



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

Environmental Assessment for HUD-Funded Proposals

Recommended format per 24 CFR 58.36, revised July 2023



Project Identification: Harmony Village Project

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

Responsible Entity: City of Vacaville
650 Merchant Street
Vacaville, CA 95688

Month/Year: April 2024

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

Project Information

Project Name: Harmony Village Project

Responsible Entity: City of Vacaville
Housing and Community Services
Department
40 Eldridge Ave. Suite #2
Vacaville, CA 95688
Phone: (707) 449-5675

Grant Recipient:
(if different than Responsible Entity) Solano-Napa Habitat for Humanity
5130 Fulton Drive, Suite R
Fairfield, CA 94534

State/Local Identifier: N/A

Preparer: Raney Planning & Management, Inc.
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Certifying Officer Name and Title: Emily Cantu, Housing and Community
Services Director, City of Vacaville

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

Project Location: Northeast of the intersection of Scoggins
Avenue and East Monte Vista Avenue
Vacaville, CA 95688
Assessor's Parcel Numbers (APNs): 0129-
310-230, -240, -250, -260, -360, -370, and
-400

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

The following sections describe the project site location and the existing setting, as well as the components included as part of the Harmony Village Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The approximately 1.07-acre project site is located northeast of the Scoggins Avenue/East Monte Vista Avenue intersection within an urbanized area of the City of Vacaville, California (see Figure 1 and Figure 2). The site is identified by Assessor's Parcel Numbers (APNs) 0129-310-230, -240, -250, -260, -360, -370, and -400. Currently, the site is undeveloped, with various trees located within the site, adjacent to the site boundaries. Additionally, the site contains ruderal grasses that are routinely mowed.

Surrounding existing uses include mobile homes and surface parking lot areas to the north; mobile homes and a recreational vehicle (RV) park to the east; single-family residences and commercial businesses, including a used car dealership, further to the east; commercial businesses (Prime Time Nutrition and Leaven Kids) to the south, across East Monte Vista Avenue; single-family residences further to the south; a commercial auto maintenance shop (Jiffy Lube) directly adjacent to the southwest corner of the project site; a commercial auto body shop (Vacaville Auto Body Center) further to the southwest, across East Monte Vista Avenue; and multi-family residences to the west, across Scoggins Avenue. The City of Vacaville General Plan designates the site as General Commercial (CG) and the site is zoned CG.

Proposed Project

The proposed project would include development of an affordable 10-lot subdivision, comprised of 10, 1,554-square-foot (sf) single-family detached duet homes (see Figure 3). Each two-story duet floorplan would include four bedrooms, three bathrooms, a 310-sf garage, and a 94-sf covered entry porch. The proposed structures would feature a maximum height of 24 feet. Backyard areas would range from 398 sf to 1,252 sf. Along the northern and eastern site boundaries, the proposed project would include construction of a masonry wall with wood fence. Along the southern site boundary, the project would also include a masonry sound wall. The homes would be restricted to households earning a maximum of 80 percent of the area median income (AMI) of Solano County.

Access to the project site would be provided from Scoggins Avenue. From Scoggins Avenue, a new two-lane public street, Harmony Way, would extend eastward into the site and would then proceed towards East Monte Vista Avenue in a north-to-south direction. Harmony Way would be comprised of an approximately 43-foot-wide right-of-way (ROW), consisting of two vehicle lanes, attached curbs and gutters, and a sidewalk along each side of the street. As Harmony Way nears East Monte Vista Avenue, the street would taper to prohibit traffic from East Monte Vista Avenue from entering the project site. Vehicles on Harmony Way would only be allowed to turn westward onto East Monte Vista Avenue.

