to commercial facilities would not occur with implementation of the proposed project.
Health Care and Social Services	2	The City of Sacramento contains multiple healthcare facilities, including the UC Davis Medical Center, which is located 3.67 miles northeast of the project site; Sutter Medical Plaza Greenhaven, which is located 2.53 miles southeast of the site; and Shriners Children's Hospital of North America, which is located 3.56 miles northeast of the site. The City also contains multiple hospitals, including the Methodist Hospital of Sacramento, which is located 4.01 miles southeast of the site; Mercy General Hospital, which is located 4.75 miles north of the site; and the Sutter Medical Center, which is located 4.8 miles north of the site. The aforementioned facilities would provide health care services to the residents of the proposed project. The City of Sacramento is served by SacRT, which provides bus service within the City and to other nearby cities. The closest SacRT bus stop to the Development Area is located at the Florin Light Rail Station approximately 0.39-mile south of the Development Area. In addition, SacRT offers SacRT GO paratransit services, which provides door-to-door, shared-ride transportation for individuals who have a disability that prevents them from using buses or light rails. Thus, public transit is located within the immediate project vicinity and is accessible by foot, which would allow future project residents to access healthcare facilities in Sacramento without the use of a personal vehicle. Social services would be available to future residents of the proposed project through the Sacramento County Department of Human Assistance. Services include providing assistance with gaining access to CalFresh, Medi-Cal, CalWORKS, and other social service programs. The nearest Department of Human Assistance office is located at 2450 Florin Road in the City of Sacramento, approximately 0.73-mile southeast of the site. Future project residents would be able to access the office by personal vehicles, SacRT bus routes, or SacRT paratransit services. Therefore, social services are accessible by way of personal vehicles and the aforementioned public transit services. Based on the above, future residents of the proposed project would have access to existing health care and social services in the City and the County. Thus, the project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities. <u>Document Citation</u> Sacramento Regional Transit. *Accessible Services*. Accessed June 2026. (Appendix F)

		Sacramento County. *Department of Human Assistance – About Us*. Available at: https://ha.saccounty.gov/us/en/contact-us/about-us.html#gsc.tab=0. Accessed June 2026. (Appendix F)
Solid Waste Disposal / Recycling	2	Solid waste, recyclable material, and compostable material collection within the City is provided by the City and disposed of at the Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California. According to the California Department of Resources Recycling and Recovery (CalRecycle), as of December 2023, the Kiefer Landfill has maximum permitted throughput of 10,815 tons per day and a remaining capacity of 102,300,000 cubic yards out of a total permitted capacity of 117,400,000 cubic yards. Due to the substantial remaining capacity of the landfill, sufficient capacity would be available to accommodate the proposed project's solid waste disposal needs. According to the CalRecycle Jurisdiction Diversion/Disposal Rate Summary for Sacramento, the most recently approved (2019) annual per capita disposal rate is 6.7 pounds per day per resident. Based on the average household size as provided by the 2025 U.S. Census, the proposed project would house approximately 60 future residents (2.59 persons per household X 23 units). Thus, operation of the proposed project would generate approximately 402 pounds of waste per day (0.201 tons). Operational waste generation of 0.201 tons per day would equal less than 0.01 percent of the Kiefer Landfill's remaining daily capacity. Therefore, due to the substantial remaining capacity of the landfill, sufficient capacity would be able to accommodate the proposed project's solid waste disposal needs. With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for new projects. Thus, construction of the proposed project would not result in impacts related to solid waste generation. Based on the above, the project would comply with applicable regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, impacts related to solid waste disposal and recycling would not occur as a result of the proposed project. <u>Document Citation</u> CalRecycle. *SWIS Facility Detail, Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed May 2026. (Appendix F)

		CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current).* Available at: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed May 2026. (Appendix F) U.S. Census Bureau. *QuickFacts, Sacramento city, California.* Available at: https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia/PST045221. Accessed May 2026. (Appendix F)
Waste Water / Sanitary Sewers	2	Wastewater collection and treatment services for the proposed project would be provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Area Sewer District (SacSewer). Wastewater generated in the project area is collected in the City's combined sewer system through a series of sewer pipes and flows into the SacSewer interceptor system, where the sewage is conveyed to the EchoWater Resource Recovery Facility (EchoWater Facility). The EchoWater Facility is owned and operated by SacSewer and provides sewage treatment for the entire City. The proposed project would be subject to Wastewater System Development Fees payable to the City's DOU. According to the City's MEIR, the EchoWater Facility treats wastewater for the entire Planning Area and has a total capacity of 400 mgd. The EchoWater Facility currently receives an average of 165 mgd of wastewater during dry weather conditions and 200 mgd during wet weather conditions. The MEIR determined that the increase in the volume or amount of flows associated with future development under the 2040 General Plan would not exceed the remaining capacity of the EchoWater Facility. Due to the substantial remaining wastewater capacity of the EchoWater Facility and the increase of wastewater flows that the proposed project would produce, the EchoWater Facility would have capacity to treat wastewater flows produced by the proposed project. Furthermore, the proposed project is generally consistent with the General Plan land use designation, which would ensure that the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the MEIR. In addition, buildout capacity of the entire SacSewer service area was anticipated in the 2025 Sewer System Management Plan (SSMP). Therefore, SacSewer has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, SacSewer would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

		Given the required payment of applicable impact fees, the EchoWater Facility would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site. Therefore, adequate capacity exists to serve the project site's demands. Based on the above, and through payment of the City's sewer impact fees, sufficient capacity exists to convey and treat wastewater generated by the proposed project. Therefore, the project would be consistent with HUD policy and impacts related to wastewater and sanitary sewers would not occur. <u>Document Citation</u> California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2021-0019 NPDES No. CA0077682*. April 2021. (Appendix F) Sacramento Area Sewer District. *Sewer System Management Plan.* April 23, 2025. (Appendix F) Sacramento Area Sewer District. *Residential Rates and Fees.* Available at: https://www.sacsewer.com/residential-rates-and-fees/. Accessed July 2026. (Appendix F)
Water Supply	2	To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2025 Urban Water Management Plan (UWMP), the City has a current total of 375,490 acre-feet per year (AFY) in water supplies during dry years and expects the total to remain at 375,490 AFY by 2050. The current total City retail water demand is 111,228 AFY and is expected to increase to 143,965 AFY in 2050. According to the DOU's 2025 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards. The proposed project would be subject to Water System Development and Installation Fees payable to the City's DOU. The City's 2025 UWMP included an analysis of the City's projected water supplies and water demands during a normal year, a single dry year, and multiple dry years. As determined therein, all scenarios indicate adequate water supplies that exceed anticipated demand. For example, during the fifth year of drought in 2030, the anticipated supply exceeds the anticipated demand by 207,050 AFY. According to the City's UWMP, the estimated water consumption rate during 2024 was approximately 95 gallons per capita per day. Given that the proposed project would result in an estimated 60 new residents, the proposed project could result

		in a demand of approximately 5,700 gallons per day, or 6.38 AFY ([95 gallons per capita per day x 60 residents x 365 days] / 325,900). Therefore, the City would have sufficient water supply to accommodate water demand increases associated with the proposed project. Furthermore, the proposed project is generally consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the MEIR. Finally, new development is subject to the water system development fees established by Section 13.04.820 of the City's Municipal Code to recover the capital costs of the city's existing or new water diversion, treatment, storage, and distribution facilities. The proposed project would be subject to the City's development fees, the revenues from which would help fund expansions and upgrades deemed necessary by City for the water services. Based on the above, impacts related to water supply would not occur as a result of the proposed project. <u>Document Citation</u> City of Sacramento. *2025 Urban Water Management Plan.* June 2026. (Appendix F) City of Sacramento Department of Utilities. *2025 Consumer Confidence Report.* Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed May 2026. (Appendix F)
Public Safety - Police, Fire and Emergency Medical	2	The proposed project would be provided with fire protection services by the Sacramento Fire Department, which is comprised of 24 stations. Station 56 is located at 3720 47th Avenue, approximately 1.47 miles northeast of the Development Area; Station 16 is located at 7363 24th Street, approximately 1.02 miles southeast of the Development Area; and Station 57 is located at 7927 East Parkway, approximately 1.92 miles southwest of the Development Area. Law enforcement services would be provided by the Sacramento Police Department. The nearest Sacramento Police Department facility is located at 5770 Freeport Boulevard, approximately 3.03 miles northwest of the Development Area. The City's MEIR evaluated the potential for buildout of the City's General Plan planning area to result in substantially increased demand of fire and police services and concluded that a less-than-significant impact would occur. As discussed therein, buildout of the General Plan would maintain adequate emergency response times. As such, buildout of the General Plan is not anticipated to require new or physically altered fire

