

**FINDING OF NO SIGNIFICANT IMPACT, FINAL NOTICE AND PUBLIC EXPLANATION OF A PROPOSED
ACTIVITY IN A FEDERAL FLOOD RISK MANAGEMENT STANDARD (FFRMS) FLOODPLAIN AND NOTICE OF
INTENT TO REQUEST RELEASE OF FUNDS**

March 28, 2025

California Housing Finance Agency
500 Capitol Mall, Suite 1400
Sacramento, CA 95814

This Notice shall satisfy the above-cited three separate but related procedural notification requirements for activities to be undertaken by the California Housing Finance Agency.

REQUEST FOR RELEASE OF FUNDS

On or about April 14, 2025, California Housing Finance Agency (CalHFA) will submit a request to the U.S. Department of Housing and Urban Development (HUD) for the reservation of approximately \$21,000,000 in funds from the Housing Finance Agency Risk-sharing: Section 542(c) program, as authorized by the Housing and Community Development Act of 1992 (12 U.S.C. 1707) and Section 235 of HUD's FY 2001 Appropriation Act, Public Law 106-377, as amended; and authorize the Housing Authority of the County of Sacramento to submit a request to the U.S. Department of Housing and Urban Development (HUD) for the release of 20 Project-Based Section 8 Vouchers, as authorized by the United States Housing Act of 1937 Section 8(c)(9), as amended; programs of the U.S. Department of Housing and Urban Development (HUD), to undertake a project known as **Monarch** for the purpose of providing affordable housing.

The Finance Agency Risk-sharing: Section 542(c) Program provides new insurance authority independent of the National Housing Act. Section 542(c) provides credit enhancement for mortgages of multifamily housing projects whose loans are underwritten, processed, serviced, and disposed of by California Housing Finance Agency (CalHFA). HUD and CalHFA share in the risk of the mortgage.

Mutual Housing proposes to develop the Monarch project on a 1.2-acre site comprised of three parcels (APNs 006-266-014-0000, -016-0000, and -017-0000) with address 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811. The site is owned by the State of California (State) and contains a commercial building constructed in 1953 that the State will demolish prior to delivering the project site to the sponsor. The project will construct a five-story building with 241 residential apartments, 4,149 square feet of ground-floor commercial space and 55 parking spaces. The unit mix will be 82 studios, 136 one-bedroom units, 22 two-bedroom units and one three-bedroom unit. The mid-rise building will be elevator-served. The project includes demolition, reconstruction and trenching work required to provide utilities to the site and to upgrade any required facilities that may be in the public right-of-way, including curb, gutter and sidewalk as needed. The three parcels will be merged into one. Sacramento Housing and Redevelopment Agency (SHRA) has awarded 20 Project-Based Section 8 Vouchers (PBVs) to provide rental subsidies for 20 units. The PBV units will be restricted to 30%

of Sacramento County Area Median Income (AMI) and provide Permanent Supportive Housing for former homeless individuals and families. Individuals and families in these 20 units will be referred by SHRA through the Continuum of Care program. A total of 239 units will be restricted to households earning between 30% and 70% of the Sacramento County Area Median Income (AMI). One of the two-bedroom units and the three-bedroom unit will be reserved for on-site management.

The total project cost is estimated to be \$108,696,000.

FINAL NOTICE AND PUBLIC EXPLANATION OF A PROPOSED ACTIVITY IN A FEDERAL FLOOD RISK MANAGEMENT STANDARD (FFRMS) FLOODPLAIN

This is to give notice that California Housing Finance Agency has conducted an evaluation as required by Executive Order 11988, in accordance with HUD regulations at 24 CFR 55.20 Subpart C Procedures for Making Determinations on Floodplain Management and Wetlands Protection. The activity is funded under the US HUD Risk-Sharing Loan Program for Housing Finance Agencies and the Project-Based Section 8 Voucher program. The entire project site is designated by FEMA as the Area with Reduced Flood Risk due to Levee (Zone X). The Federal Flood Risk Management Standard (FFRMS) Tool was accessed on August 28, 2024 (Federal Flood Standard Support Tool). Based on the user-defined location and non-critical designation, the proposed action is in the FFRMS floodplain. A two foot freeboard is applicable per the Freeboard Value Approach.

The United States has thousands of miles of levee systems built to help contain or control the flow of water to reduce the risk of flooding; but not all levees are alike. For example, some levees around residential areas were originally built long ago to reduce the risk to farmland. Other levees in urban areas were designed to reduce the impacts of flooding, but only from a certain size flooding event.

While levees can help reduce the risk of flooding, it is important to remember that they do not eliminate the risk. Levees can and do deteriorate over time and must be maintained to retain their effectiveness. When levees fail, or are overtopped, the results can be catastrophic. In fact, the flood damage can be greater than if the levee had not been built. (source: <https://www.fema.gov/flood-maps/living-levees>)

A total of eight (8) residential units, commercial space, offices and electrical room are sensitive uses on the ground floor; the remaining is parking and amenities such as fitness room, community room, mail room and bike storage room.

The project must consist of affordable land and be able to accommodate enough units to make the project feasible from a financial standpoint. Alternatives considered included alternative site designs and various building configurations. The project has been designed to minimize adverse impacts. The no action alternative was considered but rejected as this would not provide affordable housing.

California Housing Finance Agency has reevaluated the alternatives to building in a floodplain and has determined that it has no practicable alternative. Environmental files that document compliance with Executive Order 11988, are available for public inspection, review and copying upon request at the times and location delineated in the last paragraph of this notice for receipt of comments.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplains and wetlands and those who have an interest in the protection of the natural environment should be given an opportunity to express their concerns and provide information about these areas. Second, an adequate public notice program can be an important public educational tool. The dissemination of information and request for public comment about wetlands and floodplains can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplains, it must inform those who may be put at greater or continued risk.

Written comments must be received by CalHFA via E-mail at the following address on or before April 12, 2025 to Brandon Locke, blocke@calhfa.ca.gov. A copy of the Environmental Review Record can be accessed via the following URL: <https://www.calhfa.ca.gov/about/press/public-notice/index.htm>

FINDING OF NO SIGNIFICANT IMPACT

Acting as the Responsible Entity under a Lead Agency Agreement with the Housing Authority of the County of Sacramento, California Housing Finance Agency has determined that the project will have no significant impact on the human environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act (NEPA) of 1969 is not required. Additional project information is contained in the Environmental Review Record (ERR). The ERR will be made available to the public for review electronically. Please submit your request by email to Brandon Locke, blocke@calhfa.ca.gov. The ERR can be accessed online at the following website:

<https://www.calhfa.ca.gov/about/press/public-notice/index.htm>

PUBLIC COMMENTS

Any individual, group or agency disagreeing with this determination or wishing to comment on the project may submit written comments to Brandon Locke, Loan Administrator, California Housing Finance Agency, via email to blocke@calhfa.ca.gov. All comments received on or before April 12, 2025 will be considered by California Housing Finance Agency prior to submission of a request for release of funds. Comments should specify which Notice they are addressing.

ENVIRONMENTAL CERTIFICATION

The California Housing Finance Agency certifies to HUD that Rebecca Franklin, Chief Deputy Director, in her capacity as NEPA Certifying Officer, consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities, and allows the California Housing Finance Agency to use Program funds.

OBJECTIONS

HUD will accept objections to the Responsible Entity's (RE) Request for Release of Funds and Environmental Certification for a period of fifteen days following the submission date specified above or the actual receipt of the request (whichever is later) only if they are on the following bases: (a) the certification was not executed by the Certifying Officer or other officer of the California Housing Finance Agency approved by HUD; (b) the RE has omitted a step or failed to make a determination or finding required by HUD regulations at 24 CFR Part 58 or by CEQ regulations at 40 CFR 1500-1508, as applicable; (c) the RE has omitted one or more steps in the preparation, completion or publication of the Environmental Assessment or Environmental Impact Study per 24 CFR Subparts E, F or G of Part 58, as applicable; (d) the grant recipient or other participants in the development process has committed funds for or undertaken activities not authorized by 24 CFR Part 58 before release of funds and approval of the environmental certification; (e) another Federal, State or local agency has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58, Sec. 58.76) and, for Project-Based Vouchers shall be emailed to Alison Brokke at Alison.M.Brokke@hud.gov and for HUD Risk-Share funds shall be emailed to MFW-Public-Notices@hud.gov. Potential objectors should contact HUD via email at Alison.M.Brokke@hud.gov or MFW-Public-Notices@hud.gov to verify the actual last day of the objection period.

Rebecca Franklin, Chief Deputy Director and NEPA Certifying Officer

Environmental Assessment

Monarch

805 R Street, 1723 8th Street, and 1700 9th Street, City and County of
Sacramento, California 95811



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

February 2025



U.S. Department of Housing and Urban Development

451 Seventh Street, SW

Washington, DC 20410

www.hud.gov

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Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

Project Identification:	Monarch
Responsible Entity:	California Housing Finance Agency
Preparer:	Bay Desert, Inc.
Month/Year:	February 2025

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**U.S. Department of Housing and Urban
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Environmental Assessment

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

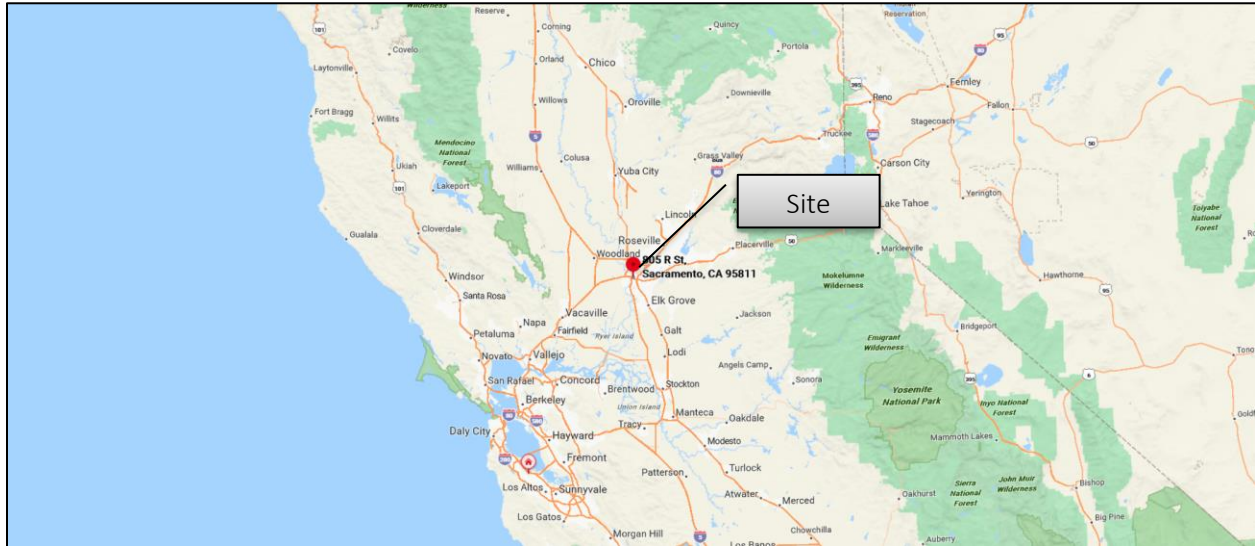
Project Information

Project Name:	Monarch
Responsible Entity:	California Housing Finance Agency 500 Capitol Mall, Suite 1400 Sacramento, CA 95814
Grant Recipient (if different than Responsible Entity):	Housing Authority of the County of Sacramento 801 12th Street Sacramento, CA 95814
State/Local Identifier:	
Preparer:	Cinnamon Crake, President, Bay Desert, Inc.
Certifying Officer Name and Title:	Rebecca Franklin, Chief Deputy Director Bay Desert, Inc. 422 Larkfield Center #104 Santa Rosa, CA 95403 (707) 523-3710 ccrake@baydesert.com
Consultant (if applicable):	Brandon Locke, Loan Administrator (916) 326-8621 blocke@calhfa.ca.gov
Direct Comments to:	
Project Location:	805 R Street, 1723 8 th Street, and 1700 9 th Street, City and County of Sacramento, California 95811 (APNs 006-266-014-0000, -016-0000, and -017-0000)

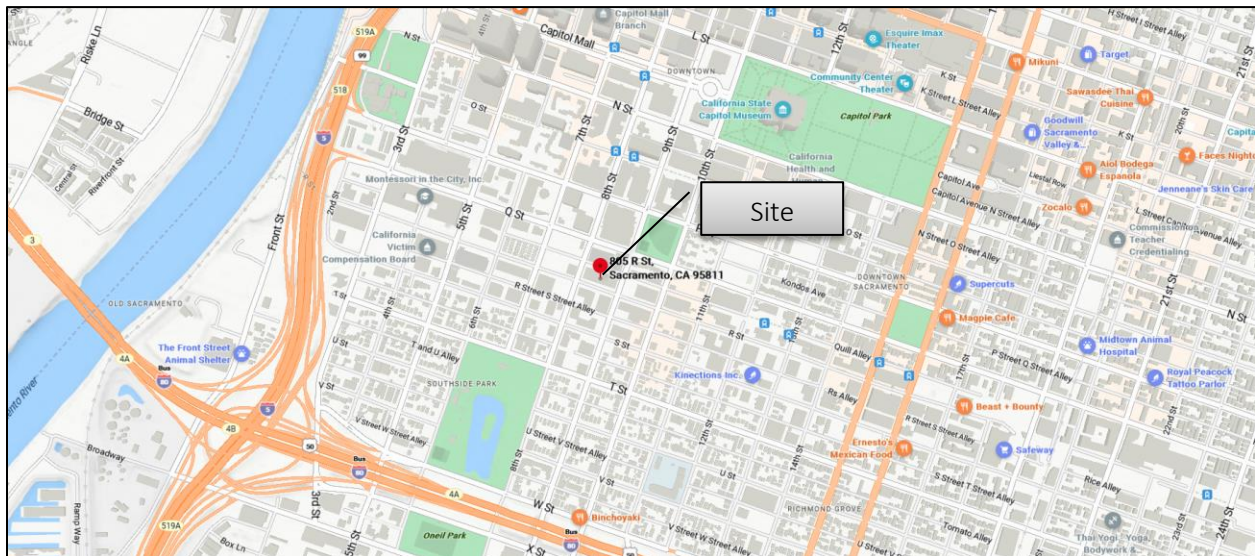
Project Location

Monarch

805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811



Map 1 Regional Setting



Map 2 Local Setting



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

Monarch, 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811 (APNs 006-266-014-0000, -016-0000, and -017-0000):

Mutual Housing proposes to develop the Monarch project on a 1.2-acre site comprised of three parcels (APNs 006-266-014-0000, -016-0000, and -017-0000) with address 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811. The site is owned by the State of California (State) and contains a commercial building constructed in 1953 that the State will demolish prior to delivering the project site to the sponsor. The project will construct a five-story building with 241 residential apartments, 4,149 square feet of ground-floor commercial space and 55 parking spaces. The unit mix will be 82 studios, 136 one-bedroom units, 22 two-bedroom units and one three-bedroom unit. The mid-rise building will be elevator-served.

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Source: (1) (Appendix A)