**Figure 1
Regional Vicinity Map**

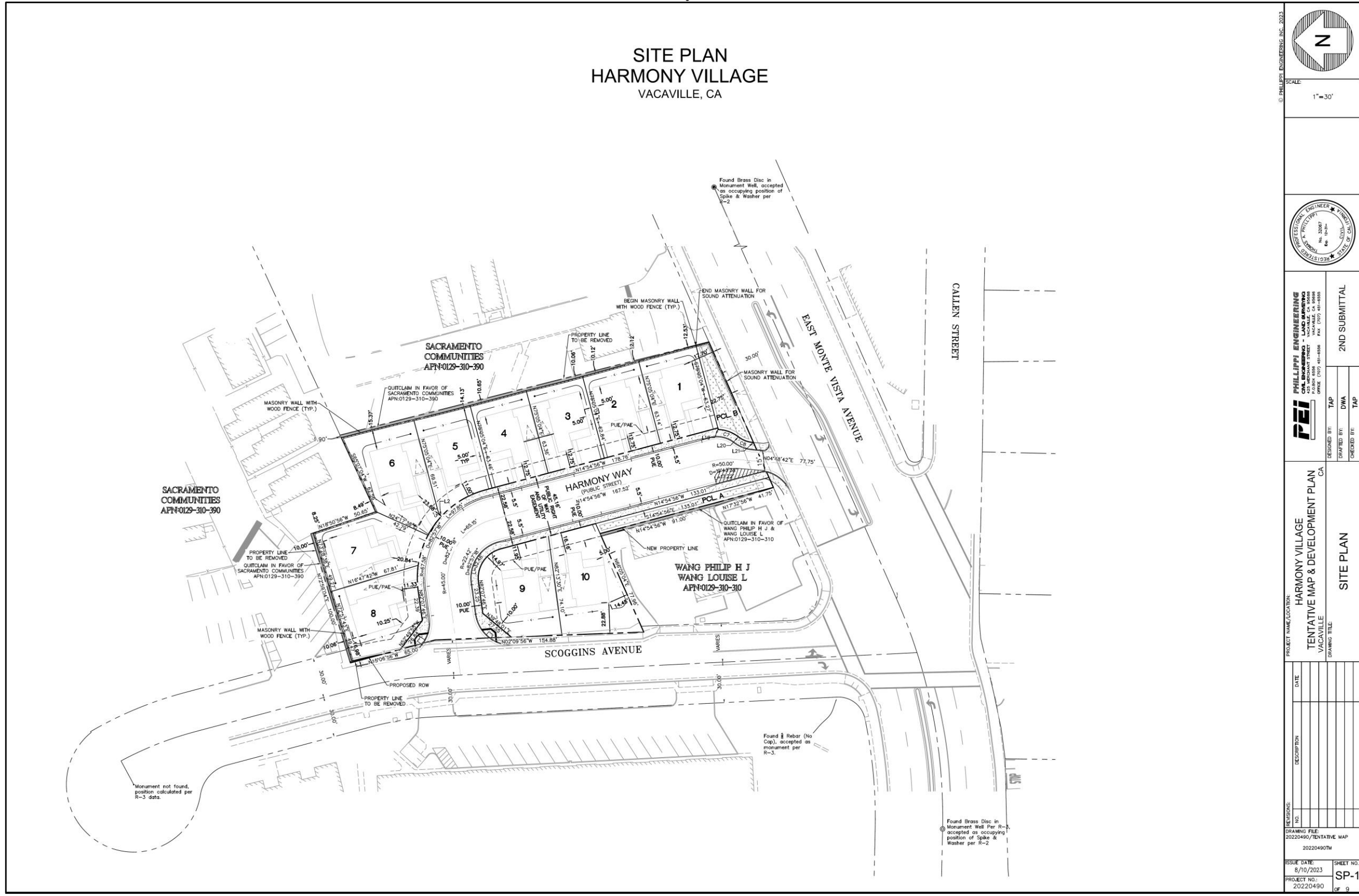


Figure 2
Project Site Boundaries



**Figure 3
Preliminary Site Plan**

**SITE PLAN
HARMONY VILLAGE
VACAVILLE, CA**



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SCALE

1" = 30'

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1410 WASHINGTON STREET, VACAVILLE, CA 94909
OFFICE (707) 451-8508 FAX (707) 451-8505

PROJECT NAME/LOCATION
HARMONY VILLAGE
TENTATIVE MAP & DEVELOPMENT PLAN
VACAVILLE, CA

2ND SUBMITTAL

DRAWING FILE:
20220490/TENTATIVE MAP
20220490TM

ISSUE DATE: 8/10/2023

PROJECT NO.: 20220490

DESIGNED BY: TAP

DRAWN BY: DWA

CHECKED BY: TAP

SITE PLAN

DESCRIPTION	DATE

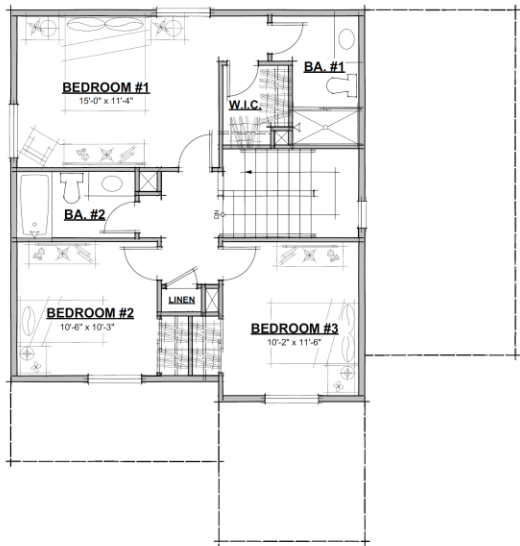
ISSUE DATE: 8/10/2023

PROJECT NO.: 20220490

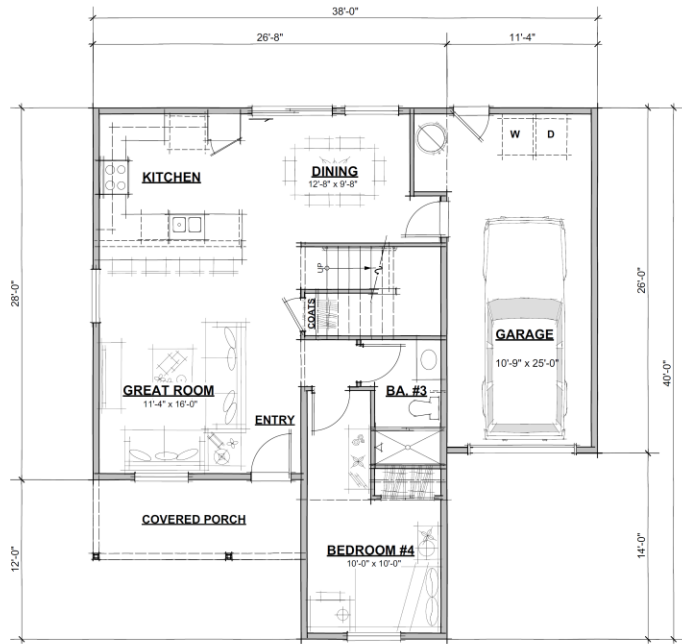
SHEET NO. SP-1

OF 9

**Figure 4
Floor Plan**



SECOND FLOOR PLAN (691 SF)



**FIRST FLOOR PLAN (863 S.F.)
[TOTAL LIVABLE AREA 1554 S.F.]**



TYPICAL DUET
HARMONY VILLAGE
Vacaville, California

AREA SUMMARY - DUET		
	LOT COVERAGE	LIVABLE AREA
1st Floor	863	863
2nd Floor	691	691
Garage	310	-
Covered Entry	94	-
TOTAL	1958	1554



With respect to parking, each single-family home would include one enclosed (garage) parking space and one uncovered (driveway) parking space. Additionally, 11 street parking spaces would be provided on-site.

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

According to the Regional Housing Needs Allocation (RHNA) for the Association of Bay Area Governments (ABAG), the City of Vacaville’s RHNA includes 2,595 total units, comprised of 677 very low-income units, 404 low-income units, 409 moderate-income units, and 1,105 above-moderate-income units during the 2023-2031 planning period.¹ The proposed project would add 10 affordable housing units to assist in achieving the City’s RHNA requirements.

The City Housing Element includes goals and policies related to affordable housing. Specifically, Goal HE.1 is to “...meet existing and projected housing needs, facilitate the construction of a wide variety of housing types, for various income levels, in a manner that promotes environmental responsibility and long-term sustainability.” To support Goal HE.1, Policy HE.1-GP1 aims to “[e]nsure a supply of housing of differing type, size, and affordability in order to meet Vacaville’s housing needs for the current and future residents within the community.” By providing new affordable housing, the proposed project would further Goal HE.1 and Policy HE.1-GP1.