		protection or police stations. While some increase in demand for fire and law enforcement services could occur as a result of the increase in population associated with development of the proposed project, the proposed project is consistent with the existing RMX-EA-4 zoning and Residential Mixed-Use land use designations for the site and, thus, the increase in demand has been previously anticipated by the City. Within the General Plan, Policy PFS-1.15 states that the City shall require development projects to contribute to ensure the provision of adequate police and fire services. As such, the proposed project would be required to pay applicable development impacts fees to fund necessary fire and police services. As previously stated, the nearest hospital, UC Davis Medical Center, is located approximately 3.67 miles northeast of the Development Area. Therefore, future residents of the project would have access to emergency medical services. Based on the above, significant impacts relating to the provision of police, fire, and emergency medical services would not occur as a result of the proposed project. <u>Document Citation</u> City of Sacramento. *Fire Stations.* Available at: https://www.cityofsacramento.gov/fire/about-sacramento-fire/station-information. Accessed May 2026. (Appendix F) City of Sacramento. *Police Facilities.* Available at: https://www.cityofsacramento.gov/police/your-sacpd/about/police-facilities. Accessed May 2026. (Appendix F)
Parks, Open Space and Recreation	2	Natural resources and parks provide a wide range of recreational opportunities within the City, which would be available to future residents of the proposed project. The City currently contains 241 parks, consisting of neighborhood parks, community parks, regional/Citywide specialty parks, and open space areas, as well as 115 miles of shared-use paths. The City of Sacramento Department of Youth, Parks, & Community Enrichment maintains several parks and recreational facilities that would be available to future residents of the proposed project. Available recreational facilities within less than a mile of the project site include, but are not limited to, Woodbine Park, Airport Little League Park, and Martin Luther King Park. While the proposed project would not include the dedication of parkland, as previously discussed, the proposed project would result in a 0.01 percent population increase in the City's existing population. Thus, the proposed project would not result in a substantial incremental increase in demand for parks and recreational facilities. In addition, given the availability of parks and open space in the project vicinity, any increase in demand

		for parks and recreational facilities associated with the proposed project could be accommodated by existing facilities. In addition, Section 18.56.220 of the City's Municipal Code requires payment of a park impact fee for new residential development in the City. Thus, the proposed project's payment of the fee would serve as the project's fair share for increased park services in the City. Based on the above, impacts related to parks, open space, and recreation would not occur. <u>Document Citation</u> City of Sacramento. *Sacramento Parks*. Available at: https://www.cityofsacramento.gov/ypce/parks. Accessed May 2026. (Appendix F) City of Sacramento. *Sacramento 2040 General Plan*. Adopted February 27, 2024. (Appendix F)
Transportation and Accessibility	2	Primary site access would be provided by a new driveway on the central portion of the project site off Indian Lane. The proposed project would include the northerly extension of the existing Indian Lane from the southwestern portion of the site along the site's western boundary to the terminus of 53rd Avenue on the northwest corner of the site. The extended Indian Lane would bound the western edge of the site. The driveway would extend from the proposed extension of Indian Lane and would form a new looped roadway, Street A, in the Development Area. Sacramento is served by SacRT, which provides bus service within the City and between the City and surrounding Cities in the Sacramento region, including Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. Public transit service in the project area is also provided by light rail, which is operated by SacRT. The Florin Light Rail station, located approximately 0.39-mile south of the project site, is served by the Blue Light Rail line, which provides service from Consumnes River College in south Sacramento to the Watt/I-80 station in north Sacramento. The Florin Light Rail station is also served by SacRT Route 81. Based on the above, substantial adverse effects related to accessibility to and from the project site would not occur. Traditionally, jurisdictions have used Level of Service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion

		and delays. However, CEQA Guidelines require lead agencies such as the City of Sacramento to transition from using LOS to VMT as the metric for assessing transportation impacts under CEQA (CEQA Guidelines Section 15064.3). Thus, in the 2040 MEIR, the City used VMT as the primary metric used to identify transportation impacts. Policies that address LOS are not included in the City's 2040 General Plan, and an evaluation of LOS was not included in the 2040 MEIR. As previously discussed in the Clean Air section of this Environmental Assessment, the proposed project would result in an increase of approximately 220 total trips per day. According to Appendix D of the 2040 MEIR, the segment of Florin Road from Freeport Boulevard to Franklin Boulvard, the nearest major roadway segment to the project site, maintains an existing average daily trips (ADT) of 36,030. Additionally, the segment of 47th Avenue from 24th Street to Franklin Boulevard maintains an existing ADT of 23,856. Therefore, the 220 trips associated with the proposed project would be a relatively small number of new vehicle trips compared to the existing roadway conditions in vicinity of the project site. Furthermore, the General Plan MEIR considered buildout of the site with residential uses and, thus, the increase in vehicle trips associated with buildout of the proposed project have been generally considered by the City and accounted for in roadway planning efforts. Based on the above information, the proposed project would not cause a significant impact related to transportation and accessibility. <u>Document Citation</u> Sacramento Regional Transit. *Bus Schedules List.* Available at: https://www.sacrt.com/bus-schedules-list/. Accessed June 2026. (Appendix F) Sacramento Regional Transit. *Light Rail & Bus System Map.* Available at: https://www.sacrt.com/wp-content/uploads/SacRT-Full-System-Map-30x35-1.pdf. Accessed June 2026. (Appendix F) City of Sacramento. *Public Review Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [Appendix D]. August 2023. (Appendix F)

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. The project site is located within a developed area of the City and consists of vacant land, with a portion of the site previously developed with a building. Trees do not exist on-site. While several trees are located near the western boundary of the site as part of the adjacent residential development, the trees are not considered unique, and would not be removed as part of the proposed project. Thus, implementation of the proposed project would not destroy or isolate any unique natural feature from public or scientific access. Furthermore, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment, the project site does not contain wetlands and is not located within the vicinity of an officially designated Wild and Scenic River. Finally, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that runoff entering receiving waters does not contain sufficient quantities of sediment or pollutants generated by construction activities and that impacts to water resources do not occur. Therefore, the project would not result in impacts to water quality in the project area. Based on the above, impacts related to unique natural features and water resources would not occur as a result of the proposed project. <u>Document Citation</u> U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed June 2026. (Appendix F)
Vegetation, Wildlife	3	As noted in the Endangered Species section of this Environmental Assessment, the proposed project would not result in potential adverse effects to the majority of protected

		species identified as part of the IPaC and CNDDB queries. However, the proposed project could potentially impact nesting raptors and migratory birds if such species are nesting in the trees adjacent to the site. The MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. During project construction, various migratory birds and raptors could potentially nest in the existing adjacent trees and other vegetation. Without proper mitigation, the proposed project could result in impacts to species protected by the MBTA. Therefore, Mitigation Measure 5 shall be required, which would include measures to avoid or minimize impacts to migratory bird and/or raptor species protected by the MBTA. Implementation of Mitigation Measure 5 would ensure impacts associated with protected wildlife species do not occur. *<u>Mitigation Measure 5</u>: Prior to commencement of ground-disturbing activities or tree removal during the breeding season (February 1-August 31), the project applicant shall retain a qualified biologist to conduct a preconstruction migratory bird and raptor nesting survey within 14 days prior to the onset of ground disturbance. The nesting migratory bird survey shall cover the project site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.* *If nesting raptors or other migratory birds are detected on the site during the survey, a suitable disturbance-free buffer shall be established around all active nests. The precise dimension of the buffer(s) would be determined at that time by the qualified biologist and may vary depending on factors such as location, species, topography, and line of sight to the construction area. The buffer area(s) shall be enclosed with temporary fencing, and equipment and workers shall not enter the enclosed buffer areas. Typical buffers range between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for a raptor nest. If active nests are found within the project footprint, a qualified biologist shall monitor nests daily for a minimum of five days during construction to evaluate potential nesting disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. Buffers shall remain in place for the duration of ground disturbing activities, the breeding season, or until a qualified biologist has confirmed*

		that all chicks have fledged and are independent of their parents, whichever occurs first.