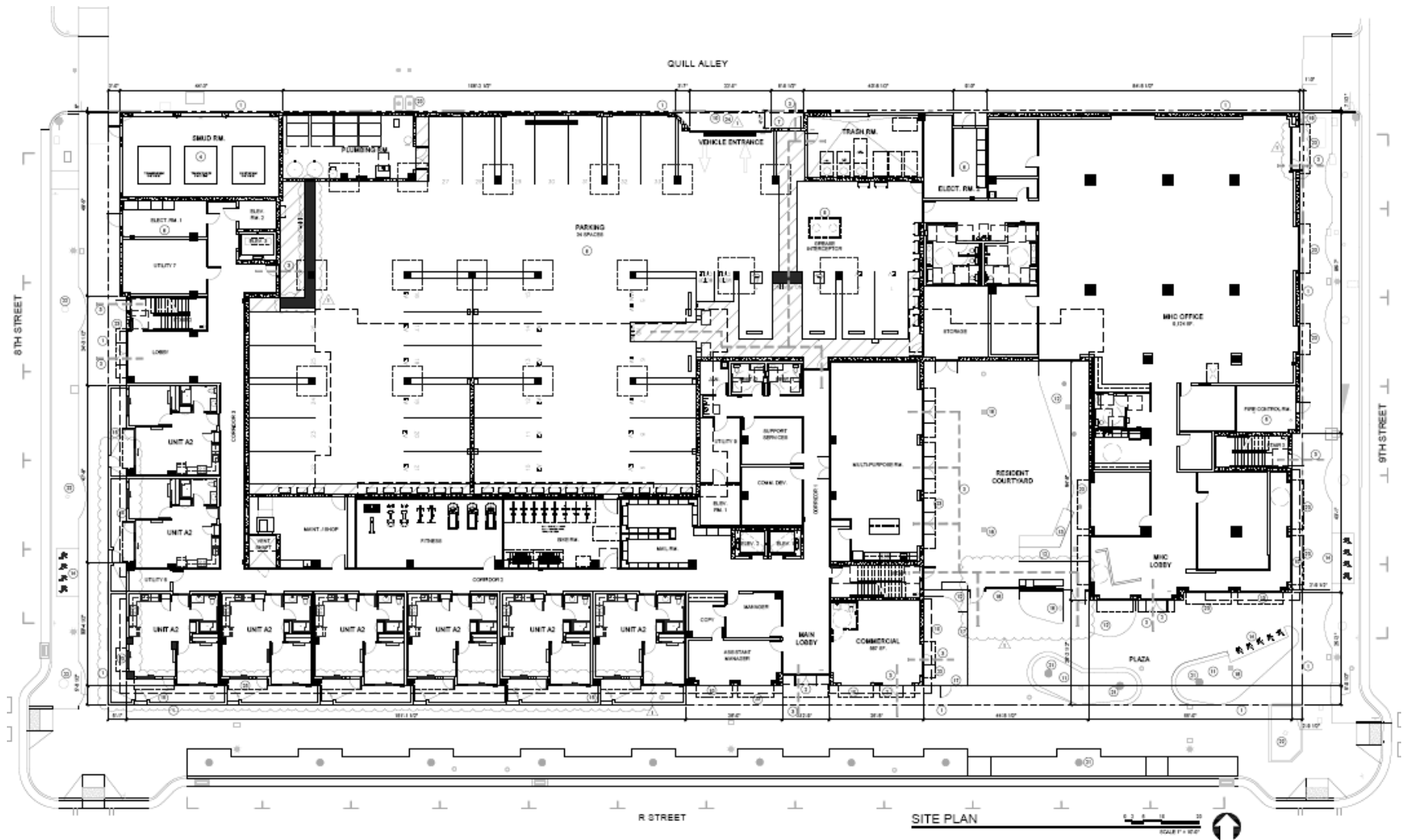
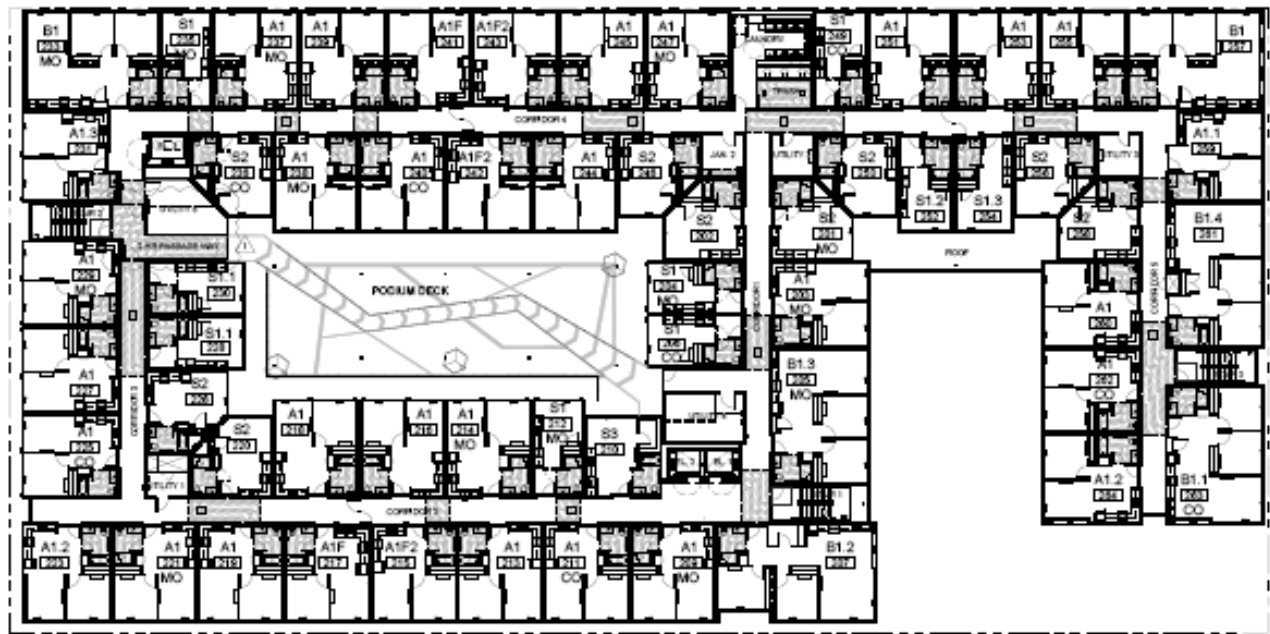
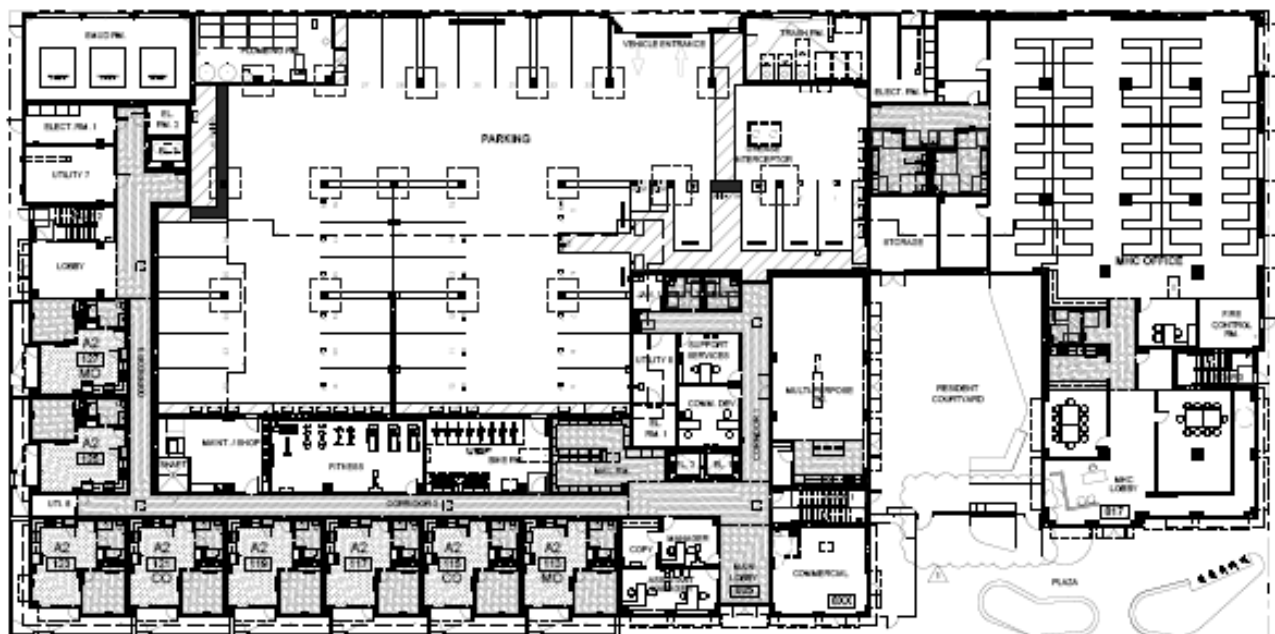


Figure 1 Site Plan/First Floor



OVERALL 2ND FLOOR PLAN

SCALE 1/8" = 1'-0"

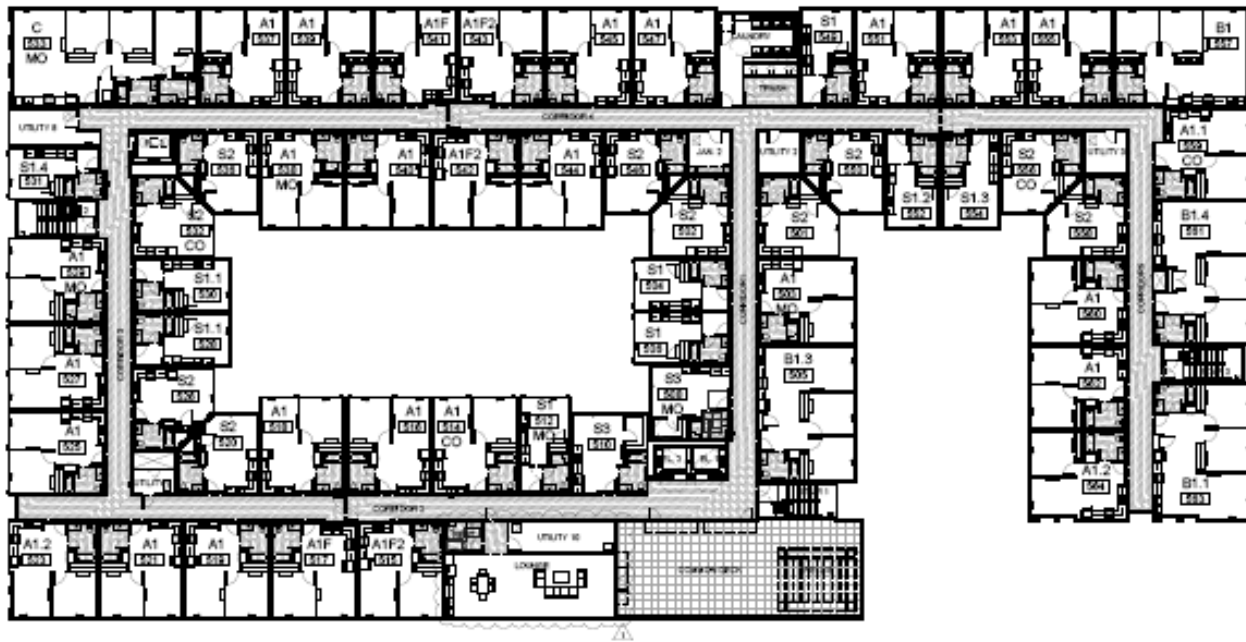


OVERALL 1ST FLOOR PLAN

SCALE 1/8" = 1'-0"

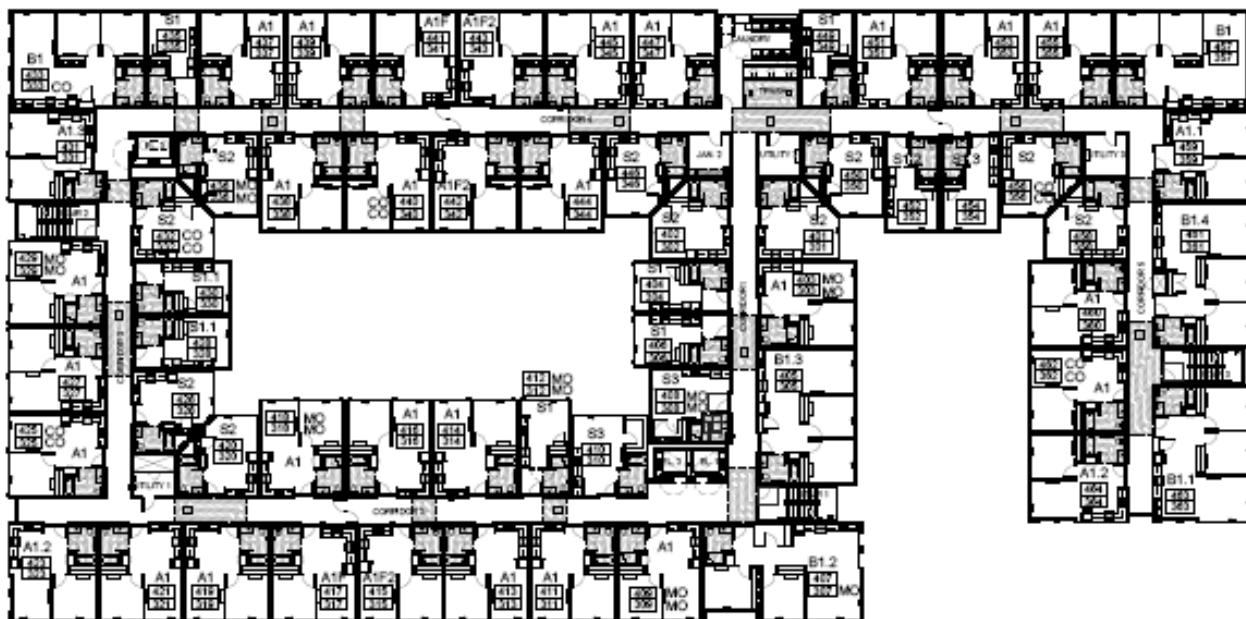


Figure 2 Overall First and Second Floor



OVERALL 5TH FLOOR PLAN

SCALE 1/8" = 1'-0"



OVERALL 3RD & 4TH FLOOR PLAN

SCALE 1/8" = 1'-0"



Figure 3 Overall Third and Fourth Floor Plan , 5th Floor Plan



Figure 5 South/R Street Elevation – East End



Figure 6 North/Quill Alley Elevation – East End



Figure 7 North/Quill Alley Elevation – West End



Figure 8 West/8th Street Elevation



Figure 9 East/8th Street Elevation



Figure 10 Court West Elevation



Figure 11 Podium Court West Elevation

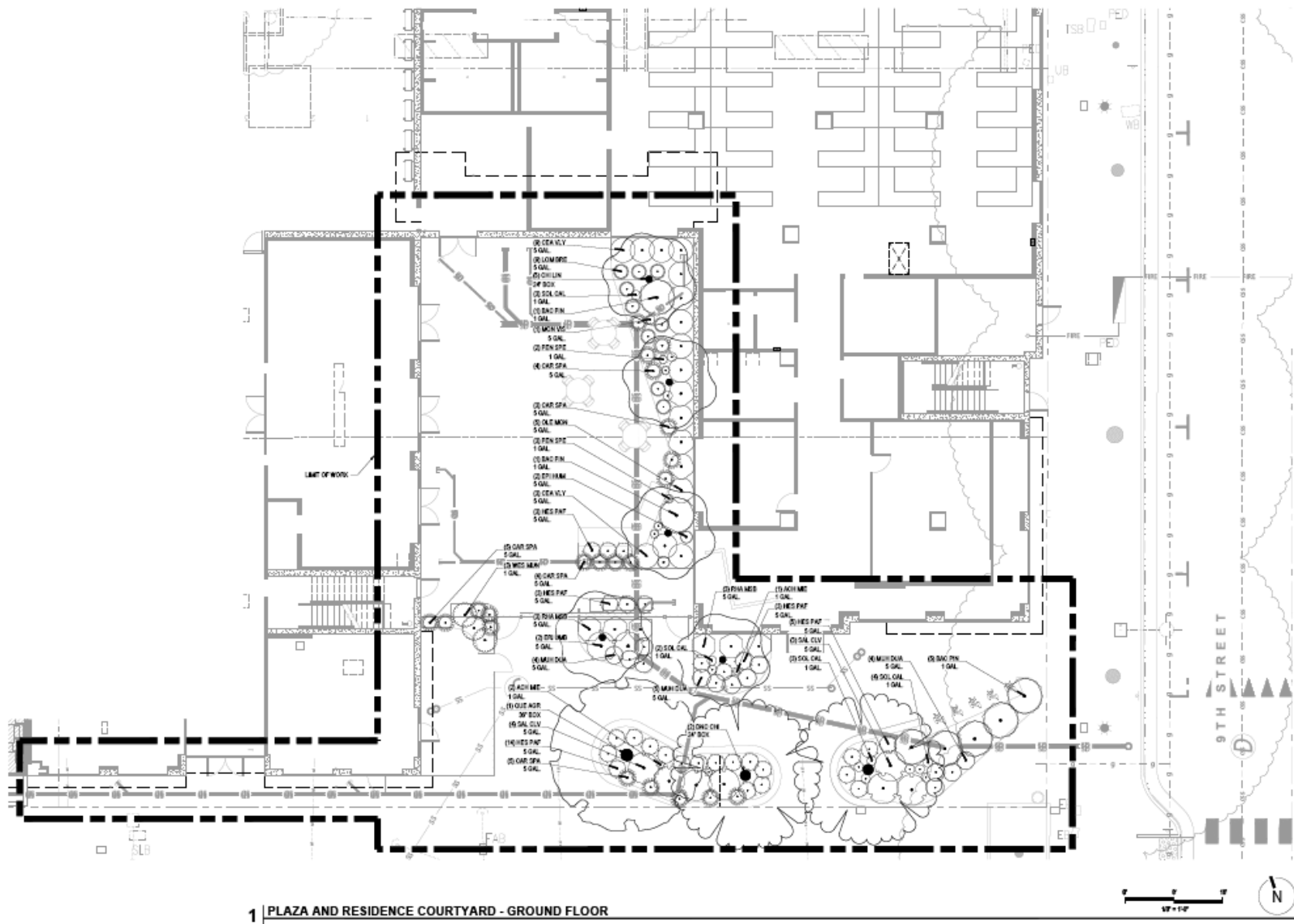


Figure 12 Plaza and Residence Courtyard – Ground Floor

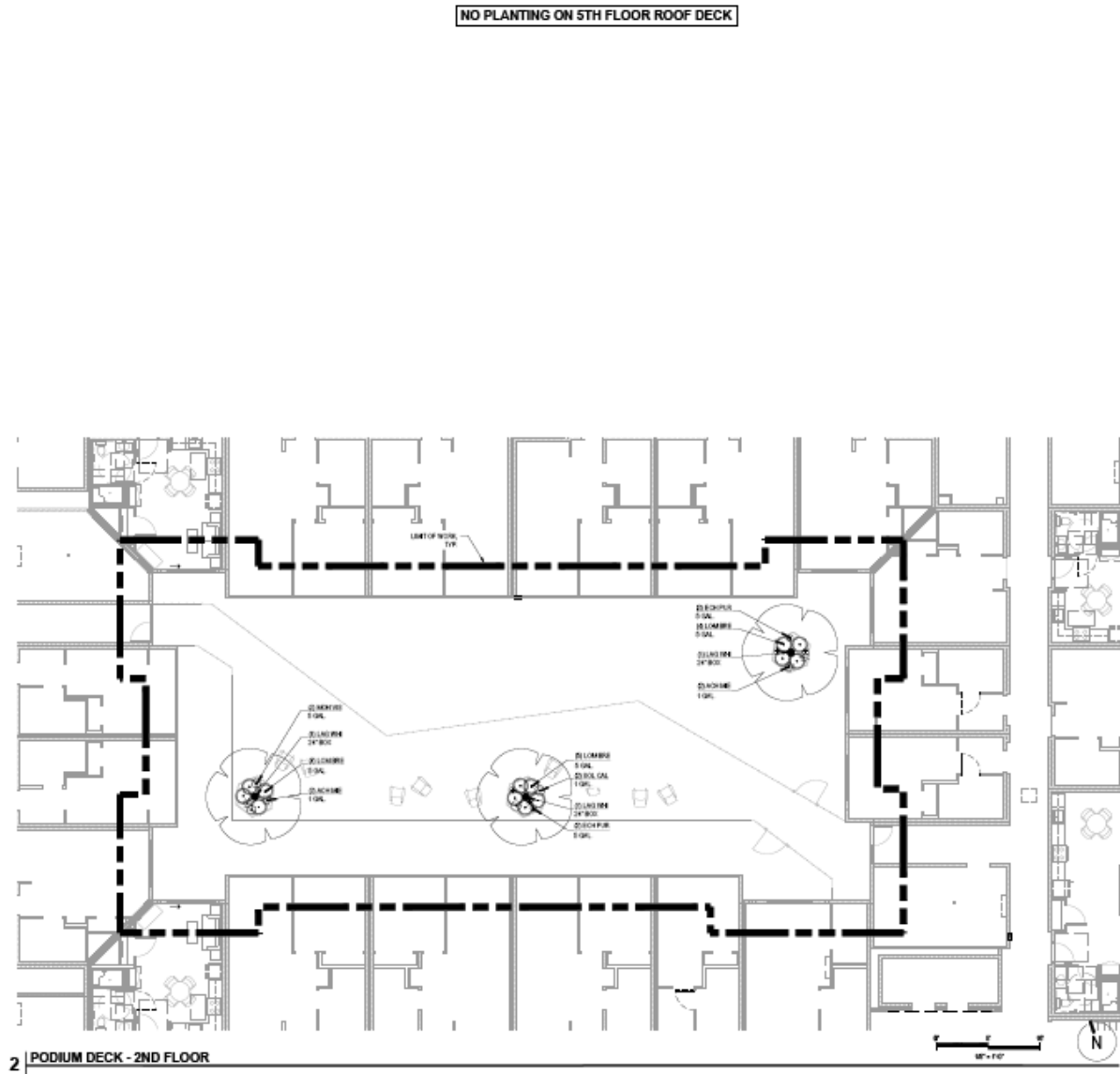


Figure 13 Podium Deck – 2nd Floor

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

The purpose of the proposal is to create affordable housing units from an unused state-owned building. A total of 241 new affordable housing units will be created by the project. A total of 20 of the units will provide Permanent Supportive Housing for former homeless individuals and families.