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

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

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

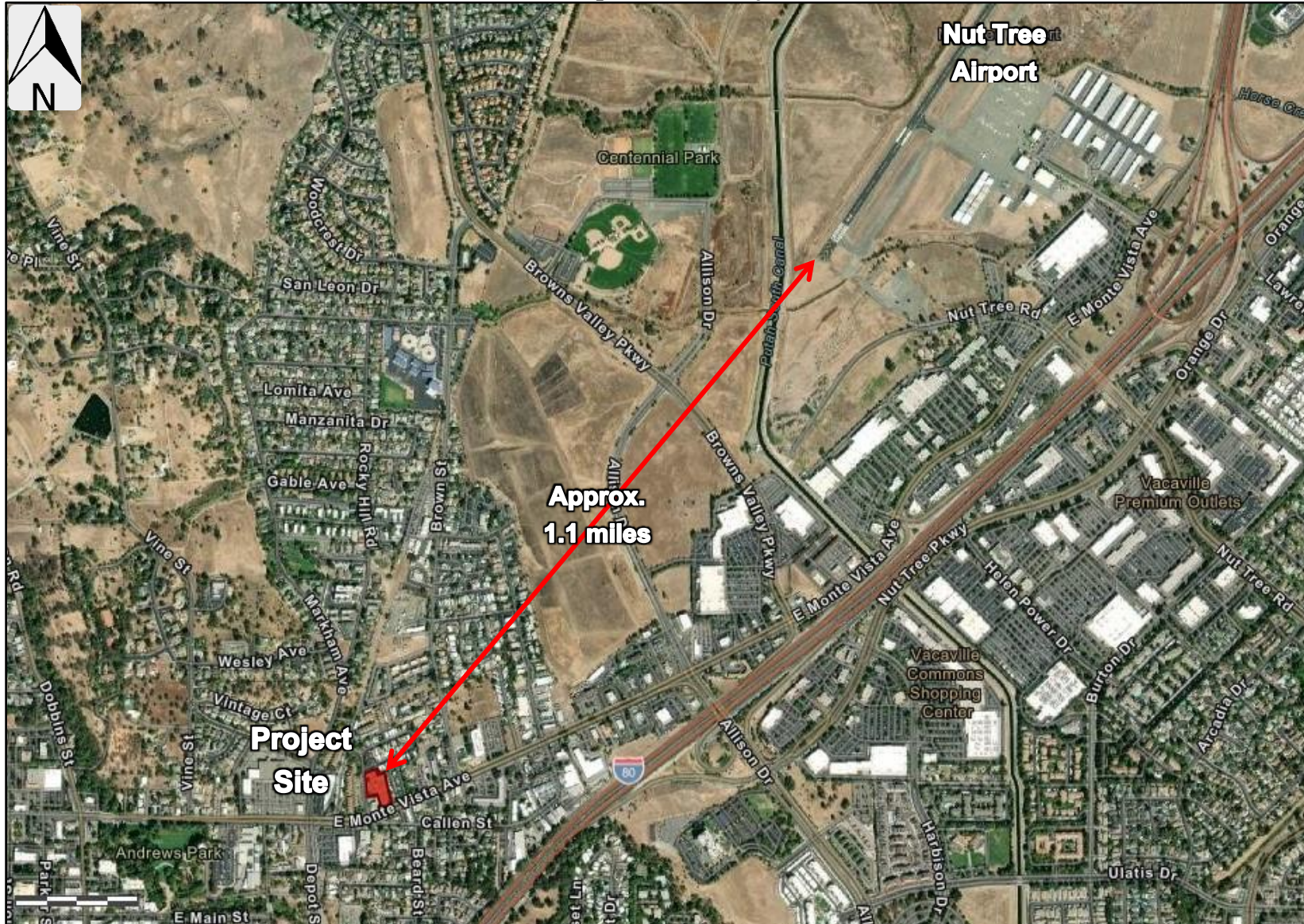
Existing Conditions

The 1.07-acre project site is currently vacant and includes scattered trees and shrubs, as well as ruderal grasses that are routinely mowed. The project site is located within an urbanized area of the City and is surrounded on all sides by existing development. As part of site preparation activities associated with the surrounding development, the project site was subject to mass grading. The nearest airport to the project site is Nut Tree Airport, located approximately 1.1 miles northeast of the project site (see Figure 5).

It should be noted that the proposed project requires City approval of a Tentative Parcel Map, Conditional Use Permit (CUP), and Minor Design Review, which is currently under evaluation by the City as part of the project’s environmental review requirements necessitated by the California Environmental Quality Act (CEQA).

¹ City of Vacaville. *Vacaville General Plan Housing Element*. June 2023.

Figure 5
Nearest Airport to the Project Site



Pursuant to Vacaville Municipal Code Section 14.09.070.020, single-family attached residential uses are permitted within the CG zoning district with approval of a CUP. As such, through approval of the CUP requested as part of the proposed project's CEQA review process, the project would be consistent with the CG zoning district.

Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06095C0276E, effective May 4, 2009, the project site is located within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 6). Thus, the project site is not located within a Special Flood Hazard Area (SFHA).

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), aquatic resources of any kind are not located on-site or adjacent to the project site (see Figure 7).

The project site is located 46 miles from the Coastal Zone Boundary (see Figure 8) and approximately 84.5 miles north of the nearest sole source aquifer, the Santa Margarita Aquifer, Scotts Valley Streamflow Source Zone (see Figure 9).

The nearest designated Wild and Scenic River to the project site is the American River, located approximately 30 miles northeast of the project site (see Figure 10).