Environmental Assessment Factor	Impact Code	Impact Evaluation
ENERGY		
Energy Efficiency	2	The proposed project would be subject to all applicable provisions of the California Building Standards Code (CBSC) (Title 24 CCR), including the 2025 Building Energy Efficiency Standards (Title 24 CCR Part 6) and CALGreen Code (Title 24 CCR Part 11). Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, the Building Energy Efficiency Standards are required by law to be updated every three years with standards that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The proposed project would be subject to the 2025 Building Energy Efficiency Standards, which became effective on January 1, 2026. The 2025 Building Energy Efficiency Standards expand upon energy efficiency measures from the 2022 Building Energy Efficiency Standards, resulting in a further reduction in energy consumption from the 2022 standards for residential and commercial structures. The 2025 Building Energy Efficiency Standards can include requirements that encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. The proposed project would be subject to all relevant provisions of the CBSC, including the most recent version of the Building Energy Efficiency Standards and CALGreen Code. Adherence to the 2025 CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would not be wasteful, inefficient, or unnecessary with its energy consumption, and would instead consume energy efficiently. During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all

		construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Based on the above, impacts related to energy efficiency and energy consumption would not occur with implementation of the proposed project. <u>Document Citation</u> California Energy Commission. *2025 California Green Building Standards Code.* Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-building-energy-efficiency. Accessed June 2026. (Appendix F) California Energy Commission. *California's Energy Code Update Guides the Construction of Cleaner, Healthier Buildings.* Available at: https://www.energy.ca.gov/news/2026-01/californias-energy-code-update-guides-construction-cleaner-healthier-buildings. Accessed June 2026. (Appendix F)

Additional Studies Performed:

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- Silicon Valley Environmental. *Phase I Environmental Site Assessment.* March 30, 2026. (Appendix B)
- Acorn Environmental. *Biological Resources Memorandum.* November 18, 2025. (Appendix C)
- Raney Planning and Management, Inc. *SHPO Consultation Package.* August 2026. (Appendix D)
- Saxelby Acoustics. *Environmental Noise Assessment, Strawberry Commons Wah Avenue.* September 21, 2026. (Appendix E)

Field Inspection (Date and completed by)

- November 11, 2025: Acorn Environmental for Biological Resources Memorandum.
- March 22, 2026: Silicon Valley Environmental for Phase I Environmental Site Assessment.

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

- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. (Appendix F)
- California Department of Conservation, California Geological Survey. *Special Report 247, California Indoor Radon Potential.* 2022. (Appendix F)
- California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed June 2026. (Appendix F)
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- CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current).* Available at: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed May 2026. (Appendix F)
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- City of Sacramento Department of Utilities. *2025 Consumer Confidence Report.* Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed May 2026. (Appendix F)
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- City of Sacramento. *Public Review Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [Appendix D]. August 2023. (Appendix F)
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Public Outreach [24 CFR 50.23 & 58.43]**:**

Public outreach for the proposed project was conducted as required by HUD, including public review of the Environmental Assessment as part of the Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds (FONSI/NOI-RROF).

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

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed project. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project. In addition, the proposed project would result in criteria pollutant emissions below the applicable thresholds of significance (see Table 1, Table 2 and Table 3) and, thus, would not result in a cumulatively considerable contribution to the region's existing air quality conditions. Cumulative impacts related to noise would be a result of future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project construction and operation, given that residential developments do not typically involve activities that exceed the above noise standards. Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. However, the proposed project is consistent with the planned residential use for the project site. As such, development of the Development Area with the proposed uses was generally planned as part of the buildout of the General Plan and evaluated as part of the City's MEIR, which serves as a cumulative analysis. Thus, given that the proposed project is consistent with the General Plan and would comply with all applicable policies and programs, the project would not result in any new substantial adverse effects for which the City has not already anticipated and accounted.

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

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

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. The Development Area is currently designated Residential Mixed-Use in the City's General Plan, with which the proposed project would be consistent. If an Off-Site Alternative were located outside the City of Sacramento, the objectives and goals of the proposed project, which are primarily concerned with providing affordable low-income housing for families and individuals in the City, would not be met. Furthermore, the

proposed project is a development project that would be consistent with the existing surrounding uses. The Development Area is currently in close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the Development Area.