Need

The Regional Housing Needs Assessment (RHNA) is the California State-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The State assigns each region in California a regionwide housing target that is distributed to jurisdictions through a methodology prepared by the regional councils of Government. For the 2021-2029 Housing Element, the State issued a target of 153,512 housing units for the entire Sacramento Region.

The City of Sacramento's share of the regional housing need was determined through a methodology prepared by the Sacramento Area Council of Governments (SACOG). The City must plan to accommodate a total of 45,580 housing units between June 30, 2021 and August 31, 2029. This is equal to a yearly average of 5,581 housing units. The table below shows the City's RHNA by income category. Of the 45,580 total units, the City must plan to accommodate 10,463 units for extremely low- and very low-income households, 6,306 units for low-income households, 8,545 units for moderate-income households, and 20,266 units for above moderate-income households.

Table 1 Regional Housing Needs Allocation, City of Sacramento 2021-2029

<i>Income Category</i>	<i>Units</i>	<i>Percent of Total</i>
Extremely Low- and Very Low-Income	10,463	23.0%
Low-Income	6,306	13.8%
Moderate-Income	8,545	18.7%
Above Moderate-Income	20,266	44.5%
TOTAL	45,580	100.0%

Source: Sacramento Area Council of Governments, Regional Housing Needs Plan, 2021-2029. Adopted March 2020.

Source: (2)

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

The subject property is located at 805 R Street and 1723 8th Street in downtown Sacramento, Sacramento County, California. The subject property is comprised of three parcels totaling approximately 1.2 acres of land designated by Sacramento County Assessor's Parcel Numbers 006-0266-014-0000, 006-0266-016-0000, and 006-0266-017-0000. The site was improved with an approximately 40,000 square-foot (sf) warehouse and a paved parking lot along the northern and southern sides of the property. The warehouse was previously used by different agencies within the California Department of General Services (DGS) system for temporary storage of routinely used supplies as well as longer-term to indefinite storage of other items.

Source: (3)

Trends

Sacramento Area Council of Governments (SACOG) has developed a set of regional projections for the year 2040 as part of its state-mandated *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS). SACOG housing unit projections for the city are useful as a control total for the 2040 General Plan and provide a reliable gauge for the level of housing that will be needed to satisfy existing and future Regional Housing Needs Assessment (RHNA) allocations for the City beyond the current 2021-2029 cycle which requires the City to provide 45,580 homes to meet the RHNA allocation. By planning for housing development consistent with regional projections, the City positions itself well for future RHNA cycles; planning for less could make it more difficult to satisfy RHNA in the future.

SACOG projected that job growth in the city would occur more slowly compared to the region as a whole, which is expected to add approximately 252,840 new jobs over this period at a rate of roughly 0.9% per year, indicating that the city would account for a declining share of regional employment growth. This is contrary to recent historical trends. Further, key strategies within the proposed 2040 General Plan would promote infill development and job growth within city limits. BAE Urban Economics performed a Market Study which indicated an expected job growth increment of 76,599 jobs within the city limits in the 2018 to 2040 planning horizon. This higher job projection number (76,612 jobs) was selected as the control total for job growth.

Overall, the residential housing unit growth projections of 69,012 are generally consistent with SACOG's 2040 forecast of 73,519 but employment projections are higher because the proposed 2040 General Plan assumes the City would maintain its current share of regional office and industrial jobs in 2040, whereas SACOG assumes it would lose this share. Additional data from the California Department of Finance (DOF), U.S. Census Bureau, and BAE Urban Economics were used to finalize adjustments to the jobs and housing increment totals and these totals were shared with and approved by SACOG. These values are summarized below.

Table 2 Growth Projections for Sacramento (2040) General Plan

	Baseline	Projected 2040 Citywide Buildout ²	Growth Attributed to 2040 General Plan
	Adjusted (2018) ¹		
Housing Units	197,753	266,765	69,012
Jobs	315,214	391,826	76,612
Population	472,693 ³	638,433 ⁴	165,740

Notes and sources:

¹ U.S. Census Bureau 2018, as modified by Dyett & Bhatia.

² See Table 2-5.

³ SACOG 2019, Table 14-1, Population, Housing Units, and Employees by Jurisdiction (2016).

⁴ SACOG 2021.

Source: (4)

Key Trends:

- **Rising Costs:** Like much of California, Sacramento has seen a dramatic increase in housing costs, both for buying and renting. This is driven by factors like high demand, limited inventory, and rising construction costs.

- Decreasing Affordability: The combination of rising costs and relatively stagnant wages means that a smaller percentage of homes are considered "affordable" to the average resident (less than three percent).
- Migration Patterns: Sacramento has attracted many residents from more expensive areas like the Bay Area, further increasing demand and driving up prices.
- Impact of Interest Rates: Recent increases in mortgage interest rates have significantly impacted affordability for homebuyers.
- Focus on Development: There's a strong push for new affordable housing developments in Sacramento, with various projects underway.

Key Findings

California Housing Partnership prepared an *Affordable Housing Needs Report* for Sacramento County 2024. Below are key findings of the report.

- 54,615 low-income renter households in Sacramento County do not have access to an affordable home.
- State and federal funding for housing production and preservation in Sacramento County is \$329 million, a 54% decrease from the year prior.
- 83% of extremely low-income (ELI) households in Sacramento County are paying more than half of their income on housing costs compared to 1% of moderate-income households.
- In 2023 in Sacramento County, there were only 3,956 beds available in the interim and permanent housing supply for persons experiencing homelessness.
- Renters in Sacramento County need to earn \$32.92 per hour - 2.1 times the state minimum wage - to afford the average monthly asking rent of \$1,712.

Source: (5)

The project will help alleviate the housing issues and trends described above.

Funding Information

Grant Number	HUD Program	Funding Amount
136-98028	YHC – 542(c) HFA Risk Sharing – FFB NC – CFDA No. 14.188	Approximately \$21,000,000
	Project-Based Section 8 Vouchers – CFDA No. 14.871	20 Vouchers

Estimated Total HUD Funded Amount: Approximately \$21,000,000 in HUD HFA Loan Risk-Sharing program funds and 20 Project-Based Section 8 Vouchers as awarded by the Housing Authority of the County of Sacramento. This Federal action has a Lead Agency Agreement in place designating CalHFA as Lead Agency for the project. CalHFA is therefore conducting environmental review on behalf of the Housing Authority of the County of Sacramento.

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: **\$108,696,000**

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

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

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 <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are four (4) airports within 15 miles of the subject property.</p> <p>Major airport Sacramento International lies 9.7 miles to the north.</p> <p>The closest airport is Modern Aviation SAC, or Sacramento Executive Airport, located four miles to the south. Former military airport Sacramento McClellan Airport is located 8.2 miles north-northeast. Sacramento Mather Airport is located 10.9 miles east of the site.</p> <p>Project Impacts</p> <p>The project site does not lie within 15,000 feet of a military airport or 2,500 feet of a civilian airport.</p> <p>The site does not lie within any airport Accident Potential Zone (APZ) or Runway Protection Zone/Clear Zone (RPZ/CZ).</p> <p>There are no airport hazards, and no mitigation is needed.</p> <p>Source Documentation: (6) (7) (8) (Appendix B)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (9)</p>
Flood Insurance Flood Disaster Protection Act of 1973	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>The entire project site is located in a Federal Flood Risk Management Standard (FFRMS) floodplain (Zone X, protected from 1% annual chance floodplain by levee).</p>

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
and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]		<p>The FFRMS floodplain is identified by the Federal Emergency Management Agency (FEMA) as an area of floodplain risk that invokes the <i>8-Step Decision Making Process for projects located in a Floodplain</i>, including Noticing, public comment, and an alternatives analysis. The 8-Step Process determined that there was no practical alternative than to locate the project in a floodplain. Flood insurance is required.</p> <p><i>Mitigations Required:</i></p> <p>FL1. Developer shall provide California Housing Finance Agency with evidence of coverage showing the project has a flood insurance policy under the National Flood Insurance Program (NFIP) provided by FEMA, with a value of \$500,000 or more. This requirement is on-going for the term of the loan.</p> <p>Source Documentation: (10) (11) (Appendix C)</p>
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	General Conformity The 1990 Amendment to Clean Air Act (CAA) Section 176 requires the federal Environmental Protection Agency (EPA) to promulgate rules to ensure that federal actions conform to the appropriate State Implementation Plan (SIP). These rules, known as the General Conformity Rule (40 C.F.R. Parts 51.850–51.860 and 93.150–93.160), require any federal agency responsible for an action in a federal nonattainment/maintenance area to demonstrate conformity to the applicable SIP, by either determining that the action is exempt from the General Conformity Rule requirements or subject to a formal conformity determination. Actions would be exempt, and thus conform to the SIP, if an applicability analysis shows that the total direct and indirect emissions of nonattainment/maintenance pollutants from project construction and operation activities would be less than specified emission rate thresholds, known as <i>de minimis</i> levels (40 C.F.R. Section 93.153, Applicability). If not determined exempt, an air quality conformity analysis would be required to determine conformity.

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
		<p>The General Conformity Rule is applicable only for project criteria pollutants and their precursors for which an area is designated nonattainment or that is covered by a maintenance plan. The proposed action is located in Sacramento County, which is within the Sacramento Metropolitan Air Quality Management District's (SMAQMD) jurisdiction.</p> <p>RCH Group prepared an <i>Air Quality and Greenhouse Gas Emissions Technical Report</i> for the project in June 2024. Excerpts follow. The analysis below includes a general conformity/Exemption analysis.</p> <p>Air Quality Study</p> <p>The Air Quality and Greenhouse Gas Emissions Technical Report prepared for the proposed Monarch Affordable Housing Project (proposed project) at 805 R Street in the City of Sacramento, California provides an overview of the existing air quality conditions at the project site and an analysis of potential air quality and greenhouse gas (GHG) emissions impacts that would result from implementation of the proposed project. Issues related to toxic air contaminants (TACs) are also addressed.</p> <p>Air quality impacts were determined for United States Environmental Protection Agency (USEPA) criteria air pollutants such as carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter equal to or less than 10 micrometers (coarse particulate or PM₁₀), and particulate matter equal to or less than 2.5 micrometers (fine particulate or PM_{2.5}). When volatile organic compounds (VOC) such as reactive organic gases (ROG) and nitrogen oxide (NO_x) accumulate in the atmosphere and are exposed to the ultraviolet component of sunlight, ozone (O₃) is formed. As such, the assessment of ozone was performed using emission estimates of ROG and NO_x, known as pollutant precursors. The air quality, TAC, and GHG emissions analysis is consistent with the methods described in the Sacramento Metropolitan Air Quality Management District's (SMAQMD)'s <i>Guide to Air Quality Assessment in Sacramento County</i>.</p> <p><u>Setting</u></p>

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
		<p>Ambient air quality is generally affected by climatological conditions, the topography of the air basin, and the type and amounts of pollutants emitted. The project site is in the Sacramento Valley Air Basin (SVAB) which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level. The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. Air pollutants are often transported into the SVAB from adjacent air basins such as the San Francisco Bay Area Air Basin (SFBAAB) or the San Joaquin Valley Air Basin (SJVAB).</p> <p>Transported pollutants add to the concentration of pollutants in the region; however, air pollution emissions from within the basin are the most significant sources of high pollution concentration. During the summer a “delta breeze” blows east from the SFBAAB toward the SVAB through the Carquinez Strait. The delta breeze moves Sacramento’s air pollution up toward the north end of the Sacramento Valley and east into the Sierra Nevada foothills.</p> <p><u>Sources of Air Pollution</u></p> <p>Air pollution within the SVAB is generated by stationary, area, and mobile sources. Stationary sources occur at specific locations, are usually associated with manufacturing and industry, and are usually subject to a permit to operate from the local air district. Area sources generally include landscaping-related fuel combustion sources (such as from lawn mowers, etc.), evaporate emissions from consumer products, natural gas and wood combustion used for space heating such as from hearths, and architectural coatings. Mobile sources refer to the tailpipe and evaporative emissions from motor vehicles, both on-road and offroad, and particles from brake and tire wear. On-road mobile sources are those that are legally operated on roadways and highways, such as cars, trucks, and motorcycles.</p> <p><u>Sensitive Receptors</u></p> <p>As a residential housing project that also may house children, the project does involve sensitive receptors.</p>


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
		<p><u>Sacramento Metropolitan Air Quality Management District (SMAQMD)</u></p> <p>All projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations. Rules and regulations related to the proposed project could include, but are not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling.</p> <p><u>Thresholds of Significance</u></p> <p>The potential for the proposed project to result in adverse air quality effects was determined by comparing proposed project emissions to the applicable thresholds within the Federal General Conformity Rule and SMAQMD's Guide to Air Quality Assessment in Sacramento County. The proposed project would be considered to result in adverse air quality effects if it were to:</p> <ul style="list-style-type: none"> A. Exceed the Federal General Conformity De Minimis Emission Levels (25 tons per year of ROG/VOC or NO_x, and 100 tons per year of PM_{2.5}) for both construction and operation; B. Exceed SMAQMD's Thresholds of Significance for construction (85 pounds per day of NO_x and 80 pounds per day of PM₁₀ and PM_{2.5}). All feasible Best Management Practices (BMPs) must be implemented for particulate matter/fugitive dust. C. Exceed SMAQMD's Thresholds of Significance for operation (65 pounds per day of ROG/VOC or NO_x, and 80 pounds per day of PM₁₀ and PM_{2.5}). All BMPs must be implemented for particulate matter/fugitive dust. D. Expose sensitive receptors to substantial levels of TACs.

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																																										
		<p>Compliance with Federal General Conformity de minimus Emission Levels</p> <p>General Conformity ensures that actions taken by federal agencies do not interfere with a State or Tribe’s ability to attain and maintain the NAAQS for air quality, as required by the federal CAA section 176(c). Title 40 Code of Federal Regulations (CFR) section 93.153 (b)(1) and (b)(2) provides de minimis threshold rates, that is, the minimum rates, in tons per year, below which no conformity determination is required, for various criteria pollutants in various areas. With respect to the NAAQS, Sacramento County and City of Sacramento are designated as nonattainment for the 8-hour ozone and 24-hour PM_{2.5} standards.</p> <p>Table 3 Annual Project Construction and Operational Emissions Compared to De Minimis Thresholds (Tons)</p> <table><tr><th>Condition</th><th>ROG</th><th>NOx</th><th>PM₁₀</th><th>PM_{2.5}</th><th>CO</th></tr><tr><td>Construction (2025)</td><td>0.22</td><td>1.44</td><td>0.31</td><td>0.11</td><td>2.29</td></tr><tr><td>Construction (2026)</td><td>0.22</td><td>1.39</td><td>0.31</td><td>0.10</td><td>2.39</td></tr><tr><td>Construction (2027)</td><td>0.03</td><td>0.19</td><td>0.04</td><td>0.01</td><td>0.33</td></tr><tr><td>Operations (2028)</td><td>1.29</td><td>0.50</td><td>0.94</td><td>0.25</td><td>5.72</td></tr><tr><td>De Minimis Threshold</td><td>25</td><td>25</td><td>--</td><td>100</td><td>--</td></tr><tr><td>Exceeds? (Yes or No)</td><td>No</td><td>No</td><td>--</td><td>No</td><td>--</td></tr></table> <p>As shown in the table above, the proposed project would not exceed the applicable de minimis threshold rates. Therefore, no general conformity determination is required, and the proposed project would be in conformance with the federal CAA. The proposed project would not result in adverse effects.</p> <p>Construction-related Emissions</p> <p>Construction-related activities are temporary, finite sources of air pollutant emissions. Typical sources of construction-related air pollutant emissions include:</p> <ul style="list-style-type: none">Exhaust from construction equipment and worker automobiles, delivery trucks, and material-hauling trucks.Fugitive dust from earthmoving activities and equipment travel on unpaved surfaces.	Condition	ROG	NOx	PM ₁₀	PM _{2.5}	CO	Construction (2025)	0.22	1.44	0.31	0.11	2.29	Construction (2026)	0.22	1.39	0.31	0.10	2.39	Construction (2027)	0.03	0.19	0.04	0.01	0.33	Operations (2028)	1.29	0.50	0.94	0.25	5.72	De Minimis Threshold	25	25	--	100	--	Exceeds? (Yes or No)	No	No	--	No	--
Condition	ROG	NOx	PM ₁₀	PM _{2.5}	CO																																							
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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																														
		<ul style="list-style-type: none">Fugitive VOC (or ROG) emissions from architectural coating. <p>Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over unpaved surfaces, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust.</p> <p>Project construction would generate short-term emissions of air pollutants, including fugitive dust and equipment exhaust emissions. CalEEMod was used to quantify construction-related pollutant emissions.</p> <p>Table 4 Estimated Maximum Daily Project Construction Emissions (pounds)</p> <table><tr><th>Condition</th><th>ROG</th><th>NOx</th><th>PM₁₀</th><th>PM_{2.5}</th><th>CO</th></tr><tr><td>Construction (summer)</td><td>1.88</td><td>11.1</td><td>2.43</td><td>0.81</td><td>21.7</td></tr><tr><td>Construction (winter)</td><td>2.33</td><td>50.4</td><td>7.72</td><td>3.58</td><td>28.1</td></tr><tr><td>Significance Threshold</td><td>--</td><td>85</td><td>80</td><td>80</td><td>--</td></tr><tr><td>Significant (Yes or No)</td><td>--</td><td>No</td><td>No</td><td>No</td><td>--</td></tr></table> <p>Source: CAPCOA, 2022.</p> <p>As shown in the table above, proposed project construction emissions would be below SMAQMD’s significance thresholds for construction. Furthermore, the proposed project would implement the following Basic Construction Emission Control Practices recommended by the SMAQMD to control fugitive dust in accordance with SMAQMD Rule 403:</p> <ol style="list-style-type: none">Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.	Condition	ROG	NOx	PM ₁₀	PM _{2.5}	CO	Construction (summer)	1.88	11.1	2.43	0.81	21.7	Construction (winter)	2.33	50.4	7.72	3.58	28.1	Significance Threshold	--	85	80	80	--	Significant (Yes or No)	--	No	No	No	--
Condition	ROG	NOx	PM ₁₀	PM _{2.5}	CO																											
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Significant (Yes or No)	--	No	No	No	--																											