Funding Information

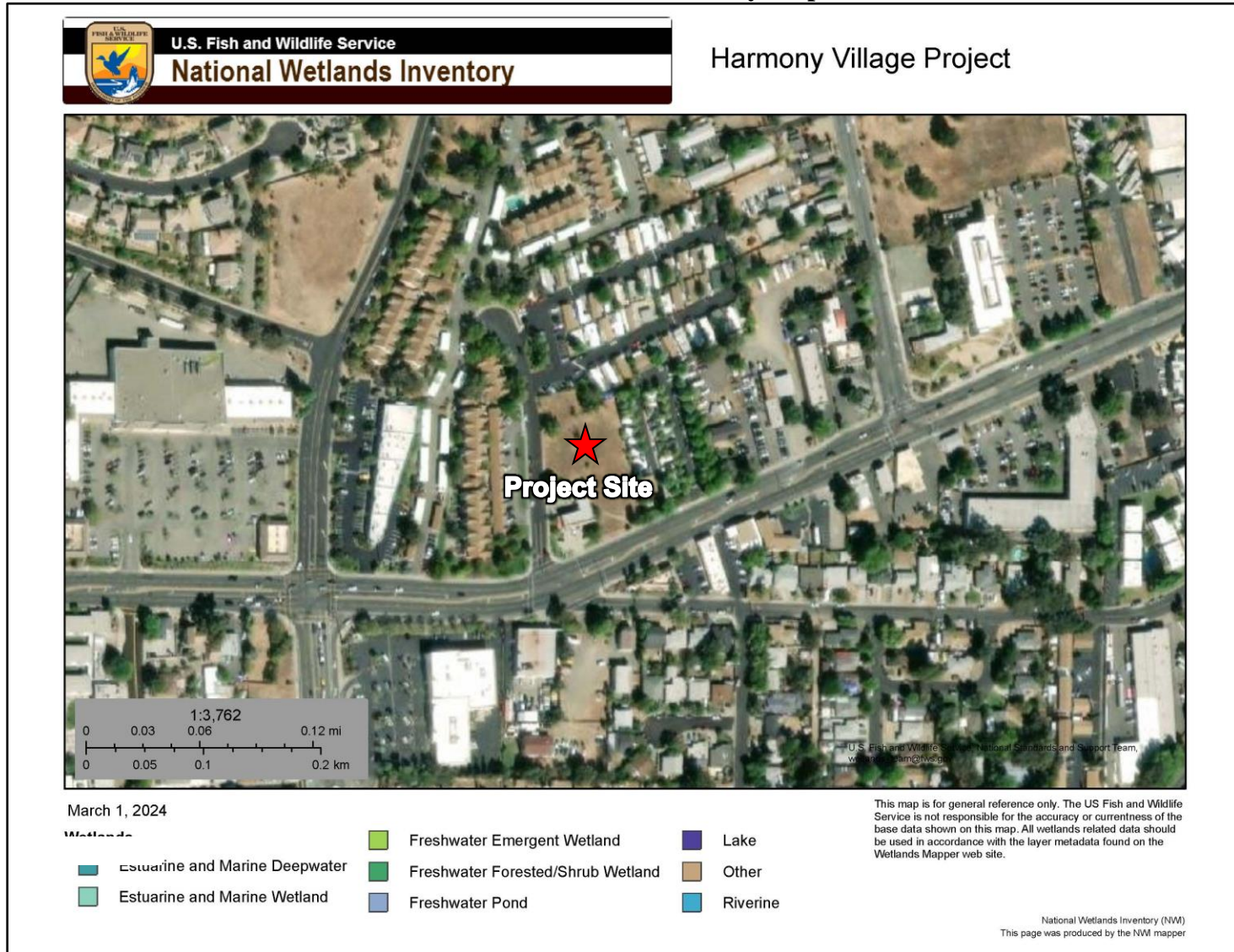
Estimated Total HUD Funded Amount:

\$750,000

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

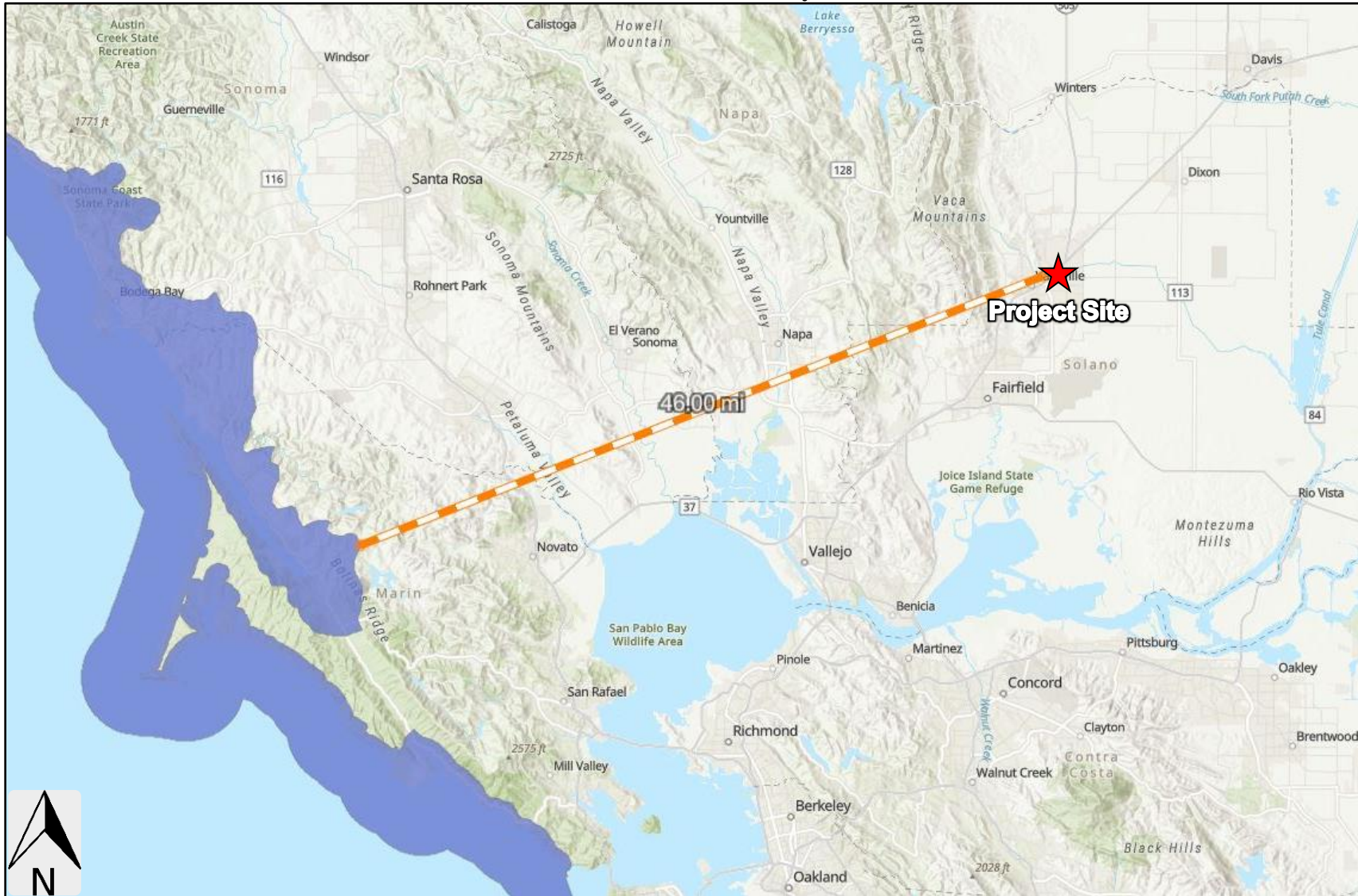
The estimated total development cost for the proposed project is \$4,800,000, \$750,000 of which would be funded through HUD's CPF Economic Development Initiative and \$300,000 of which would be funded through American Rescue Plan Act (ARPA) funds.