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

Reduced Intensity Alternative

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

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

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

Under the No Action Alternative, the Development Area would not be developed and, therefore, the Development Area would remain unchanged. Future development of the project site in accordance with the Residential Mixed-Use land use designation and RMX-EA-4 zoning district could still occur and would be anticipated to consist of permitted uses. As such, development of the site through future proposals could result in residential uses, as part of mixed-use development. However, because such uses would not necessarily include restrictions based on maximum income earning such as that of the proposed project, the No Action Alternative could hinder the City's ability to achieve its very low- and low-income housing goals. The City of Sacramento has identified a need for very low- and low-income housing, which the proposed project would help fulfill. Should the proposed project not be implemented, the site would remain undeveloped.

Summary of Findings and Conclusions:

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

- Employment and Income Patterns.

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

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources; and
- Energy Efficiency.

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

- Hazards and Nuisances including Site Safety and Noise; and
- Vegetation, Wildlife.

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

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

Law, Authority, or Factor	Mitigation Measure
Historic Preservation	Mitigation Measure 1
Historic Preservation	Mitigation Measure 2
Noise Abatement and Control	Mitigation Measure 3
Hazards and Nuisances including Site Safety and Noise	Mitigation Measure 4
Vegetation, Wildlife	Mitigation Measure 5

Mitigation Measure 1: The following requirements shall be noted on the project improvement plans:

During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of Sacramento and of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery, as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within

the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.

Mitigation Measure 2: The following requirements shall be noted on the project improvement plans:

During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City of Sacramento. The County Coroner, project superintendent, and the City of Sacramento shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context. Not all discovered human remains reflect Native American origins; however, in all cases where precontact or historic-era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.

Mitigation Measure 3: Prior to the issuance of building permits, the final plans shall include the following noise control measures, as recommended in the Noise Study Report prepared for the proposed project by Saxelby Acoustics, LLC:

- *A 12-foot-tall sound wall shall be constructed at the eastern boundary of the project site;*
- *Exterior glazing at the northern, eastern, and southern facades of the residences on lots 7-24 shall have glazing with a minimum sound transmission class (STC) rating of 38;*
- *All other exterior glazing at residential uses on the project site shall have a minimum STC rating of 29;*
- *Exterior finish shall be 3/8-inch Hardie Plank siding over oriented strand board (OSB) or system with equivalent weight per square foot;*
- *Interior gypsum at exterior walls at the northern, eastern, and southern facades of the residences on lots 7-24 shall be 5/8-inch;*
- *Ceiling gypsum shall be 5/8-inch;*
- *Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. Packaged Terminal Air Conditioners (PTAC's) shall not be used for any unit requiring these acoustical upgrades. EPOCHA-branded units may be used instead; and*
- *In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building construction would achieve the HUD interior noise reduction requirement of 30 dBA.*

Inclusion of the foregoing noise control measures on the final plans shall be subject to review and approval by City of Sacramento Community Development Department.

Mitigation Measure 4: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using

static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.

Mitigation Measure 5: Prior to commencement of ground-disturbing activities or tree removal during the breeding season (February 1-August 31), the project applicant shall retain a qualified biologist to conduct a preconstruction migratory bird and raptor nesting survey within 14 days prior to the onset of ground disturbance. The nesting migratory bird survey shall cover the project site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.

If nesting raptors or other migratory birds are detected on the site during the survey, a suitable disturbance-free buffer shall be established around all active nests. The precise dimension of the buffer(s) would be determined at that time by the qualified biologist and may vary depending on factors such as location, species, topography, and line of sight to the construction area. The buffer area(s) shall be enclosed with temporary fencing, and equipment and workers shall not enter the enclosed buffer areas. Typical buffers range between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for a raptor nest. If active nests are found within the project footprint, a qualified biologist shall monitor nests daily for a minimum of five days during construction to evaluate potential nesting disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. Buffers shall remain in place for the duration of ground disturbing activities, the breeding season, or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents, whichever occurs first.

Determination:

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

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

Preparer Signature: _____ Date: 10/29/2026

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

Certifying Officer Signature: _____ Date: Oct 29, 2026

Name/Title: Greg Sandlund, City of Sacramento Planning Director

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