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
		<p>4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</p> <p>5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>The proposed project would not exceed SMAQMD thresholds of significance for construction emissions and would implement Basic Construction Emission Control Practices recommended by the SMAQMD. Therefore, construction of the proposed project would not result in adverse effects.</p> <p>Operational Emissions</p> <p>Operational emissions would include emissions associated with mobile sources (vehicle trips) and area sources (consumer products and coating associated with periodic site maintenance activities). The emissions from proposed project operations were estimated using CalEEMod. A trip generation or traffic analysis was not required given that the proposed project is an infill, affordable, and transit-oriented development. Thus, several mitigation measures were selected in CalEEMod to accurately estimate trip generation for the proposed project. While these are labeled mitigation measures within CalEEMod, they are part of proposed project design and are a result of the proposed project being an infill, affordable, and transit-oriented development. The measures selected in CalEEMod were: 1) Increase Residential Density, 2) Provide Transit-Oriented Development, 3) Integrate Affordable and Below Market Rate Housing, 4) Limit Residential Parking Supply, and 5) Provide Bike Parking. The table below summarizes the operational emissions that would result from the proposed project compared to the SMAQMD significance thresholds for operations.</p> <p>Table 5 Estimated Maximum Daily Project Operational Emissions (Pounds)</p>

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																																			
		<table><tr><th>Condition</th><th>ROG</th><th>NOx</th><th>PM₁₀</th><th>PM_{2.5}</th><th>CO</th></tr><tr><td>Operations (summer)</td><td>7.94</td><td>2.70</td><td>5.62</td><td>1.46</td><td>42.1</td></tr><tr><td>Operations (winter)</td><td>6.29</td><td>3.01</td><td>5.61</td><td>1.45</td><td>22.6</td></tr><tr><td>Significance Threshold</td><td>65</td><td>65</td><td>80</td><td>80</td><td>–</td></tr><tr><td>Significant (Yes or No)</td><td>No</td><td>No</td><td>No</td><td>No</td><td>–</td></tr></table> <p>Source: CAPCOA, 2022.</p> <p>As shown above, the SMAQMD operational significance thresholds would not be exceeded. As a residential project, there are no aspects of operation of the proposed project that would generate fugitive dust on-site, thus no Basic Construction Emission Control Practices are applicable. Therefore, operation of the proposed project would result in no adverse effects.</p> <p>Exposure of Residents to Toxic Air Contaminants</p> <p>The proposed project would site new residential receptors at the project site that was formerly for warehouse use. The location of the proposed project is consistent with the recommendations of CARB’s Air Quality and Land Use Handbook. CARB recommends a 500 feet buffer between freeways and sensitive receptors. The project site is greater than 2,000 feet from Interstate 80 and greater than 2,500 feet from Interstate 5. Therefore, proposed project operation would not result in adverse effects.</p> <p>Analysis</p> <p>The analysis of existing ambient air quality is lacking detail. While it is factual that the site is not located within 1,000 feet of a freeway, it is located in Downtown Sacramento, with numerous mobile and stationary permitted sources of emissions. None of which were discussed or identified. Other sources include gas stations, dry cleaners, backup generators and industrial operations such as plating.</p> <p>The Sacramento Metropolitan Air Quality Management District maintains a web tool, <i>Mobile Sources Air Toxics Protocol (MSAT Protocol)</i>. The MSAT Protocol includes a risk mapping tool, a guidance document, a detailed methodology document, and is complemented by guidance on exposure reduction measures. The tool includes roads, highways and rail sources.</p>						Condition	ROG	NOx	PM ₁₀	PM _{2.5}	CO	Operations (summer)	7.94	2.70	5.62	1.46	42.1	Operations (winter)	6.29	3.01	5.61	1.45	22.6	Significance Threshold	65	65	80	80	–	Significant (Yes or No)	No	No	No	No	–
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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
		<p>Table 6 TAC Exposures at the Subject Property</p>  <p>As shown above, Diesel Particulate Matter (DPM) at the site is 87 excess cases per million over the background 520 cases. A further 9.3 cases per million result from Total Organic Gases (TOG) for a total of 97 excess cases per million. Particulate Matter 2.5 microns in size has an estimated value of 2.5 micrograms per cubic meter.</p> <p>Sacramento does not have CEQA Thresholds of Significance for exposure to TACs, except for new Stationary Sources, which are not allowed to cause an incremental increase in cancer of more than 10 in a million at any off-site receptor. Applying this to the site would result in adverse impacts.</p> <p>The Sacramento Metropolitan Air District does not recommend any particular health risk or concentration-based thresholds for use with the MSAT Protocol and its Mapping Tool and defers to the local jurisdiction to determine appropriate risk levels for intervention. However, for reference, the Bay Area Air Quality Management District suggests a cumulative cancer risk threshold of 100 cancers in a million from all local sources, and a cumulative PM_{2.5} threshold of 0.8 µg/m³. San Joaquin Valley Air Pollution Control District has a CEQA threshold of 20 cancers in a million for both cumulative and project-specific impacts due to carcinogens. Additionally, the San Joaquin Valley Air Pollution Control District considers any PM_{2.5} concentration above the California Ambient Air Quality Standard of 12 µg/m³ to be a significant impact.</p>

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
		<p>Conclusion</p> <p>Due to the site location in Downtown Sacramento and the excess cancer risks identified, MERV13 filtration is required.</p> <p><u>NEPA Mitigation Measures Required:</u></p> <p>AQ1. The project sponsor shall install MERV13 filtration to all units. An Operations & Maintenance Plan is required that details regular inspection of the system and maintenance schedule.</p> <p><u>Standard Permit Conditions Required:</u></p> <p>AQ2. Basic Construction Emission Control Practices recommended by the SMAQMD to control fugitive dust shall be used in accordance with SMAQMD Rule 403:</p> <ol style="list-style-type: none"> 1. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. 2. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. 3. Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. 4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). 5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. <p>Source Documentation: (12) (13) (14) (15) (Appendix D)</p>

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
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The site is 81 miles from the California Coastline. A Coastal Development Permit is not required.</p> <p>Sacramento–San Joaquin River Delta</p> <p>The Sacramento–San Joaquin River Delta, or California Delta, is an expansive inland river delta and estuary in Northern California. The Delta is formed at the western edge of the Central Valley by the confluence of the Sacramento and San Joaquin rivers and lies just east of where the rivers enter Suisun Bay, which flows into San Francisco Bay, then the Pacific Ocean via San Pablo Bay. The Delta is recognized for protection by the California Bays and Estuaries Policy. Sacramento–San Joaquin Delta was designated a National Heritage Area on March 12, 2019. The city of Stockton is located on the San Joaquin River at the eastern edge of the delta. The total area of the Delta, including both land and water, is about 1,100 square miles. Its population is around 500,000.</p> <p>The state capitol, Sacramento, is located just to the north of the Delta.</p> <p>Project Impacts</p> <p>The project site is located in Downtown Sacramento, near the Southside Park neighborhood. The site is currently developed with a warehouse building owned by the State of California that will be demolished to construct the project.</p> <p>The nearest water body to the project site is the Sacramento River, 4,136 feet west of the site or 0.78 miles. The American River is 1.94 miles north of the site.</p> <p>The project will not have any direct impacts on the Bay Delta or nearby rivers; nor impact any Bay Delta policies or require a permit. There is no impact in this regard.</p> <p>Source Documentation: (6) (7) (16)</p>
Contamination and Toxic Substances	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Phase I Environmental Site Assessment</p> <p>In December 2023, Ninyo & Moore performed a Phase I Environmental Site Assessment (ESA) on the subject property located</p>

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
24 CFR Part 50.3(i) & 58.5(i)(2)		<p>at 805 R Street and 1723 8th Street (collectively referred to as "805 R Street" or the "Site"), in Sacramento, California. The Site is also identified as Sacramento County Assessor's Parcel Numbers 006-0266-014-0000, 006-0266-016-0000, and 006-0266-017-0000.</p> <p>The objective of the ESA was to identify, to the extent feasible pursuant to the process described in ASTM E1527-21, recognized environmental conditions (RECs), which are defined by ASTM as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment." The results of the ESA are summarized below.</p> <p>Historical research revealed that the Site was improved with five dwellings, numerous outbuildings, a hen house and a workshop dating back to 1895. By 1915, the dwellings located on the northern side of the property were replaced with a freight track operated by Western Pacific Railroad (WPRR). Dwelling remained on the southern portion of the Site. By 1950, the remaining dwellings noted on the 1915 map had been removed. The railroad tracks remain along the northern portion of the Site. By 1957, The Site had been developed with a warehouse constructed on a reinforced concrete foundation with a wood truss roof on wood posts, which is consistent with the current Site building. A concrete platform was noted along the southern side of the building fronting R Street. A small office/room was located in the southwestern corner of the building. The building was noted as occupied by the State of California as a furniture warehouse. The WPRR tracks remained on the northern portion of the Site. By the 1980s, the railroad tracks had been removed and replaced with a parking lot.</p> <p>On November 23, 2022, Mr. Ryan Bast of Ninyo & Moore, conducted a Site reconnaissance of the property. The reconnaissance involved a visual inspection of the Site, and observations of adjoining properties.</p>

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
		<p>At the time of the reconnaissance, the approximate 1.2-acre Site was comprised of three contiguous parcels that were improved with an approximately 40,000 square-foot warehouse building (006-0266-014-0000), and a paved parking lot (006-0266-016-0000 and 006-0266-017-0000). The warehouse portion of the Site is located along the R Street Corridor while the parking lot is located on the northern portion of the Site. The warehouse was previously used by different agencies within the Department of General Services (DGS) system for temporary storage of routinely used supplies as well as longer-term to indefinite storage of other items.</p> <p>The exterior of the warehouse included a loading dock with four roll-up doors and the main entrance into the building along the southern side of the building, and two additional roll-up doors on the southwestern corner. The interior of the warehouse was mostly empty except for the storage of miscellaneous office equipment including shelving, cubical dividers, and janitorial push carts. The interior of the warehouse consisted of two bathrooms, a small vacant room, a large walk-in safe, a janitorial closet, an in-ground scale, and an area that is enclosed by a chain-link-fence.</p> <p>Adjoining and nearby properties included Quill Alley to the north, beyond which is the California Health & Human Services office building and parking garage (800-816 Q Street); and an office building and parking garage (1700 9th Street), R Street to the south, beyond that is Whiting-Turner Contracting (800 R Street), commercial office building (808 R Street), and State of California Mental Health Services (1812 9th Street). The California Highway Patrol is located southeast of the Site (1801 9th Street), 9th Street to the east, beyond that is a parking lot (1731 9th Street) followed by the former food/grocery store Market 5-ONE-5, 8th Street to the west, beyond that is DGA Planning Architecture (1720 8th Street). Tom's Automotive (730 Q Street) is located northwest of the Site.</p> <p>Based on the Site visit, there are currently no wells on the Site.</p> <p>Ninyo & Moore did not observe quantities of hazardous substances or petroleum products used or stored on site during Site reconnaissance.</p>

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
		<p>Indications of aboveground storage tanks (ASTs), underground storage tanks (USTs), or hazardous material spills or leaks, were not observed during the Site reconnaissance.</p> <p>Review of an environmental database report obtained for the project indicated that the Site is not listed on the regulatory databases researched by Environmental Data Resources Inc. (EDR).</p> <p>Several off-Site facilities were located within the EDR search radius from the Site. A former Shell gasoline station was located on the north-adjoining property dating from the 1960s to the 1980s. Ninyo & Moore requested file information for the former gasoline station through the Sacramento County Environmental Management Department (SCEMD). The SCEMD responded that no files or information were available related to the former gasoline station. Based on the lack of information and its location adjoining the Site, this facility is considered a potential environmental concern. None of the remaining listed facilities are considered to be a REC to the Site based on several factors, including distance from the Site, location relative to the regional groundwater flow direction (e.g. hydraulically downgradient or cross-gradient to the site), database listing type, and/or affected media (e.g. soil only).</p> <p>Based on the completion of the Vapor Encroachment Screening Matrix (VESM), a VEC beneath the Site associated with the former north-adjoining gasoline station cannot be ruled out without further investigation.</p> <p><u>Conclusions</u></p> <p>Ninyo & Moore performed a Phase I ESA in conformance with the scope and limitations of ASTM E1527-21 of the 805 R Street Project property located at 805 R Street and 1723 8th Street in Sacramento, California. Based on the information compiled during the preparation of the report, the assessment revealed no evidence of RECs, Historical RECs (HRECs), or Controlled RECs (CRECs) associated with the Site or adjoining properties. However, one potential environmental concern was identified as discussed below:</p>

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
		<p>CT1. Review of historical information revealed that a gasoline station operated on the north-adjoining property during the 1960s and 1980s. The SCEMD did not have files or Information related to the closure of the gasoline station. The former gasoline station is considered a potential environmental concern.</p> <p><u>Recommendations</u></p> <p>Based on the former north-adjoining gasoline station, Ninyo & Moore recommends collecting one groundwater grab sample and one soil vapor sample to evaluate whether the former adjoining gasoline station has impacted the Site.</p> <p>Limited Phase II Environmental Site Assessment</p> <p>Ninyo & Moore conducted a Limited Phase II Environmental Site Assessment in January 2024 in response to recommendations in the Phase I ESA. The recommendations included collecting one groundwater grab sample and one soil vapor sample on the northeast corner of the Site, to evaluate whether the former adjoining gasoline station has impacted the Site.</p> <p>Based on the potential future use of the subject property for residential affordable housing, the analytical results are compared to residential regulatory screening levels, which include the San Francisco Bay Regional Water Quality Control Board (RWQCB) Tier 1 Groundwater and Soil Gas Vapor Intrusion Environmental Screening Levels (ESLs), dated January 2019 (Rev. 2). The groundwater sample was analyzed for total petroleum hydrocarbons as diesel (TPH-d) and TPH as motor oil (TPH-mo) by EPA Method 8015, TPH as gasoline (TPH-g) and volatile organic compounds (VOCs) by EPA Method 8260B. The soil vapor sample was analyzed for VOCs by EPA Method TO-15.</p> <p>Groundwater: The groundwater sample was non-detect for TPHg, TPHd, and TPHmo. The groundwater sample was non-detect for all analyzed VOCs.</p> <p>Soil Vapor: The following VOCs were detected in the soil vapor sample: Carbon Disulfide, Acetone, Hexane, Chloroform, 2-Butanone,</p>

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
		<p>Tetrahydrofuran, Benzene, Trichloroethylene, Toluene, 4-Methyl-2-Pentanone, Ethyl Benzene, Xylenes, 4-Ethyl Toluene, and 1,2,4-Trimethylbenzene. Of the VOCs detected, only Benzene and Chloroform exceed the Tier 1 ESLs where ESLs are established. Benzene was detected at 22 ug/m³ which exceeds the Tier 1 ESL of 3.2 ug/m³, and Chloroform was detected at 16 ug/m³ which exceeds the Tier 1 ESL of 4.1 ug/m³.</p> <p><u>Summary and Conclusions</u></p> <p>Analytical results of the groundwater sample indicate neither TPHs nor VOCs were detected above the laboratory method detection limits. Analytical results of the vapor sample indicate the presence of several VOCs. With the exception of Benzene and Chloroform, the concentrations of detected VOCs in the vapor sample are below their established Tier 1 ESLs where ESLs are established.</p> <p>Benzene was detected at 22 ug/m³ which exceeds the Tier 1 ESL of 3.2 ug/m³, and Chloroform was detected at 16 ug/m³ which exceeds the Tier 1 ESL of 4.1 ug/m³.</p> <p>A vapor barrier is required to prevent soil gas from migrating into the building.</p> <p><u>Radon Gas</u></p> <p>A radon gas screening was not conducted. A review of <i>Indoor Radon Potential</i> website operated by California Department of Conservation shows the site outside of study areas. The US Environmental Protection Agency (EPA) shows Sacramento County in Zone 3: A region with a low risk of radon exposure, with an average indoor radon level of less than 2 picocuries per liter (pCi/L). The radon hazard at the site is unknown, however, it is expected to be less than the action level.</p> <p>Mitigation is required to determine if any radon hazards exist, and if so, provide a radon reduction system in addition to a soil gas vapor barrier.</p> <p><i>Mitigations Required:</i></p>