**Figure 7
National Wetlands Inventory Map**



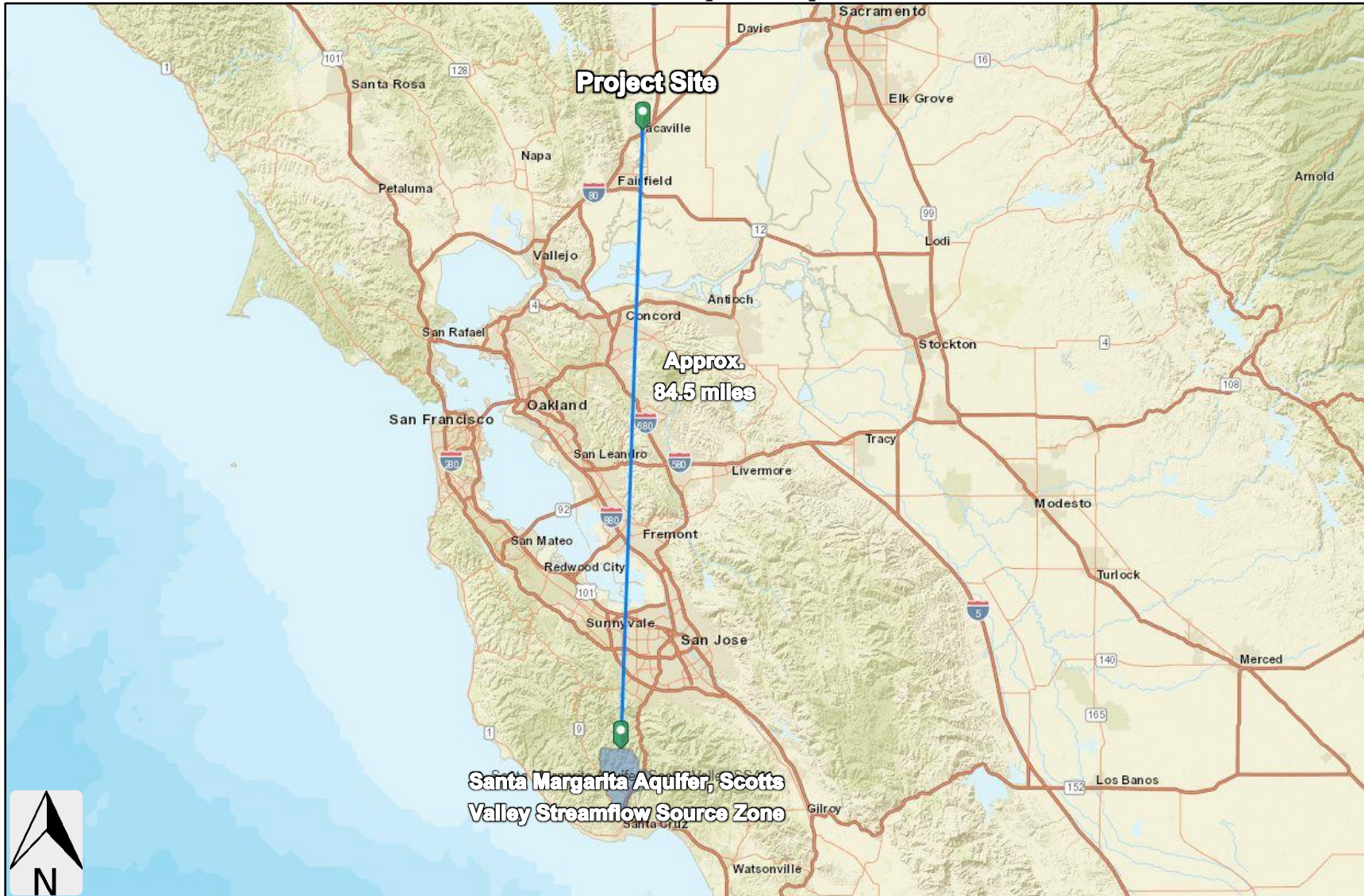
Source: U.S. Fish and Wildlife Service, National Wetlands Inventory, February 2024.

Figure 8
Coastal Zone Boundary



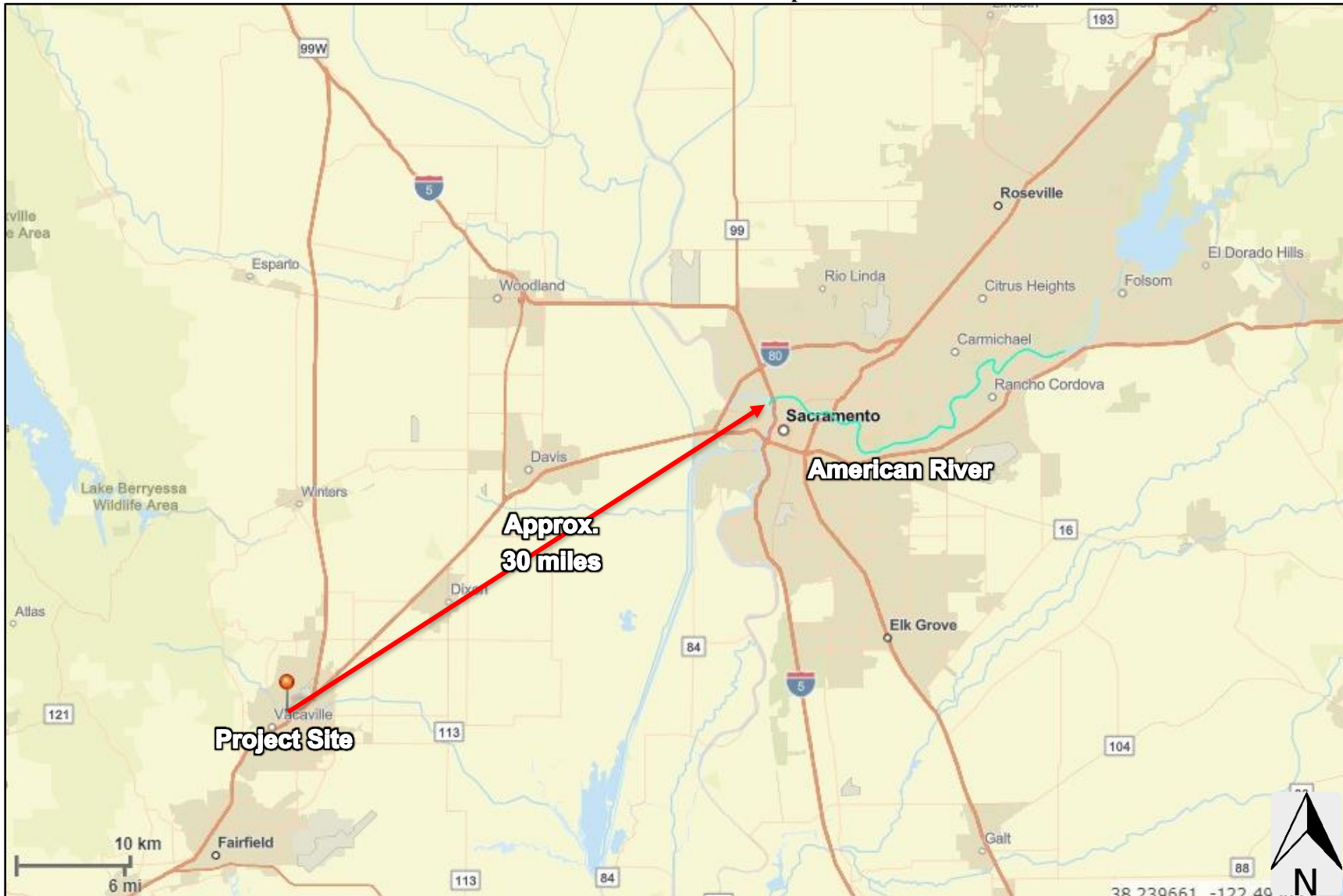
Source: California Department of Fish and Wildlife, BIOS, October 2023.

Figure 9
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency, NEPAassist, October 2023.

Figure 10
Wild and Scenic Rivers Map



Source: U.S. Environmental Protection Agency, NEPAassist, October 2023

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.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</p>		
<p>Airport Hazards 24 CFR Part 51 Subpart D</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD’s policy is to apply standards to prevent incompatible development around civil airports or military airfields, consistent with Title 24 of the Code of Federal Regulations (CFR), Part 51, Subpart D. The nearest civilian airport to the project site is the Nut Tree Airport, located approximately 1.1 miles (5,808 feet) northeast of the project site (see Figure 5). Thus, the project site is not located within 2,500 feet of a civilian airport. The nearest military airport to the project site is the Travis Air Force Base, located approximately 6.9 miles (36, 432 feet) southeast of the project site. Thus, the project site is not located within 15,000 feet of a military airport. Therefore, the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur.</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made the foregoing areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called “otherwise protected areas” (OPAs). OPAs are undeveloped coastal</p>

		<p>barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes.</p> <p>The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990 (see Figure 8). Therefore, the proposed project would not be subject to either the CRBA or the CBIA.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>Coastal Barrier Resources Act</i>. Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed October 2023. (Appendix F)</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by the FEMA as being within a SFHA be covered by flood insurance under the National Flood Insurance Program.</p> <p>According to FEMA FIRM 06095C0276E, effective May 4, 2009, the project site is located within Zone X, which is identified as an Area of Minimal Flood Hazard. Thus, the project site is not located within an SFHA.</p> <p>Based on the above, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the National Flood Insurance Reform Act would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06095C0276E</i>. Available at: https://msc.fema.gov/portal/home. Accessed October 2023. (Figure 6)</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The City of Vacaville, including the project site, is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality</p>

<p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>		<p>Management District (YSAQMD). Pollutants for which air quality standards have been established are called “criteria” air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).</p> <p>The SVAB area is designated as nonattainment for the federal 8-hour ozone standard and the federal 24-hour PM_{2.5} standard, and attainment or unclassified for all other federal criteria pollutant standards. The SVAB area is designated as nonattainment for the State 1-hour ozone, 8-hour ozone, and PM₁₀ standards, and attainment or unclassified for all other State standards. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies.</p> <p>Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. To evaluate ozone and other criteria air pollutant emissions and support attainment goals, YSAQMD has adopted recommended thresholds of significance for emissions of PM₁₀ and the ozone precursors ROG and NO_x. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.</p>
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		<p style="text-align: center;">Table 1 YSAQMD Thresholds of Significance</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Pollutant</th> <th style="text-align: center;">Construction</th> <th style="text-align: center;">Operational</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">ROG</td> <td style="text-align: center;">10 tons/yr</td> <td style="text-align: center;">10 tons/yr</td> </tr> <tr> <td style="text-align: center;">NO_x</td> <td style="text-align: center;">10 tons/yr</td> <td style="text-align: center;">10 tons/yr</td> </tr> <tr> <td style="text-align: center;">PM₁₀</td> <td style="text-align: center;">80 lbs/day</td> <td style="text-align: center;">80 lbs/day</td> </tr> </tbody> </table> <p><i>Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.</i></p> <p>In order to compare the proposed project’s associated emissions to the thresholds of significance, the proposed project’s short-term construction-related and long-term operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2023 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, energy efficient design features, etc.). Accordingly, the proposed project’s modeling assumes the following project and/or site-specific information:</p> <ul style="list-style-type: none"> • Construction would commence in April of 2025 and occur over an approximately three-year period; • Approximately 50 cubic yards of material would be exported during site preparation; <p>All project modeling results are included as Appendix A to this Environmental Assessment.</p> <p><u>Construction Emissions</u></p> <p>According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2.</p>	Pollutant	Construction	Operational	ROG	10 tons/yr	10 tons/yr	NO _x	10 tons/yr	10 tons/yr	PM ₁₀	80 lbs/day	80 lbs/day
Pollutant	Construction	Operational												
ROG	10 tons/yr	10 tons/yr												
NO _x	10 tons/yr	10 tons/yr												
PM ₁₀	80 lbs/day	80 lbs/day												

Table 2 Maximum Unmitigated Construction Emissions		
Pollutant	Project Emissions	Threshold of Significance
ROG	0.19-ton/yr	10 tons/yr
NO _x	1.24 tons/yr	10 tons/yr
PM ₁₀	18.1 lbs/day	80 lbs/day

Source: CalEEMod, December 2023.

As shown in Table 2, emissions of ROG, NO_x, and PM₁₀ would be below the applicable air quality thresholds set forth by the YSAQMD, and impacts related to criteria air pollutant emissions would not occur during project construction.

Operational Emissions

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

Table 3 Maximum Unmitigated Operational Emissions		
Pollutant	Project Emissions	Threshold of Significance
ROG	0.21 tons/yr	10 tons/yr
NO _x	0.08 tons/yr	10 tons/yr
PM ₁₀	33.4 lbs/day	80 lbs/day

Source: CalEEMod, December 2023.

As shown in Table 3, the proposed project would result in emissions during operations below the applicable YSAQMD thresholds of significance, and impacts related to criteria air pollutant emissions would not occur during project operations.