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
		<p>CT2. For slabs that receive floor coverings, a minimum 10-mil-thick vapor barrier meeting ASTM E1745-97 Class C requirements may be placed directly below the slab, without a sand cushion. To reduce the potential for punctures, a higher quality vapor barrier (15 mil, Class A or B) may be used. The vapor barrier, if used, should extend to the edges of the slab and should be sealed at all seams and penetrations. At least 4 inches of ½- or ¾-inch crushed rock, with no more than 5% passing the No. 200 sieve, may be placed below the vapor barrier to serve as a capillary break.</p> <p>CT3. The concrete water/cement ratio should be as low as possible. The water/cement ratio should not exceed 0.45 for concrete placed directly on the vapor barrier. Midrange plasticizers could be used to facilitate concrete placement and workability.</p> <p>CT4. Proper finishing, curing, and moisture vapor emission testing should be performed in accordance with the latest guidelines provided by the ACI, PCA, and ASTM.</p> <p>CT5. The developer shall conduct a Radon Measurement Survey based on the guidelines set forth in the <i>American Association of Radon Scientists and Technologists (AARST) Protocol for Conducting Radon and Radon Decay Product Measurements in Multifamily Buildings (AARST-ANSI MAMF-2023)</i> in all residential, non-residential, and mixed-use areas at the conclusion of their construction and prior to being occupied.</p> <p>CT6. If the results show radon gas is present above HUD's limit of 4 pCi/L, the appropriate remedy will be required to bring indoor air quality to below 4 pCi/L. A radon reduction system is required if over threshold. The project may not be occupied until the site is deemed free from radon gas hazards.</p> <p>Source Documentation: (3) (17) (18) (19) (20) (Appendix E)</p>
Endangered Species	Yes No	Context

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
Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is located in an urban area within downtown Sacramento, the state capitol, and is currently improved with a 40,000 square foot warehouse/commercial building and paved parking areas. Buildings and parking cover the entire site.</p> <p>Federally-Listed Endangered and Threatened Species</p> <p>The United States Fish and Wildlife Service (USFWS) was contacted on October 22, 2024 for a list of Special-Status plants and animals that have a potential to occur on the subject property. The following list was provided.</p> <p><u>Reptiles</u></p> <ul style="list-style-type: none"> Northwestern Pond Turtle (<i>Actinemys marmorata</i>) <p><u>Amphibians</u></p> <ul style="list-style-type: none"> Western Spadefoot (<i>Spea hammondi</i>) <p><u>Insects</u></p> <ul style="list-style-type: none"> Monarch Butterfly (<i>Danaus plexippus</i>) Valley Elderberry Longhorn Beetle (<i>Desmocerus californicus dimorphus</i>) <p><u>Crustaceans</u></p> <ul style="list-style-type: none"> Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>) Vernal Pool Tadpole Shrimp (<i>Lepidurus packardii</i>) <p><u>Critical Habitats</u></p> <ul style="list-style-type: none"> None <p>Site Conditions</p> <p>The site is covered in impervious surfaces (building and paved parking) and therefore contains no habitat for Special-Status plants and animals. There are no natural or sensitive habitats such as riparian, wetland or aquatic habitat on or near the site.</p> <p>Conclusion</p>

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										
		<p>The project does not have the potential to affect listed species due to the lack of any suitable habitat on the site. There is <i>No Effect</i> under the Endangered Species Act.</p> <p>Source Documentation: (6) (21) (22) (Appendix C)</p>										
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Existing ASTs</p> <p>An EDR Radius Map Report with a custom search distance was ordered on October 22, 2024 for Above Ground Storage Tanks (ASTs) within a mile of the subject property. There are 28 reported ASTs within a one mile radius of the site.</p> <p>There is one AST within 0-1/8 mile; five within 1/8 to 1/4 mile; seven ASTs between 1/4 and 1/2 mile away; and lastly, there are 15 ASTs between 1/2 mile away and one mile. The site location in downtown effectively shields the project from far ASTs by buildings. Therefore, only the nearest ASTs are discussed below. HUD's <i>Acceptable Separation Distance Tool</i> has been used to calculate safe distances as shown in the table below.</p> <p>Table 7 Above Ground Storage Tanks within a 1/4 mile</p> <table border="1" data-bbox="634 1203 1448 1887"> <thead> <tr> <th>Name</th> <th>Distance</th> <th>Gallons</th> <th>Safe Distances</th> <th>Exceeds Acceptable Distances (ASD)?</th> </tr> </thead> <tbody> <tr> <td>State of California – Central Plant Operations</td> <td>658 feet northwest</td> <td>Not reported Review of Google Earth shows a dyked propane tank. A conservative 2,000</td> <td>ASD for Blast Over Pressure (ASDBOP): 276 feet ASD for Thermal Radiation for People (ASDPPU): 370 feet ASD for Thermal</td> <td>No</td> </tr> </tbody> </table>	Name	Distance	Gallons	Safe Distances	Exceeds Acceptable Distances (ASD)?	State of California – Central Plant Operations	658 feet northwest	Not reported Review of Google Earth shows a dyked propane tank. A conservative 2,000	ASD for Blast Over Pressure (ASDBOP): 276 feet ASD for Thermal Radiation for People (ASDPPU): 370 feet ASD for Thermal	No
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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				
				gallons was used.	Radiation for Buildings (ASDBPU): 70 feet	
		OSFM Test Facility/CalFIRE	1,184 feet southeast	Not reported	ASD for Thermal Radiation for People (ASDPPU): 370 feet ASD for Thermal Radiation for Buildings (ASDBPU): 70 feet	No
		DGS – Secretary of State Office Building	1,229 feet east- northeast	7,485	ASD for Thermal Radiation for People (ASDPPU): 640 feet ASD for Thermal Radiation for Buildings (ASDBPU): 128 feet	No
		AT&T California	1,247 feet east- northeast	2,000	ASD for Thermal Radiation for People (ASDPPU): 370 feet ASD for Thermal	No

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				
					Radiation for Buildings (ASDBPU): 70 feet	
		Level 3 Communications Point of Presence	1,612 feet northeast	3,200	ASD for Thermal Radiation for People (ASDPPU): 450 feet ASD for Thermal Radiation for Buildings (ASDBPU): 87 feet	No
		None of the 28 ASTs pose an explosive threat or flammable hazard to either future residents of the project or on building investment. Planned ASTs The City of Sacramento’s Planning Department website was accessed on February 9, 2025, to review pending development projects that could involve an AST within a mile. The Railyards project was identified about 1.25 miles north of the site, which includes a medical campus, that may have an AST in the form of a diesel backup generator. However, any new AST will be required to shield surrounding buildings from potential explosive and flammable hazards. In addition, the Railyards project is over a mile away, and there are numerous intervening structures. No potential hazards from projects under local development review were identified. Conclusion The building and future residents will not be located within a mile of any Above-ground Storage Tank that poses an explosive or thermal hazard.				

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
		Source Documentation: (6) (7) (23) (24) (25) (26) (Appendix E)
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops and also available for other uses. The land could be cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water.</p> <p>The site is 100% underlain with Urban land (Map unit Symbol 227) per US Department of Agriculture Web Soil Survey accessed on October 22, 2024. The site does not contain Prime Farmland.</p> <p>The project site is already developed with a commercial building. There are no impacts to farmlands.</p> <p>Source Documentation: (27) (Appendix H)</p>
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>The entire project site is located in a Federal Flood Risk Management Standard (FFRMS) floodplain (Zone X, protected from 1% annual chance floodplain by levee).</p> <p>The FFRMS floodplain is identified by the Federal Emergency Management Agency (FEMA) as an area of floodplain risk that invokes the <i>8-Step Decision Making Process for projects located in a Floodplain</i>, including Noticing, public comment, and an alternatives analysis. The 8-Step Process determined that there was no practical alternative than to locate the project in a floodplain. Flood insurance is required.</p> <p><i>Mitigations Required:</i></p> <p>FL1. Developer shall provide California Housing Finance Agency with evidence of coverage showing the project has a flood insurance policy under the National Flood Insurance Program (NFIP) provided by FEMA, with a value of \$500,000 or more. This requirement is on-going for the term of the loan.</p> <p>Source Documentation: (10) (11) (Appendix C)</p>
Historic Preservation National Historic Preservation Act of	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	Undertaking The Undertaking, Monarch project, proposes new construction of affordable housing on a 1.2-acre site comprised of three parcels

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
1966, particularly sections 106 and 110; 36 CFR Part 800		<p>(APNs 006-266-014-0000, -016-0000, and -017-0000) with address 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811. The site is owned by the State of California (State) and contains a 40,000 square foot commercial building constructed in 1952. The building will be demolished to construct a five-story building with 241 residential apartments, 4,149 square feet of ground-floor commercial space and 55 parking spaces. The unit mix will be 82 studios, 136 one-bedroom units, 22 two-bedroom units and one three-bedroom units. The mid-rise building will be elevator-served. The project is 100% affordable.</p> <p>Area of Potential Effects</p> <p>Based on research of the property by Evans & De Shazo, Inc. (EDS) of SHPO records, local government tax records, the California Historical Resources Information System research and field survey, the Area of Potential Effect (APE) was defined as the boundary of the project property for direct effects (Direct APE) and adjacent and facing properties for indirect effects (Indirect APE).</p> <p>Evaluation</p> <p>The Historic Resource Evaluation (HRE) prepared by EDS entailed extensive research and two field surveys. The HRE examined the individual NRHP-eligibility of the built environment resources within the Direct APE and the individual NRHP-eligibility of the one property within the Indirect APE. The HRE did not identify any properties listed or eligible for listing on the NRHP within the Direct or Indirect APEs.</p> <p>Archaeology</p> <p>The methods used to complete an Archaeological Study by EDS included a record search at the North Central Information Center (NCIC) of the California Historical Resources Information Systems (CHRIS), a literature review, a Native American Sacred Lands Inventory, a buried archaeological site sensitivity desktop analysis, and a pedestrian field survey. The record search and archaeological field survey did not result in the identification of any archaeological resources within the Project Area; however, less than ten percent of the Direct APE displayed soil that could be inspected. The buried</p>

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
		<p>archaeological site sensitivity desktop analysis found that the Direct APE has a high potential/sensitivity for buried historic period archaeological resources and a moderate potential/sensitivity for buried precontact period archaeological resources.</p> <p>The project area is within the Sacramento River Tribal Cultural Landscape (P-34-005225), which covers approximately 521 square miles along the Sacramento River between Rio Vista and Knights Landing, California. The associated resource record recommends that the Tribal Cultural Landscape be considered eligible for listing on the NRHP under Criterion A for its association with the cultural practices and beliefs of the Nisenan and Plains Miwok. The primary character-defining elements of the landscape are waterways, tule habitat, fisheries, and other wildlife, none of which are physically associated with the Project Area. As such, the Project is not expected to have an effect on P-34-005225.</p> <p><u>Native American Contacts</u></p> <p>HUD's <i>Tribal Directory Assessment Tool</i> reports four (4) Federally-recognized Native American tribes for Sacramento County. The Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File (SLF) that returned <u>positive</u> results. The NAHC provided a list of tribes, and all were mailed a letter inviting consulting under Section 106 on July 15, 2024. CalHFA consulted with one interested tribe, Shingle Springs Band of Miwok Indians.</p> <p>Project-specific conditions of approval for monitoring will be required, including an archaeological and tribal monitor, as recommended by EDS. Adherence to the Archaeological Monitoring Plan is required.</p> <p>Conclusion</p> <p>A finding of no historic properties affected for the Undertaking pursuant to 36 CFR 800.4(d)(1) was recommended.</p> <p>Consultation</p> <p>On January 15, 2025, the Agency Official, CalHFA, agreed with the description of the Undertaking and Area of Potential Effects. Further,</p>

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
		<p>that a finding of no historic properties was appropriate. CalHFA then initiated consultation with the State Historic Preservation Officer with letter and package of information via E-mail per COVID19 protocol.</p> <p>On February 15, 2025, 30 days elapsed, and the State Historic Preservation Officer, Julianne Polanco, did not object to the determination of no historic properties affected. Per 36 CFR 800.3(c)(4), this concludes Section 106.</p> <p><i>Mitigations Required:</i></p> <p>HP1. Developer shall follow the <i>Archaeological Monitoring Plan</i> prepared by Evans & De Shazo, Inc. and dated November 22, 2024 or later, at all times.</p> <p>Source Documentation: (1) (6) (7) (28) (29) (30) (31) (32) (33) (34) (35) (36) (Appendix F)</p>
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Regulatory Background The U.S. Department of Housing and Urban Development (HUD) environmental noise regulations are set forth in the Code of Federal Regulations, Title 24, Part 51B. The following exterior noise standards for new housing construction would be applicable to this project: <ul style="list-style-type: none"> • Acceptable – 65 dBA DNL or less; • Normally Unacceptable – Exceeding 65 dBA DNL but not exceeding 75 dBA DNL (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone); • Unacceptable – Exceeding 75 dBA DNL. <p>These noise standards also apply, "... at a location 2 meters from the building housing noise sensitive activities in the direction of the predominant noise source..." and "...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site."</p>

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		<p>The above standards apply to new construction.</p> <p>HUD recognizes freeways and arterial roadways within 1,000 feet, airports within 15 miles, and rail sources within 3,000 feet as contributors to ambient noise that should be considered when conducting a NEPA noise analysis.</p> <p>Project Setting</p> <p>The project site is located in downtown Sacramento, the capitol of the State of California. The site is surrounded by existing commercial and residential land uses. The project occupies a city block.</p> <p>RCH Group prepared a <i>Noise Technical Report</i> for the project in June 2024. A summary follows.</p> <p>Noise Study</p> <p>RCH Group took noise measurements at the subject property.</p> <p><u>Existing Noise Environment</u></p> <p>Exterior noise level would not exceed 65 dB, Ldn and would be considered “Acceptable” under HUD standards. Newer residential development constructed to meet current energy-conserving building codes can provide 25 to 30 dB exterior-to-interior noise reduction (with windows closed).</p> <p>The current project design indicates windows would have an STC5 27 rating. An STC 27 rating for all windows would reduce interior noise at residential units to well below 45 dB, Ldn. Thus, future interior noise within the proposed multifamily residential building would be well below 45 dB, Ldn. Therefore, the proposed project would not require noise attenuation measures to comply with HUD criteria. Therefore, the existing exterior noise environment would result no adverse effects.</p> <p>Future Noise Impacts</p> <p>HUD regulations require that future noise exposure be projected to be representative of conditions that are expected to exist at a time at least 10 years beyond the date of the project or action under review. Map ERC-6 (Future Noise Contour) of the City of Sacramento 2040</p>

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
		<p>General Plan indicates that the project site would be in the 60-65 dB, CNEL traffic noise contour at full build out of the General Plan in the year 2040. These noise levels would not exceed 65 dB, Ldn and would be considered “Acceptable” under HUD standards. An STC 27 rating for all windows would reduce future interior noise at residential units to well below 45 dB, Ldn. Thus, future interior noise within the proposed multifamily residential building would be well below 45 dB, Ldn. Therefore, the future exterior noise environment would not result in adverse effects.</p> <p>Temporary Construction Noise</p> <p>Construction would result in a temporary increase in ambient noise levels in the vicinity of the project site. Noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. Construction activities would require the use of numerous pieces of noise-generating equipment such as excavating machinery (e.g., excavators, loaders, etc.) and other construction equipment (e.g., dozers, compactors, trucks, etc.), The City of Sacramento’s Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. The proposed project would be required to adhere to the City’s Noise Ordinance and the increase in noise levels from construction activities would be temporary. Therefore, temporary construction noise would not result in adverse effects.</p> <p>Temporary Construction Vibration</p> <p>Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. At the highest levels of vibration, damage to structures is primarily architectural and rarely results in any structural damage. Vibrational effects from typical construction activities are only a concern within 25 feet of existing structures. Construction would not occur within 25 feet of an existing off-site structure. Furthermore, there are no nearby historic</p>

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
		<p>buildings or archeological sites that would be susceptible to proposed project construction vibration. Therefore, temporary construction vibration would not result in adverse effects.</p> <p>Common Outdoor Space</p> <p>The site is exposed to a Future Noise Environment of 65 dBA DNL or less; therefore, the common outdoor space is also exposed to a Future Noise Environment of 65 dBA DNL or less, which is considered “Acceptable” by HUD Standards.</p> <p>Operational Noise</p> <p>The project is residential. The only contribution to community noise will come from the normal automobile traffic generated by project residents. To cause a permanent increase that is audible, the project would need to cause an additional 3dBA DNL in ambient noise. To create an audible, 3 dBA increase, the project would need to cause a doubling of traffic in the vicinity.</p> <p>The project will demolish a 36,427 square foot commercial building. The net new trips are estimated to be 303 ADT, which would not cause a doubling of traffic in the vicinity. No adverse impact was identified.</p> <p>Conclusion</p> <p>The Future Noise Environment is calculated to be up to 65 dBA DNL, which is considered “Acceptable” by HUD. Common outdoor space meets HUD Standards of 65 dBA CNEL or below.</p> <p>No adverse impacts caused by temporary construction noise and vibration were identified.</p> <p>No mitigation is needed.</p> <p>Source Documentation: (37) (Appendix G)</p>
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project has no potential to affect a sole source aquifer, as the project proposes new construction on an already developed site. There are no aquifers subject to a Memorandum of Understanding between U.S. Environmental Protection Agency (EPA) and HUD in</p>