Cumulative Emissions

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

If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS and, thus, result in a

	<p>cumulative impact. As discussed above, the YSAQMD’s recommended thresholds of significance for ozone precursors and PM₁₀ are based on attainment plans for the region. Thus, if a project’s ozone precursor and PM₁₀ emissions would be less than YSAQMD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the operational phase cumulative-level emissions thresholds are identical to the operational thresholds identified in Table 1.</p> <p>As shown in Table 3, operational emissions would be below the YSAQMD’s project-level thresholds and, thus, would also be below the cumulative-level thresholds. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur.</p> <p><u>Toxic Air Contaminants</u></p> <p>Toxic air contaminants (TACs) are a category of environmental concern as well. The California Air Resources Board’s (CARB’s) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.</p> <p>The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and</p>
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		<p>temporary and would be regulated by CARB’s In-Use Off-Road Diesel Vehicle Regulation. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicles. As an example, the CARB’s Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day.</p> <p>In order to evaluate potential exposure to DPM, the CARB recommends the evaluation of emissions when a freeway or high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, is located within 500 feet of sensitive receptors. The project site is located approximately 1,400 feet from the nearest freeway, Interstate 80 (I-80). Thus, an evaluation of the risks associated with on-site exposure to DPM from traffic is not warranted.</p> <p><u>Conclusion</u></p> <p>Based on the above, implementation of the proposed project would not result in any conflicts related to the Clean Air Act.</p> <p><u>Document Citation</u></p> <p>Yolo-Solano Air Quality Management District. <i>Handbook for Assessing and Mitigating Air Quality Impacts</i>. July 11, 2007. (Appendix F)</p> <p>California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005. (Appendix F)</p> <p>CalEEMod. <i>Harmony Village Custom Report</i>. December 2023. (Appendix A)</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The Coastal Zone Management Act Section 1453, Definitions, defines the term “coastal zone” as “...the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional</p>

		<p>and intertidal areas, salt marshes, wetlands, and beaches...” and extending “...inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise.”</p> <p>As shown in Figure 8, the project site is located approximately 46 miles from the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, development of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed October 2023. (Figure 8)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following:</p> <p>(1). all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.</p> <p>(2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards.</p> <p>(3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes.</p> <p>(4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary...</p> <p>Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include,</p>

	<p>but are not limited to, sites: (i) listed on a U.S. Environmental Protection Agency (USEPA) Superfund National Priorities or CERCLA List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank).</p> <p>A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by CREtelligent to identify Recognized Environmental Conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by the American Society for Testing and Materials (ASTM) as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs.</p> <p>The Phase I ESA included, but was not limited to, a review of previous ESAs prepared for the project site; a review of publicly available local, State, tribal, and federal environmental record</p>
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	<p>sources; and a reconnaissance of the project site to review site use and current conditions.</p> <p>A previous Phase I ESA for the project site was conducted in December 2006. According to the previous Phase I ESA, the project site was developed in the 1940s with residences and at the time of the previous Phase I ESA, contained a single remaining residence. However, the previous Phase I ESA did not identify RECs of any kind and did not make any recommendations for any remedial work to take place on the project site.</p> <p>The review of regulatory databases as part of the current Phase I ESA, which included, but was not limited to, review of the State Water Resource Control Board's (SWRCB) GeoTracker environmental database and the California Department of Toxic Substances Control (DTSC) EnviroStor database, did not identify documented hazardous materials violations or discharges on the project site and did not identify listed facilities within the appropriate ASTM search distances that would reasonably be expected to impact the project site. The nearest property to the site identified in the course of the environmental database search is the auto maintenance shop adjacent to the site, which is identified on various environmental databases. The facility has operated under different businesses over time, such as an Econo Lube N' Tune and Meineke Car Care Center, and is currently a Jiffy Lube. Evidence that the facility has not complied with hazardous material use permits, spill prevention programs, and/or compliance inspections does not exist. Therefore, the Phase I ESA concluded that the Jiffy Lube is not of a significant environmental concern to the project site and additional assessment is not warranted.</p> <p>Site reconnaissance for the current Phase I ESA was conducted on February 14, 2023. As part of the survey, the site was evaluated for potential RECs, such as hazardous materials storage, superficial staining or discoloration, debris, or other conditions that may be indicative of potential sources of soil or groundwater contamination. The project site was confirmed to be devoid of structures, and the reconnaissance</p>
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		<p>did not identify RECs associated with the current or past uses of the project site.</p> <p>Based on the research conducted for the proposed project, the Phase I ESA concluded that RECs, historical RECs, and controlled RECs do not occur on the project site. Therefore, the proposed project would be consistent with HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2), and the project would not result in impacts related to contamination and toxic substances.</p> <p><u>Document Citation</u></p> <p>CREtelligent. <i>Phase I Environmental Site Assessment</i>. February 23, 2023. (Appendix B)</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat.</p> <p>A site-specific Biological Resources Memorandum was prepared for the proposed project by Raney Planning & Management, Inc. to determine the potential for protected plant and wildlife species, waters of the U.S., riparian habitat, and other sensitive natural resources to occur on-site. As part of the Biological Resources Memorandum, a query of the California Natural Diversity Database (CNDDB) was conducted, as well as a site survey. In addition, this Environmental Assessment includes a query of the USFWS Environmental Conservation Online System (ECOS).</p> <p>According to ECOS, the nearest critical habitat area to the project site is the Contra Costa goldfields, located approximately 3.2 miles southeast of the project site. Thus, the project site is not located in close proximity to any identified critical habitat. Pursuant to the Biological Resources Memorandum, the habitat on-site can generally be considered disturbed, being</p>