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
section 1424(e); 40 CFR Part 149		Sacramento. The nearest Sole Source Aquifer is the Fresno Aquifer, approximately 150 miles to the south. Source Documentation: (38) (39) (Appendix H)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The site does not appear on the National Wetlands Inventory database. The site does not contain any on-site wetlands or jurisdictional waters. The project site is hardscape in an urban/downtown location. There are no impacts to wetlands anticipated as a result of the project. No further consultations are required. Source Documentation: (40) (Appendix C)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The site is 2.2 miles to the south of Wild and Scenic River, <i>American (Lower) River</i> . The American (Lower) River begins at Nimbus Dam and ends at its junction with the Sacramento River in Downtown Sacramento. The project site is already developed and in an urban area. The project will not affect any Wild and Scenic River. Source Documentation: (41) (Appendix H)
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations. The project would provide 241 additional affordable housing units, thus providing benefits to an environmental justice population. By providing new affordable housing, the project would provide housing to the existing and expanded environmental justice population of the area. As analyzed in this EA, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area. This Environmental Justice analysis further considers project impacts and their potential to disproportionately affect the project's introduced environmental justice population. Summary of Project Impacts

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
		<p>Analysis of the various compliance and environmental assessment factors did result in elevated pollution, due to the project location in a Downtown urban core. MERV13 filtration was identified as a Mitigation Measure to reduce particulate matter by up to 85%. With filtration in place, there is no adverse impact to Environmental Justice populations.</p> <p>Conclusion</p> <p>Overall, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population.</p> <p>Source Documentation: (6) (42) (Appendix H)</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

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

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

(1) Minor beneficial impact

(2) No impact anticipated

(3) Minor Adverse Impact – May require mitigation

(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The project is located on land owned by the State of California and is therefore not subject to CEQA or local land use approvals. There is no impact to land use and zoning.</p> <p>The project is compatible with plans (see <i>Statement of Purpose and Need</i>, above), including the Regional Housing Needs Allocation, and state and local plans for additional affordable housing units.</p> <p>The scale of the project (five-story building) is compatible with surrounding land use.</p> <p>No adverse impacts were identified. No mitigation is needed.</p> <p>Source Documentation: (43) (Appendix H)</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>Geocon Consultants, Inc. (Geocon) prepared a <i>Geotechnical Investigation</i> for the project in January 2023. Excerpts follow.</p> <p>Soil Suitability</p> <p><u>Site and Regional Geology</u></p> <p>The site is located within the Great Valley Geomorphic Province of California, more commonly referred to as the Central Valley. The Central Valley is a broad depression bounded by the Sierra Nevada mountain range to the east and the Coast Ranges to the west. The valley has been filled with a thick sequence of sediments derived from weathering of the adjacent mountain ranges resulting in a stratigraphic section of Cretaceous, Tertiary, and Quaternary deposits.</p> <p>The site is located near the southern end of the Sacramento Valley, approximately one-half mile east of the Sacramento River and</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>approximately one mile south of the American River. Published geologic mapping depicts the site vicinity underlain by Quaternary-age, Holocene alluvial deposits (map symbol Qha), which generally consists of interbedded mixtures of alluvial sand, silt, clay, and gravel.</p> <p><u>Fill</u></p> <p>Based on soil conditions observed in explorations, the site is blanketed with approximately 4½ to 7 feet of undocumented fill. The fill generally consists of stiff to medium stiff clay (CL) with sand and gravel, and loose silty sand (SM). Although not encountered in explorations, the existing building interior slab-on-grade is supported on approximately 4 feet of fill above street level. Since the placement and compaction history of the fill is unknown, remedial grading in the form of removal and re-compaction will be required as part of site development.</p> <p><u>Alluvium</u></p> <p>Below the fill, alluvium was encountered in explorations to the maximum depth explored of approximately 39 feet. The alluvium generally consists of interbedded medium-stiff silt (ML) and medium dense sand with varying amounts of silt (SM) and poorly graded sand (SP). Below approximately 37 feet is dense poorly-graded gravel with sand (GP). The dense sand/gravel layer is further underlain by layers very stiff to hard (cemented) clay and silt to depths well beyond 100 feet.</p> <p><u>Groundwater</u></p> <p>Groundwater depths in the site vicinity range from approximately 10 to 30 feet.</p> <p><u>Conclusion</u></p> <p>Based on the Geotechnical Investigation report for the project, the soil conditions at the site present some constraints but do not preclude development.</p> <p>The primary geotechnical concerns are:</p> <ul style="list-style-type: none"> • <u>Undocumented Fill</u>: The site is covered with undocumented fill that needs to be removed and recompact. • <u>Existing Structures and Utilities</u>: These need to be completely removed during site development.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<ul style="list-style-type: none"> • <u>High In-Situ Soil Moisture</u>: The soil at the site has high moisture content, requiring careful handling during construction. • <u>Liquefaction Susceptible Sand</u>: Some soil layers are susceptible to liquefaction during seismic events. • <u>Shallow Groundwater</u>: The groundwater table is relatively shallow, which could impact foundation design and construction. <p>Despite these constraints, the report concludes that no adverse geotechnical, geologic, or seismic conditions exist that would prevent development. The report provided recommendations for mitigating these constraints, including soil testing, ground improvement, and foundation design considerations.</p> <p>Slope</p> <p>The project site is relatively flat, with an elevation ranging from 17 to 19 feet above mean sea level. The site is not located within any currently established official geologic hazard zones, including those related to liquefaction, active faulting, or landslides. However, the geotechnical investigation identified some soil layers susceptible to liquefaction during seismic events, with a potential for up to 1 inch of settlement. The risk of lateral spreading or loss of bearing capacity due to liquefaction is considered low.</p> <p>Erosion</p> <p>The site is currently covered in impervious surfaces and not subject to erosion. Erosion control measures will be implemented during construction as part of standard building permit conditions.</p> <p>Drainage/ Storm Water Runoff</p> <p>The site is currently improved with impervious surfaces that drain to existing stormwater facilities in the streets that surround the subject parcels. The project will not result in an increase in impervious surfaces over current conditions that would contribute to additional off-site flooding and demand for facilities to carry that stormwater away from the property.</p> <p>Runoff during construction as well as post-construction could carry pollutants offsite.</p> <p><u>Central Valley Water Quality Control Board (CVRWQCB) NPDES Permits</u></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The Central Valley Water Quality Control Board (CVRWQCB) has recently adopted a general NPDES permit for short-term discharges of small volumes of wastewater that pose little or no threat to surface water. Permit conditions for the discharge of these types of wastewaters to surface water are specified in “Limited Threat Discharges to Surface Waters” (Order No. R5-2022-0006, NPDES No. CAG995002). Discharges may be covered by the permit provided they are clean or relatively pollutant-free wastewaters that pose little or no threat to water quality, and include well development water, construction dewatering, pump/well testing, pipeline/tank pressure testing, pipeline/tank flushing or dewatering, condensate, water supply system, aggregate mine, filter backwash water, and other wastewater that does not require treatment. The general permit also specifies standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions.</p> <p>Regarding the NPDES General Construction Activity Stormwater Permit (Construction General Permit), the General Permit was modified in April 2001 and then again amended by Order No. 2010-0014 and 2012-0006-DWQ. On September 8, 2022, the State Water Board adopted the 2022 Construction General Permit Order No. 2022-0057-DWQ. This latest amendment becomes effective September 1, 2023, and continues to regulate construction activities for discharges of storm water runoff associated with construction and land disturbance activities.</p> <p><u>NPDES General Construction Permit</u></p> <p>For all projects that disturb more than one acre, construction activities would be required to adhere to the NPDES General Construction permit issued by the RWQCB. General Construction Permit applicants are required to file the Permit Registration Documents, which includes a Notice of Intent, and prepare a Stormwater Pollution Prevention Plan (SWPPP), which must include best management practices (BMPs) that would be implemented during construction to reduce adverse effects on receiving water quality.</p> <p>The SWPPP would include identification of erosion and sediment control BMPs to reduce or eliminate any non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging into the city's drainage system or receiving waters.</p> <p>Implementation of the SWPPP and the BMPs that address controlling non-sediment pollutants such as fuels, oils, solvents, and other construction hazardous materials would be effective in minimizing the potential to adversely affect underlying groundwater.</p> <p><u>Operation</u></p> <p>The City of Sacramento's Stormwater Management and Discharge Control ordinance (Title 13, Public Services, Chapter 13.16) includes measures that prohibit discharges of pollutants, requires measures to reduce pollutants in stormwater, and compliance of operational BMPs that could include source control and treatment control measures that would prevent or reduce, to the maximum extent practicable, any stormwater pollution or contamination. Many of these BMPs have already been identified by the City of Sacramento along with measurable goals to ensure that stormwater discharges are meeting water quality objectives. These post-construction stormwater quality control measures are specified within the City's Stormwater Quality Design Manual (Sacramento Stormwater Quality Partnership 2018) and will be required.</p> <p>Conclusion</p> <p>The project is located within an urban area and is currently developed with a single-story commercial building and associated parking areas. Subsurface investigations revealed the presence of undocumented fill, existing structures and utilities, high in-situ soil moisture, liquefaction susceptible sand, and shallow groundwater.</p> <p>The project will require adherence to geotechnical recommendations for site preparation, demolition, and construction. Mitigation measures are needed to address potential impacts from liquefaction, soil moisture, and expansive soils.</p> <p>Prior to issuance of a construction permit for projects associated with implementation of the 2040 General Plan, the City of Sacramento requires public and/or private contractors to provide an erosion and sediment control plan. The City will verify that the NPDES Construction General Permit was obtained including verification that a Notice of Intent has been filed with the RWQCB and a SWPPP has been developed before allowing</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>construction to commence. The City will perform inspections of the construction area to verify that the BMPs specified in the erosion and sediment control plan are properly implemented and maintained or provide direction on how to remedy any observed or reported issues. The City will notify construction contractors immediately if there is a noncompliance issue and will require compliance. Control of erosion and sediment transport during the construction phase will effectively mitigate potential sediment impairment of receiving waters. A Storm Water Pollution Prevent Plan (SWPPP) is required.</p> <p><i>Mitigations Required:</i></p> <p>G1. The developer shall follow the recommendations in the Geotechnical Investigation prepared by GEOCON Consultants, Inc. and dated January 2023 or later.</p> <p>G2. A Storm Water Pollution Prevent Plan (SWPPP) is required.</p> <p>Source Documentation: (44) (4) (Appendix H)</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>Geocon Consultants, Inc. (GEOCON) prepared a <i>Geotechnical Investigation</i> for the project in January 2023. Excerpts from the report follow that address geologic hazards.</p> <p><u>Seismicity and Geologic Hazards</u></p> <p>The site is not located in any currently established official geologic hazard zones (e.g., liquefaction, active faulting, landslides) established by California Geological Survey or the City of Sacramento General Plan.</p> <p><u>Regional Active Faults</u></p> <p>Based on research, analyses, and observations by GEOCON, the site is not located on any known “active” earthquake fault trace. In addition, the site is not contained within an Alquist-Priolo Earthquake Fault Zone. Therefore, the potential for ground rupture due to onsite active faulting is low.</p>

Table 8 Regional Fault Summary

Fault Name	Approximate Distance from Site (miles)	Maximum Earthquake Magnitude, M_w
Great Valley 3a Dunnigan Hills	20.6	6.4
Dunnigan Hills	23.2	6.4
Great Valley 4a Trout Creek	26.9	6.5
Great Valley 4b Gordon Valley	29.5	6.7
Great Valley 6 Midland	29.9	6.8
Vaca	31.0	6.4
Great Valley 3 Mysterious Ridge	31.1	7.0
Foothills Fault System Deadman	31.8	6.2
Great Valley 5 Pittsburg Kirby Hills	32.3	6.6
Foothills Fault System Dewitt	32.6	6.3
Foothills Fault System Spenceville	33.0	6.5
Foothills Fault System Ione	35.2	6.1
Foothills Fault System Highway 49	36.2	6.2
Cordelia	37.4	6.5

Seismicity

The Sacramento region has a history of relatively low seismicity in comparison with more active seismic regions such as the San Francisco Bay Area or Southern California. The two most commonly referred to earthquakes that resulted in some reported building damage in Sacramento are the Winters and Vacaville events in 1892. There are no reported occurrences of seismic-related ground failure in the Sacramento region due to earthquakes.

GEOCON used the United States Geological Survey (USGS) Unified Hazard Tool (<https://earthquake.usgs.gov/hazards/interactive/>) to determine the de-aggregated seismic source parameters including controlling magnitude and fault distance. The USGS estimated mean magnitude is 6.5 and the estimated Peak Ground Acceleration (PGA) for the Maximum Considered Earthquake (MCE) with a 2,475-year return period is 0.34g.

Liquefaction

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with earthquakes. Primary factors that trigger liquefaction are strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions.

The site is not located in a currently established State of California Seismic Hazard Zone for liquefaction. In addition, GEOCON was not aware of any reported historical instances of liquefaction in the greater Sacramento area. However, soil and groundwater conditions exist at the site that may be susceptible to seismic-induced liquefaction under the design-level seismic event.

Environmental Assessment Factor	Impact Code	Impact Evaluation									
		<p>Based on the results of analyses, there is the potential for liquefaction at the site within sandy soil layers generally present between depths of approximately 15 and 34 feet. Consequences of liquefaction may include loss of bearing capacity, ground surface settlement, ground loss (sand boils), and lateral slope displacements (lateral spreading). For loss of bearing capacity, the liquefiable layer must be close to the ground surface and within the zone of influence of the foundation. The shallowest potentially liquefiable layer is approximately 15 feet deep, which is below the zone of influence of the proposed foundation. Therefore, loss of bearing capacity is not expected. Because the site topography is generally flat and level and there is no adjacent free-face or sloping geometry, lateral spreading is not anticipated.</p> <p>Table 9 Estimated Liquefaction Settlement</p> <table><tr><th rowspan="2">CPT Location</th><th>Estimated Total Liquefaction Settlement</th></tr><tr><th>MCE Ground Motion (PGA_M = 0.32g)</th></tr><tr><td>CPT1</td><td>0.4 inches</td></tr><tr><td>CPT2</td><td>1.0 inches</td></tr><tr><td>CPT3</td><td>0.9 inches</td></tr></table> <p><u>Expansive Soil</u></p> <p>Laboratory Plasticity Index and Expansion Index tests on selected near-surface soil samples indicate low plasticity and corresponding low expansion potential. Mitigation and specific design measures with respect to expansive soil is not necessary.</p> <p><u>Conclusion</u></p> <p>The project site is located within an urban area and is currently developed with a single-story commercial building and associated parking areas. Subsurface investigations revealed the presence of undocumented fill, existing structures and utilities, high in-situ soil moisture, liquefaction susceptible sand, and shallow groundwater.</p> <p>The project will require adherence to geotechnical recommendations for site preparation, demolition, and construction. Mitigation measures are needed to address potential impacts from liquefaction, soil moisture, and expansive soils.</p> <p><i>Mitigations Required:</i></p>	CPT Location	Estimated Total Liquefaction Settlement	MCE Ground Motion (PGA _M = 0.32g)	CPT1	0.4 inches	CPT2	1.0 inches	CPT3	0.9 inches
CPT Location	Estimated Total Liquefaction Settlement										
	MCE Ground Motion (PGA _M = 0.32g)										
CPT1	0.4 inches										
CPT2	1.0 inches										
CPT3	0.9 inches										

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>G1. The developer shall follow the recommendations in the Geotechnical Investigation prepared by GEOCON Consultants, Inc. and dated January 2023 or later.</p> <p>Noise</p> <p>See <i>Noise Abatement</i> section above.</p> <p>Source Documentation: (44) (4) (Appendix H)</p>
Energy Consumption	2	<p>The project will be required to meet or exceed California Code of Regulations (CCR) Title 24, comply with the City of Sacramento's Electrification Ordinance, and California Air Resources Board (CARB) regulations. The project will replace an older building with inefficient water and electrical fixtures with new.</p> <p>The project is being built all-electric and solar-ready. Units will have all Energy Star rated appliances, and will surpass the Title 24 efficiency standards by at least 10%.</p> <p>The project does not constitute a wasteful use of energy. There is no adverse impact identified.</p> <p>Source Documentation: (1) (6)</p>
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>The Sacramento region's economy is diverse, with the largest employment sectors being government, health care, and retail. The region's unemployment rate has historically been higher than the state average, but it has been improving in recent years. The median household income in Sacramento is lower than the state average, but it is also rising.</p> <p>The 2040 General Plan is projected to create a significant number of new jobs in the region. The majority of these jobs will be in the service sector, followed by the retail and government sectors. The Plan is also projected to increase the median household income in the region.</p> <p>The Master Environmental Impact Report (EIR) conducted under the California Environmental Quality Act (CEQA) evaluated the employment and income impacts of the 2040 General Plan and found that they would be significant and beneficial. The Plan is expected to create a more</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>diverse economy, reduce unemployment, and increase household incomes.</p> <p>Based on the information in the "Sacramento 2040 General Plan and Climate Action & Adaptation Plan Final Master Environmental Impact Report," the proposed project is expected to have no substantial impact on employment and income patterns in the region. The project is expected to create a small number of temporary construction jobs and a small number of permanent jobs. The project is not expected to have a substantial impact on the regional median household income.</p> <p>Based on the industry standard of 2.5 residents per household, it is estimated that the project would house 603 residents; based on the maximum allowable by HUD, 675 residents. The Sacramento 2040 General Plan projects a population of 638,433 for the City of Sacramento in 2040. Therefore, the population of the project is expected to be approximately 1% of the population of the City of Sacramento. Overall, the impacts of the proposed project on employment and income are expected to be negligible. The project is not of sufficient scope to impact employment and income patterns. No adverse impacts were identified.</p> <p>Source Documentation: (1) (6) (4)</p>
Demographic Character Changes, Displacement	3	<p>Demographic Character Changes</p> <p>At 241 additional units, the project is not anticipated to induce substantial growth in population in the area. The project will help to address the need for housing identified above in the <i>Statement of Purpose and Need</i>.</p> <p>The number of future residents is estimated to be 675 people, about 1 percent of the population of the City. Future residents are likely current residents of Sacramento and will not cause an increase in population.</p> <p>The project will not significantly alter the racial, ethnic, or income segregation of the area's housing. It will not result in physical barriers or difficult access which will isolate a particular neighborhood or population group, making access to local services, facilities, and institutions or other parts of the city more difficult. The development of the project at this site does not create a concentration of low income or disadvantaged people, in violation of HUD standards and Environmental Justice policies.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, "Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion."</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, "Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion."</p> <p>The site is owned by the State of California, who will remove hazardous materials so that the project sponsor may demolish the subject property commercial building. The building is unoccupied. There is no impact in this regard. A conforming relocation plan is not required.</p> <p>Source Documentation: (1) (45) (4)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project is targeted to individuals and families, so children will likely reside at the property.</p> <p>The Sacramento City Unified School District (SCUSD) has 75 schools, including 41 elementary schools, 15 middle schools, 9 high schools, 5 special education schools, and 5 alternative schools. The total enrollment in SCUSD schools is approximately 42,000 students.</p> <p>The proposed project is expected to generate a negligible increase in student enrollment. The project is a 241-unit residential apartment complex. Using the industry standard of 2.5 residents per household, the estimated population of the project is 603 residents. Assuming that 20% of the project's residents are children, the project is expected to generate 121 new students. This represents a 0.3% increase in the total enrollment in SCUSD schools.</p> <p>Based on the information in the CEQA EIR for the 2040 General Plan and the project description, the proposed project is expected to have no substantial impact on educational facilities. The project is not expected to generate a substantial increase in student enrollment or the need for a new school. SCUSD has the capacity to accommodate the small number of new students that are expected to be generated by the project.</p> <p>Schools near the project include the following:</p> <ul style="list-style-type: none"> • Sacramento Charter High School: Approximately 0.25 miles to the northeast. • California State University, Sacramento: Approximately 1 mile to the east. • American Legion High School: Approximately 1.5 miles to the west. • St. Francis Elementary School: Approximately 0.5 miles to the south. • Marshall Elementary School: Approximately 0.75 miles to the north. • Sutter Middle School: Approximately 0.5 miles to the east.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<ul style="list-style-type: none"> California Middle School: Approximately 1 mile to the west. <p>Overall, the impacts of the proposed project on educational facilities are expected to be negligible.</p> <p>Cultural Facilities</p> <p>The project site is located in an urban setting. As the State Capitol of California, Sacramento is rich in cultural facilities.</p> <p>Nearby cultural facilities include the following:</p> <ul style="list-style-type: none"> The California State Capitol Museum: Approximately 0.5 miles to the southwest. The California Museum: Approximately 0.5 miles to the west. The Crocker Art Museum: Approximately 1 mile to the west. The Sacramento History Museum: Approximately 1 mile to the east. The California State Railroad Museum: Approximately 1.5 miles to the west. The Sacramento Theatre Company: Approximately 0.5 miles to the north. The Sofia Tsakopoulos Center for the Arts: Approximately 1 mile to the south. <p>The Sacramento Public Library system is a network of public libraries that serves the residents of the City of Sacramento. The system is made up of a central library and 28 branch libraries. The central library is located in downtown Sacramento and houses a large collection of books, magazines, newspapers, and other materials. The branch libraries are located throughout the city and offer a variety of services, including computer access, literacy programs, and community events. The Sacramento Public Library system is a vital resource for the community, providing access to information and educational opportunities for people of all ages. The Sacramento Public Library - Central Branch is conveniently located approximately 0.25 miles to the southeast.</p> <p>The area is rich in cultural facilities. No adverse impacts were identified.</p> <p>Source Documentation: (1) (6) (7) (4) (46)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Commercial Facilities	2	<p>The nearest grocery store to the project site is Safeway located at 1700 R Street, which is approximately 0.25 miles away. There are also several other grocery stores within a 1-mile radius of the project site, including:</p> <ul style="list-style-type: none"> • Target at 1600 Broadway (approximately 0.5 miles away) • Walmart Neighborhood Market at 2400 Rio Linda Boulevard (approximately 0.75 miles away) • FoodMaxx at 3000 Del Paso Boulevard (approximately 1 mile away) • Grocery Outlet at 3200 Northgate Boulevard (approximately 1 mile away) <p>The proposed project includes 4,149 square feet of ground-floor commercial space. The project description does not specify the type of commercial space that is proposed.</p> <p>The project is located in an urban area that is well-served by a variety of commercial facilities, including retail stores, restaurants, and offices.</p> <p>The Draft Master EIR does not identify any substantial impacts to commercial facilities from the 2040 General Plan. The 2040 General Plan is expected to support the growth of commercial facilities in the region.</p> <p>Overall, there are adequate commercial facilities to serve future residents. The project is not located in a food desert.</p> <p>Source Documentation: (1) (4) (6) (7)</p>
Health Care and Social Services	2	<p>Health Care</p> <p>The nearest hospital to the project site is Sutter Medical Center, located approximately 0.5 miles to the southwest. There are also several other hospitals within two miles of the project site, including:</p> <ul style="list-style-type: none"> • Mercy General Hospital (approximately 0.75 miles away) • UC Davis Medical Center (approximately 1 mile away) • Shriners Hospitals for Children - Northern California (approximately 1.25 miles away) • Kaiser Permanente Sacramento Medical Center (approximately 1.5 miles away)

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The site is located in an urban center. There are adequate hospitals and health care facilities to serve residents. There are no adverse impacts to healthcare facilities or delivery systems.</p> <p>Social Services</p> <p>The project is located in an urban area that is well-served by a variety of social service providers, including:</p> <ul style="list-style-type: none"> • Sacramento County Department of Human Assistance (approximately 0.5 miles away) • Sacramento Food Bank and Family Services (approximately 0.75 miles away) • The Salvation Army (approximately 1 mile away) • St. John's Shelter for Women and Children (approximately 1.25 miles away) <p>The County of Sacramento, Department of Health and Social Services provides a wide range of assistance to residents including protective services, financial assistance, medical assistance, food assistance, public health and recovery services. As noted above, Sacramento County Department of Human Assistance is approximately 0.5 miles away.</p> <p>The project is expected to have a negligible impact on the demand for social services. The project is not expected to generate a substantial increase in the need for social services. The existing social service providers in the area have the capacity to accommodate the small number of new residents that are expected to be generated by the project.</p> <p>The project does not represent a significant change to the demographics of the area or on social services as it serves existing populations. Implementation of the project represents a less than significant impact to social services.</p> <p>Source Documentation: (1) (6) (7) (4) (47)</p>
Solid Waste Disposal / Recycling	2	<p>The Recycling and Solid Waste Division of the City of Sacramento provides garbage, recycling, organic waste collection and street sweeping to more than 133,000 customers. The Division also regulates commercial franchise haulers providing solid waste collection services to commercial properties.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The City of Sacramento's solid waste disposal and recycling program is a comprehensive program that provides for the collection, disposal, and recycling of solid waste. The program is mandatory for all residents and businesses in the city.</p> <p>The city operates a number of solid waste facilities, including:</p> <ul style="list-style-type: none"> • Sacramento Recycling and Transfer Station: This facility processes recyclable materials and transfers non-recyclable waste to the landfill. • Kiefer Landfill: This landfill is the final disposal site for non-recyclable waste. • North Area Recovery Station: This facility processes green waste and other organic materials into compost. • Household Hazardous Waste Facility: This facility collects and disposes of household hazardous waste, such as paint, batteries, and electronics. <p><u>Future Capacity</u></p> <p>The city's solid waste facilities are currently operating at or near capacity. The city is in the process of developing a new solid waste management plan that will address the city's future solid waste needs.</p> <p><u>Conclusion</u></p> <p>The project will replace an existing commercial building with multifamily residential.</p> <p>The project is expected to generate a negligible increase in the amount of solid waste generated over the existing land use. The project is not expected to substantially impact the city's solid waste disposal and recycling program.</p> <p>The project would comply with all applicable city and state regulations regarding solid waste disposal and recycling. The project would also implement a number of on-site waste reduction and recycling measures.</p> <p>Overall, the impacts of the proposed project on solid waste disposal/recycling are expected to be negligible.</p> <p>Source Documentation: (1) (6) (7) (4) (48)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Wastewater / Sanitary Sewers	2	<p><u>Wastewater Treatment</u></p> <p>Wastewater treatment for the project site is provided by the Sacramento Regional County Sanitation District (Regional San). Regional San operates all regional interceptors and wastewater treatment plants serving the city. Local and trunk wastewater collection is provided by SacSewer (formerly known as the Sacramento Area Sewer District) and the City. Wastewater collected by SacSewer is conveyed to the EchoWater Facility (formerly Regional San WWTP) via Sump 2/2A and the Regional San City Interceptor system.</p> <p><u>Wastewater Treatment Plant</u></p> <p>The Sacramento Regional Wastewater Treatment Plant (WWTP) is located approximately five miles south of the city limits in the unincorporated County. It is owned and operated by Regional San and provides sewage treatment for the entire Planning Area.</p> <p>Regional San recently completed the Biological Nutrient Removal (BNR) Project, the centerpiece of the plant expansion project known as the EchoWater Project, which was a substantial upgrade to the facility. The BNR Project removes more than 99% of ammonia from the Sacramento region's wastewater by releasing oxygen into the wastewater to support bacteria which remove most of the organic matter and nearly all of the ammonia. Spring of 2023 marked the completion of the entire EchoWater Project that upgrades the treatment process to also remove 89% of nitrogen from wastewater. With the upgrade, the treatment plant has been renamed the EchoWater Resource Recovery Facility.</p> <p>The Sacramento Regional WWTP EchoWater Facility provides service for the cities of Sacramento, West Sacramento, Rancho Cordova, Citrus Heights, Elk Grove, and Folsom; unincorporated Sacramento County; and the communities of Courtland and Walnut Grove. Approximately 1.4 million people are within the District's service area. The Sacramento Regional WWTP EchoWater Facility has a total capacity of 400 mgd.</p> <p><u>Project Impacts</u></p> <p>The facility currently treats approximately 12 mgd of wastewater. The facility has an agreement with the City of Sacramento to treat up to 60 mgd. The proposed project is a 241-unit residential development. It is not expected to generate a significant amount of additional wastewater over existing conditions.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The EchoWater Resource Recovery Facility has more than enough capacity to treat the additional wastewater generated by this project.</p> <p>No adverse impacts were identified.</p> <p>Source Documentation: (1) (6) (7) (4)</p>
Water Supply	2	<p>The City of Sacramento's water supply system is a complex system that provides water to over 500,000 people in the city. The system includes a number of surface water and groundwater sources, as well as a network of water treatment plants, storage tanks, and distribution pipelines.</p> <p>The Sacramento County Water Agency (SCWA) is well-equipped to provide potable water into the future due to a diverse water supply portfolio. The portfolio includes surface water rights, groundwater rights, and surface water and groundwater supply contracts.</p> <p>The SCWA has a long history of successfully managing its water resources, dating back to the Gold Rush. It has a large and diverse customer base, serving approximately 59,000 residential and commercial customers.</p> <p>The SCWA has a number of water rights and contracts with no expiration date. The agency actively participates in regional water transfers and exchanges, ensuring the long-term sustainability of its water supply. In addition, the SCWA has a strong commitment to water conservation and demand management. The agency has implemented a number of measures to reduce water use, including public education and outreach, and has plans to develop further programs in the future.</p> <p>Overall, the SCWA has a comprehensive and forward-thinking approach to water management. The agency's diverse water supply portfolio, combined with its commitment to conservation and demand management, positions it well to meet the challenges of providing potable water into the future.</p> <p><u>Project Impacts</u></p> <p>There is adequate supply to serve the project. No adverse impacts were identified.</p> <p>Source Documentation: (1) (6) (7) (4) (49)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>The Sacramento Police Department (SPD) provides police services to the City of Sacramento, while the Sacramento County Sheriff's Department serves the areas outside the city limits. As of July 2022, the SPD had 674</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>sworn personnel, and the Sheriff's Department had 1,314. In the proposed 2023/24 fiscal year budget, the SPD would be authorized to staff 769 full-time sworn positions and 365.16 professional staff positions.</p> <p>Fire and Emergency Medical</p> <p>The Sacramento Fire Department (SFD) provides fire protection and emergency medical services (EMS) to the entire city, including about 101 square miles within the existing city limits and 47.1 square miles in unincorporated Sacramento County. The SFD has 24 fire stations throughout the city, with four outside the city limits. Although each station has a specific response district, all Sacramento County fire agencies have an agreement to respond to the closest call regardless of jurisdiction. When fully staffed, the SFD has 173 personnel on duty for fire and EMS emergencies, with 34 of them on duty for ambulance services each day.</p> <p>Project Impacts</p> <p>The Monarch project is not expected to have adverse impacts on police protection, as the Sacramento Police Department (SPD) has enough staff and resources to accommodate the new residents. The project is also within the jurisdiction of the SPD and would not require the construction of any new police facilities. Additionally, the project would contribute to the City's long-term goal of creating a safe and inclusive community.</p> <p>Similarly, the Monarch project would not burden fire protection services. As the project is within the city limits, fire protection services would be provided by the Sacramento Fire Department (SFD). The project would not require the construction of any new fire stations, and it would help to achieve the City's goal of providing a high level of public safety.</p> <p>No adverse impacts were identified.</p> <p>Source Documentation: (1) (6) (7) (4)</p>
Parks, Open Space and Recreation	2	<p>The City of Sacramento Parks and Recreation Department is responsible for the upkeep of over 3,790 acres of parkland spread across 224 parks and recreational facilities. In addition to the City of Sacramento, other entities such as Sacramento County, the State of California, and the Sacramento City Unified School District own or operate some of these facilities. The City aims to provide five acres of community and neighborhood park and open space land for every 1,000 residents.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The nearest park to the Monarch project is Southside Park, which is located 0.4 miles away and features a community center, a swimming pool, a playground, and a pond.</p> <p>Several recreational facilities are also located near the project site, including Sacramento City College, which has a gymnasium, a swimming pool, and a track; the Sacramento Convention Center, which has a variety of meeting and event spaces; and the California State Capitol Park, which has a number of walking trails and picnic areas.</p> <p>In terms of open space, the nearest area is Sacramento River Parkway, which is located 0.5 miles away and offers a variety of recreational opportunities, such as walking, biking, and fishing.</p> <p>Source Documentation: (1) (4) (6) (7)</p>
Transportation and Accessibility	1	<p>Transportation</p> <p>The City of Sacramento features a diverse transportation network that includes roadways, public transit, bicycle paths, and pedestrian walkways.</p> <p>The roadway system is comprised of interstate freeways, state highways, and city streets, serving personal vehicles as well as accommodating buses, bicycles/scooters, and pedestrians.</p> <p>Public transit options include buses, light rail, commercial buses, and interregional and interstate passenger trains. The city also has park-and-ride facilities for ridesharing, light-rail access, and carpooling.</p> <p>The City of Sacramento Bicycle Master Plan outlines existing and planned bicycle facilities with the goal of increasing bicycle ridership for both work and non-work trips. Pedestrian facilities include enhanced crosswalks, pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements. The City has implemented programs and policies to improve the pedestrian environment, such as the Pedestrian Master Plan, Pedestrian Crossing Guidelines, Pedestrian Crossing Guidelines Treatment Applications Guide, Traffic Calming Guidelines, Pedestrian Safety Guidelines, and Pedestrian Friendly Street Standards.</p> <p>Future residents of Monarch will have access to several public transportation options, including bus and light rail services operated by the Sacramento Regional Transit District (SacRT). The nearest light rail station is located 0.3 miles from the project site, providing access to the Blue and</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Gold lines. Additionally, bus stops are available within a 0.2-mile radius of the project site, offering access to 11 bus routes.</p> <p><u>Project Impacts to Traffic</u></p> <p>The Monarch project is anticipated to generate 303 additional passenger vehicle trips per day on weekdays. The project's traffic generation is relatively small compared to the existing traffic volumes on nearby roadways, with the nearby I Street experiencing approximately 17,000 trips per day and 9th Street experiencing 10,000 trips per day. Therefore, the project's incremental contribution to traffic is not considered significant.</p> <p><u>Conclusion</u></p> <p>The project site is located in an urban center near high-quality transit. There is a benefit in this regard.</p> <p>Accessibility</p> <p>The project is required to meet HUD standards for Americans with Disabilities Act (ADA) units. The Monarch project will provide 2.5% of the total units equipped for residents with visual disabilities, and another 2.5% will cater to those with hearing disabilities. The new building is elevator-served and common areas are accessible.</p> <p>Source Documentation: (1) (6) (7) (4) (50)</p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>The site is fully developed and located in an urban setting. There are no unique natural features or water resources on or near the site. There is no impact in this regard.</p> <p>Source Documentation: (6) (7) (21) (40)</p>
Vegetation, Wildlife	3	<p>There are large street trees on all four sides of the subject property. These trees provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Construction at the site during the nesting season (i.e., January 31 to August 31) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking.</p>

		<p>Arborist Report</p> <p>California Tree and Landscape Consulting, Inc. prepared a <i>Pre-Development Arborist Report and Tree Inventory</i> in August 2024. Excerpts of the report follow.</p> <p>California Tree and Landscape Consulting, Inc. was retained to inventory and evaluate trees on the site and within 25 feet of the development for purposes of evaluating the impacts to the trees from the proposed development plans. The property is within the jurisdiction of the City of Sacramento. A total of nine trees were evaluated, all of which are protected Street trees.</p> <p>Current landscape plans show one street tree requires removal and an additional nine (9) street trees will be planted. The project has developed a landscape plan with <i>Tree Preservation Notes</i> that protect native oak trees during construction.</p> <p>Conclusion</p> <p>In conformance with the California State Fish and Game Code and the provisions of the Migratory Bird Treaty Act, the project will be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the site) to a <i>less than significant level</i>.</p> <p><i>Mitigations Required:</i></p> <p>VW1. Migratory Birds. To prevent the disturbance of nesting native and/or migratory bird species during construction, the clearing of street trees or other vegetation shall take place between September 1 and January 30. If construction is scheduled or ongoing during bird or raptor nesting season (January 31 to August 31), developer shall hire a qualified biologist to conduct two nest surveys, one 15 days and the second 72 hours prior to the commencement of construction activities. Surveys shall be conducted in accordance with CDFW protocols, as applicable. If no active nests are identified on or within 200 feet of the construction activity, no further mitigation is necessary. A copy of the preconstruction survey shall be submitted to CalHFA. If an active nest is identified, construction shall be suspended within 200 feet of the nest, or an alternative distance determined to be appropriate by a qualified ornithologist or biologist, until the nesting cycle is complete, as determined by a qualified ornithologist or biologist.</p> <p>VW2. Developer shall follow the <i>Tree Preservation Notes</i> detailed in plans for landscaping and offsite (street frontage) improvements</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>by landscape architect Roach & Campbell and dated December 17, 2024 or later.</p> <p>Source Documentation: (1) (6) (7) (22) (21) (4) (51)</p>
Other Factors	1	<p>The project will provide low-income, affordable housing for individuals, families and formerly homeless, provide ground-floor commercial space and provide onsite services and programs for residents. The project will provide a safe, clean, and sanitary place for residents in a location convenient to public transportation and other amenities. The project is beneficial to both residents and the community.</p> <p>Source Documentation: (6)</p>
Climate Change		<p><u>Top regional hazards for Sacramento, CA, according to the 2018 National Climate Assessment</u></p> <p>Below are the top regional hazards for Sacramento, CA, according to the 2018 National Climate Assessment. These statements compare projections for the middle third of this century (2035-2064) with average conditions observed from 1961-1990.</p> <ul style="list-style-type: none"> Between 6 fewer and 7 more dry spells — periods of consecutive days without precipitation — are projected per year. Historically, Sacramento averaged 13 (7 - 21) dry spells per year. Wildfire risk may change as the length of dry spells changes, which are projected to have between a 53 day decrease and a 109 day increase. Historically, the longest yearly dry spell in Sacramento averaged 88 (37 - 172) days. Extreme temperatures on the hottest days of the year are projected to increase between 0 - 22°F. Historically, extreme temperatures in Sacramento averaged 103°F (97 - 113°F). <p><u>Project Impacts</u></p> <p>The site is located in an urban environment and is therefore not subjected to excessive fire risk.</p> <p>The project does not contribute directly to extreme weather events such as drought and extreme temperatures as emissions for construction and operations are below GHG emissions thresholds.</p> <p>Source Documentation: (52)</p>

Additional Studies Performed:

See Source Documentation List

Site Visits

February 2025 – Cinnamon Crake, President, Bay Desert, Inc. via Google Earth

January 2024 – Ninyo & Moore

November 23, 2022 – Mr. Ryan Bast, Ninyo & Moore

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

See Source Documentation List

List of Permits Obtained:

None. The project only requires ministerial approval.

Public Outreach [24 CFR 50.23 & 58.43]:

Mutual Housing California and the Capitol Area Development Authority have conducted public outreach for the project, and have met with neighborhood groups and stakeholders to review the project and solicit feedback at the meetings listed below.

- Presented to the Southside Park Neighborhood Association on 9/12/22
- Presented to the R Street Partnership Board on 9/22/22
- Presented to the Sacramento City Council on 6/11/23

In addition, the project results in a Finding of No Significant Impact (FONSI) which will be published on California Housing Finance Agency's website, posted at the local library, and circulated to public agencies, Native American tribes, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent to the project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]:

The project is ministerial; no cumulative impacts are anticipated.

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

The project is the result of an alternatives analysis of different sites by the State of California that it deems surplus for use as affordable housing; various configurations of housing; and different building designs. The proposal was deemed to be the superior alternative.

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

Under this alternative, the project would not be implemented. The existing commercial building would remain, and no new development would occur. The No Action alternative would not help alleviate the housing needs demonstrated in this document, nor would it serve the goals of the project.

Summary of Findings and Conclusions:

The project is suitable from an environmental standpoint. As long as the Mitigation measures are adhered to, there is no adverse impact.

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.

Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to *less than significant* levels.

Law, Authority, or Factor	Mitigation Measure
Air Quality	<p><u>NEPA Mitigation Measures Required:</u></p> <p>AQ1. The project sponsor shall install MERV13 filtration to all units. An Operations & Maintenance Plan is required that details regular inspection of the system and maintenance schedule.</p> <p><u>Standard Permit Conditions Required:</u></p> <p>AQ2. Basic Construction Emission Control Practices recommended by the SMAQMD to control fugitive dust shall be used in accordance with SMAQMD Rule 403:</p> <ol style="list-style-type: none"> 1. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. 2. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. 3. Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. 4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). 5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
Contamination and Toxic Substances	<p>CT1. For slabs that receive floor coverings, a minimum 10-mil-thick vapor barrier meeting ASTM E1745-97 Class C requirements may be placed directly below the slab, without a sand cushion. To reduce the potential for punctures, a higher quality vapor barrier (15 mil, Class A or B) may be used.</p>

Law, Authority, or Factor	Mitigation Measure
	<p>The vapor barrier, if used, should extend to the edges of the slab and should be sealed at all seams and penetrations. At least 4 inches of ½- or ¾-inch crushed rock, with no more than 5% passing the No. 200 sieve, may be placed below the vapor barrier to serve as a capillary break.</p> <p>CT2. The concrete water/cement ratio should be as low as possible. The water/cement ratio should not exceed 0.45 for concrete placed directly on the vapor barrier. Midrange plasticizers could be used to facilitate concrete placement and workability.</p> <p>CT3. Proper finishing, curing, and moisture vapor emission testing should be performed in accordance with the latest guidelines provided by the ACI, PCA, and ASTM.</p>
Flood Insurance	<p>FL1. Developer shall provide California Housing Finance Agency with evidence of coverage showing the project has a flood insurance policy under the National Flood Insurance Program (NFIP) provided by FEMA, with a value of \$500,000 or more. This requirement is on-going for the term of the loan.</p>
Historic Preservation Act	<p>HP1. Developer shall follow the <i>Archaeological Monitoring Plan</i> prepared by Evans & De Shazo, Inc. and dated November 22, 2024 or later, at all times.</p>
Soil Suitability	<p>G1. The developer shall follow the recommendations in the Geotechnical Investigation prepared by GEOCON Consultants, Inc. and dated January 2023 or later.</p> <p>G2. A Storm Water Pollution Prevent Plan (SWPPP) is required.</p>
Vegetation, Wildlife	<p>VW1. Migratory Birds. To prevent the disturbance of nesting native and/or migratory bird species during construction, the clearing of street trees or other vegetation shall take place between September 1 and January 30. If construction is scheduled or ongoing during bird or raptor nesting season (January 31 to August 31), developer shall hire a qualified biologist to conduct two nest surveys, one 15 days and the second 72 hours prior to the commencement of construction activities. Surveys shall be conducted in accordance with CDFW protocols, as applicable. If no active nests are identified on or within 200 feet of the construction activity, no further mitigation is necessary. A copy of the preconstruction survey shall be submitted to CalHFA. If an active nest is identified, construction shall be suspended within 200 feet of the nest, or an alternative distance determined to be appropriate by a qualified ornithologist or biologist, until the nesting cycle is complete, as determined by a qualified ornithologist or biologist.</p>

Law, Authority, or Factor	Mitigation Measure
	VW2. Developer shall follow the <i>Tree Preservation Notes</i> detailed in plans for landscaping and offsite (street frontage) improvements by landscape architect Roach & Campbell and dated December 17, 2024 or later.

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: February 24, 2025

Name/Title/Organization: Cinnamon Crake, President, Bay Desert, Inc.

Certifying Officer Signature: _____

Date: _____

Name/Title: Rebecca Franklin, Chief Deputy 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).

Monarch

Source Documentation – February 2024

1. **Kuchman Architects PC.** *Monarch 805 R Street, Sacramento, CA 95811, Conceptual Plans, Elevation Drawings.* October 4, 2024.
2. **City of Sacramento.** *2021-2029 Housing Element.* Adopted August 17, 2021; Amended December 14, 2021.
3. **Ninyo & Moore.** *Phase I Environmental Site Assessment, 805 R Street Project, 805 R Street and 1723 8th Street, Sacramento, California.* December 06, 2023. Project No. 502586001.
4. **City of Sacramento.** *Sacramento 2040 General Plan and Climate Action & Adaptation Plan, Public Review Draft, Master Environmental Impact Report.* August 2023. SCH# 2019012048.
5. **California Housing Partnership.** *Sacramento County 2024 Affordable Housing Needs Report.* May 2024.
6. **Crake, Cinnamon.** *Report Preparer/Professional Knowledge.* s.l. : Bay Desert, Inc., November 6, 2024.
7. **Alphabet.** *Google Earth Professional.* 2024.
8. **Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties.** *Sacramento Executive Airport Comprehensive Land Use Plan.* Amended May 1999.
9. **United States Government.** *The Coastal Barrier Resources Act of the United States.* Enacted October 18, 1982. CBRA, Public Law 97-348.
10. **U.S. Department of Homeland Security.** *Flood Insurance Rate Map.* s.l. : Federal Emergency Management Agency, Effective Date June 16, 2015. FIRM Panel No. 06067C0180J.
11. **U.S. Department of Housing and Urban Development.** *8-Step Decision Making Process for projects located in a Floodplain, Monarch, 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811 (APNs 006-266-014-0000, -016-0000, and -017-0000).* s.l. : Bay Desert, Inc., February 2025.
12. **RCH Group.** *Air Quality and Greenhouse Gas Emissions Technical Report, Monarch Affordable Housing Project.* June 2024.
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Appendix A – Project Description

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Appendix B – Airport Clear Zones

Monarch

805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811

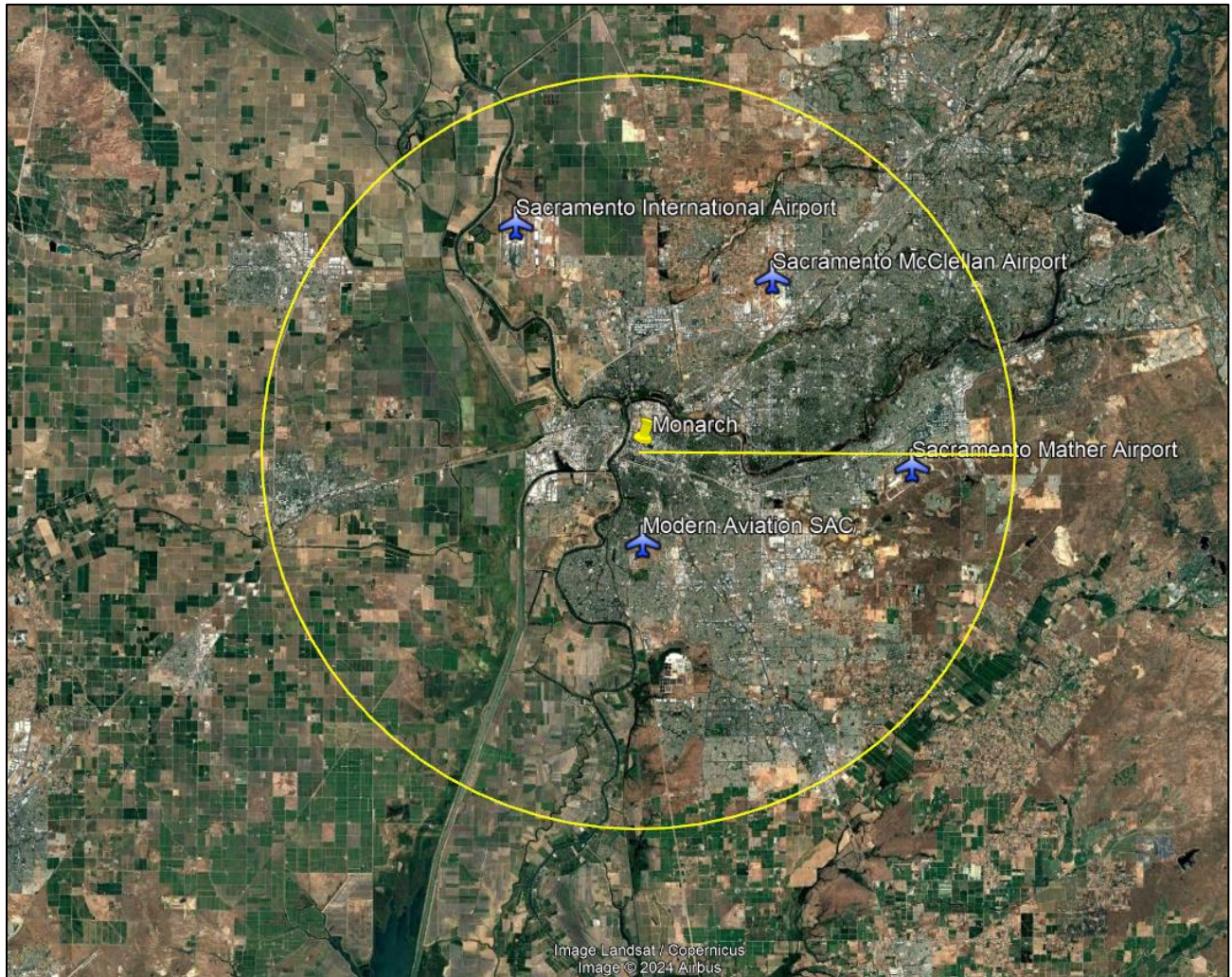


Figure 14 Airports within 15 miles of the subject site

Table 10 Distance to nearby airports

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airport	Sacramento International Airport	9.7 miles	No
Military Airfield	None	n/a	No
Minor Airport	Modern Aviation SAC	4 miles	No
Minor Airport	Sacramento McClellan Airport	8.2 miles	No
Minor Airport	Sacramento Mather Airport	10.9 miles	No

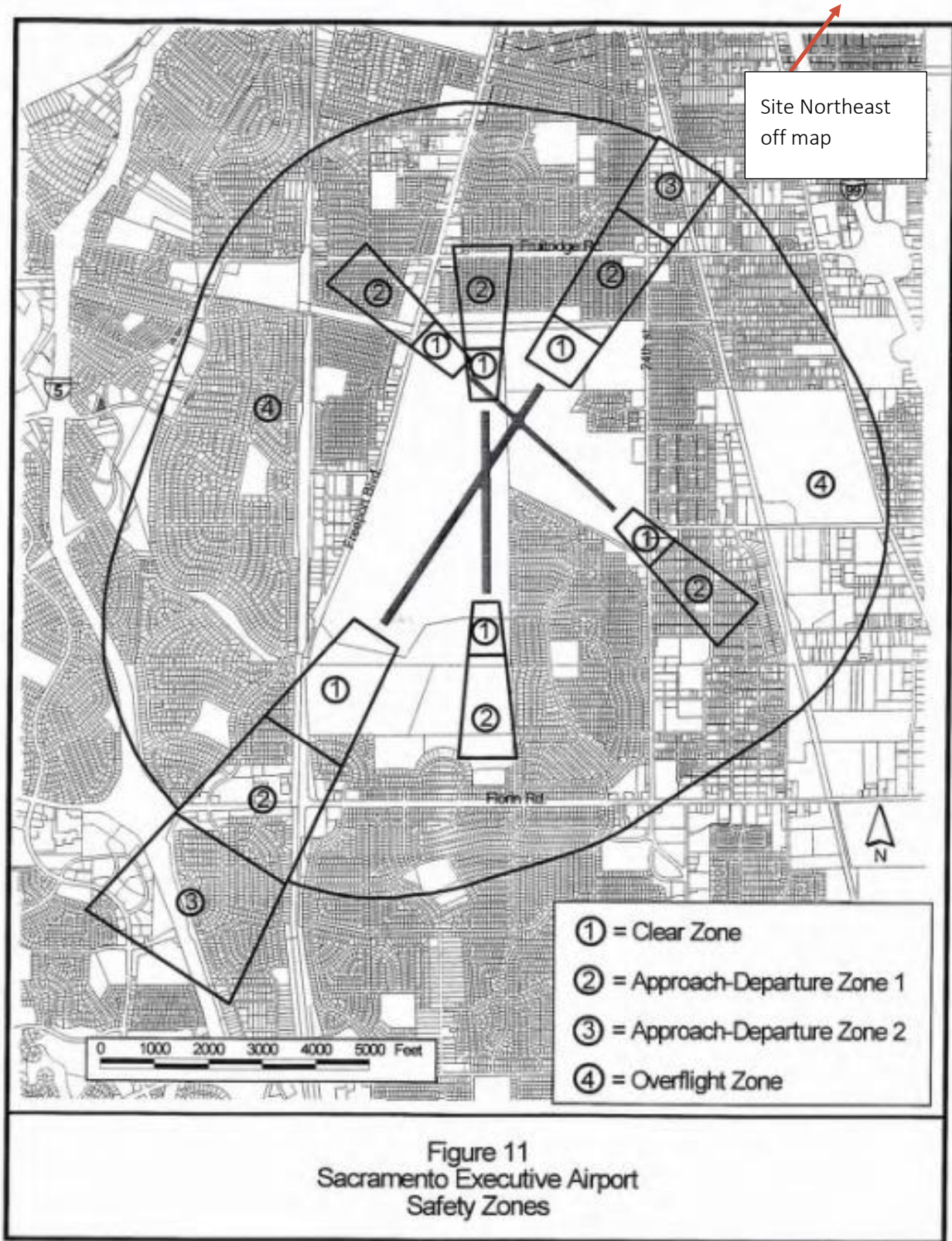


Figure 15 Sacramento Executive Airport - Safety Zones

Appendix C – Floodplains, Wetlands & Endangered Species

- **U.S. Department of Housing and Urban Development.** *8-Step Decision Making Process for projects located in a Floodplain, Monarch, 805 R Street, 1723 8th Street, and 1700 9th Street, City and County of Sacramento, California 95811 (APNs 006-266-014-0000, -016-0000, and -017-0000).* s.l. : Bay Desert, Inc., February 2025.
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Appendix D – Air Quality

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Appendix E – Contamination and Toxic Substances

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Appendix F – Historic Preservation

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Appendix G – Noise

- **RCH Group.** *Noise Technical Report, Monarch Affordable Housing Project.* June 2024.

Appendix H – Soils and Miscellaneous

- **Geocon Consultants, Inc.** *Geotechnical Investigation, R Street Courtyard Mixed-Use Building, 805 R Street, Sacramento, California*. Rancho Cordova, CA : s.n., January 2023. Geocon Project No. S2516-05-01.
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