	<p>primarily comprised of ruderal grasses, interspersed with native and non-native trees and shrubs. Due to the disturbed nature of the site, sensitive natural communities, including riparian or wetland areas, are not present within the project site or surrounding area.</p> <p>The CNDDDB query conducted as part of the Biological Resources Memorandum returned the following protected plant species that have previously occurred within the project region and are given special status under the State: (1) Baker’s avarretia; (2) two-fork clover; (3) adobe-lily; and (4) recurved larkspur. The CNDDDB search further identified the following six special-status wildlife species that have been documented as having occurred within the project region: (1) western bumble bee; (2) foothill yellow-legged frog; (3) American badger; (4) vernal pool fairy shrimp; (5) burrowing owl; and (6) Swainson’s hawk. It should be noted that special-status classifications are provided to plant and wildlife species in California that are either protected under the Endangered Species Act, or meet other criteria established by the State. As such, the aforementioned list of special-status plant and wildlife species is a conservative assessment.</p> <p>The most recent occurrences for the foregoing plant species are dated 1916, 1892, 1913, and 1940, respectively. In addition, special-status plants generally occur in relatively undisturbed areas within vegetation communities, including, but not limited to, vernal pools, marshes and swamps, chaparral, dunes, and areas with unusual soil characteristics. Furthermore, special-status plant species were not observed during the site survey completed as part of the Biological Resources Memorandum. Given that special-status plant species were not observed on-site and the site lacks the general habitat requirements to accommodate special-status plants that have potential to occur in the project region, special-status plant species do not have the potential to occur on-site.</p> <p>Additionally, due to the on-site habitat and lack of any aquatic features or other seasonal water sources used for breeding, the foothill yellow-legged frog and the vernal pool fairy shrimp do not have the potential to occur on-site. In</p>
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	<p>addition, the project site has been subjected to regular mass disturbance. As such, the project site is further limited in its ability to support most of the plant and wildlife species identified by ECOS and CNDDDB. For instance, the abundant flowers required for the western bumble bee are not present on-site, nor are the open habitats required by the American badger and burrowing owl. In addition, burrows to accommodate either species were not observed during the site survey.</p> <p>The scattered trees within the project site have the potential to support suitable nesting habitat for the Swainson's hawk. While the Swainson's hawk has the potential to nest in trees located within the project site, according to the Biological Resources Memorandum, small disjunct parcels of habitat seldom provide foraging habitat needed to sustain the reproductive effort of a Swainson's hawk pair. As such, projects in areas which have less than five acres of foraging habitat and are surrounded by existing urban development, such as the project site, do not require mitigation unless the project area is within 0.25-mile of an active nest tree. The closest recorded observation of Swainson's hawk is located approximately 0.75-mile from the site.</p> <p>Based on the above, the proposed project would not result in impacts to western bumblebee, American badger, burrowing owl, or Swainson's hawk.</p> <p>Finally, the on-site trees could provide potential nesting habitat for nesting raptors and migratory birds protected under the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird and raptor species without prior authorization by the Department of the Interior. If such birds were to nest adjacent to the project site prior to or during proposed construction activities, such activities could result in the abandonment of active nests or other harm. As such, the proposed project could result in impacts to nesting raptors and migratory birds. As discussed further in the Vegetation and Wildlife section of this Environmental Assessment, a preconstruction survey for nesting migratory birds and raptors prior to removal of on-site trees would be required to ensure potential</p>
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		<p>impacts to avian species protected under the MBTA do not occur.</p> <p>Based on the above, the proposed project would not conflict with the Endangered Species Act.</p> <p><u>Document Citation</u></p> <p>Raney Planning and Management. <i>Biological Resources Memorandum for the Scoggins Court Project in Vacaville, California</i>. October 26, 2021. (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>Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. The requisite distances are necessary, because project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of a fire or an explosion.</p> <p>According to the California Environmental Protection Agency (CalEPA) Regulated Site Portal, 96 total chemical or aboveground petroleum storage sites occur within the project vicinity. Of the total sites identified by the Regulated Site Portal, the Vacaville Unified School District (VUSD) contains a listed site with a maximum daily volume of 11,999 gallons. Using HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with the VUSD site for preventing potential adverse effects to people would be 778.7 feet, and the ASD to prevent potential adverse effects to buildings would be 158.6 feet. Considering that the project site is 2,056.1 feet from the VUSD site, the project site would be above the minimum ASD to prevent damage to people and buildings in the event of an unforeseen explosion. In addition, based on the maximum volume of the VUSD site, all identified chemical or aboveground petroleum storage sites that are located further from the project site than the VUSD site and have a maximum volume of 11,999 gallons or less are</p>

reasonably presumed to not pose a risk to the project site.

In addition, the Regulated Site Portal identified the Solano County Fleet Operations Vacaville Fuel Site as having a container with a maximum volume of 5,999 gallons. Using the ASD Electronic Assessment Tool, the ASD associated with the Solano County Fleet Operations Vacaville Fuel Site for preventing potential adverse effects to people would be 583.4 feet, and the ASD to prevent potential adverse effects to buildings would be 115.1 feet. Considering that the project site is 1,362.3 feet from the Solano County Fleet Operations Vacaville Fuel Site, the project site would be above the minimum ASD to prevent damage to people and buildings in the event of an unforeseen explosion. In addition, based on the maximum volume of 5,999 gallons, all identified chemical or aboveground petroleum storage sites that are located further from the project site than the Solano County Fleet Operations Vacaville Fuel Site and have a maximum volume of 5,999 gallons or less are reasonably presumed to not pose a risk to the project site.

Finally, using the ASD Electronic Assessment Tool, the ASD associated with the tanks at the remaining facilities that have potential to affect the project site was calculated and is summarized in Table 4. All other facilities within 1,362.3 feet of the project site either contain an AST or chemical storage container equal to or below the maximum volume of the Solano County Fleet Operations Vacaville Fuel Site or are not a facility subject to the regulations set forth in 24 CFR Part 51 Subpart C.

Table 4
ASTs Within the Vicinity of Project Site

Site Name	Maximum Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD from People / Buildings (feet)
Jiffy Lube	2,999	0 - 311	437/83
Oil Changers	1,199	800	298/55
O'Reilly Auto	599	337.6	223/40

		<p>As shown in Table 4 above, the project site is located at a distance from the Oil Changers and O’Reilly Auto facilities that exceeds the minimum ASD and, thus, would not be subject to substantial risk from hazards associated with explosive and flammable materials from the eight ASTs.</p> <p>The closest identified AST is the Jiffy Lube auto maintenance shop adjacent to the southwest boundaries of the project site. However, based on a site visit to the Jiffy Lube and interview with the on-site manager, the AST is not under pressure and does not house fuels, such as diesel or gasoline, that would be explosive. Rather, the Jiffy Lube AST holds waste oil that is drained from vehicles during business operations. Therefore, the AST is not anticipated to pose a risk associated with explosive or flammable hazards to the project site. Additionally, the AST is completely contained within the building. As such, the intervening wall would shield the project site from the interior of the Jiffy Lube. Furthermore, the nearest residence would be located approximately 25 feet from the Jiffy Lube, which would further decrease the risk of impacts associated with explosive and flammable hazards.</p> <p>Based on the above, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, and conflicts with 24 CFR Part 51 Subpart C would not occur.</p> <p><u>Document Citation</u></p> <p>California Environmental Protection Agency. <i>CalEPA Regulated Site Portal</i>. Available at: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed November 2023. (Appendix F)</p> <p>U.S. Department of Housing and Urban Development. <i>Acceptable Separation Distance (ASD) Electronic Assessment Tool</i>. Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed November 2023. (Appendix F)</p>
Farmlands Protection	Yes No	The Farmland Protection Policy Act (FPPA) (Title 7 U.S. Code [U.S.C.] Section 4201 et seq,

<p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is intended to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses.</p> <p>Pursuant to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is designated as “Prime farmland if irrigated.” However, as determined through completion of the Farmland Conversion Impact Rating AD-1006 form (see Appendix D of this Environmental Assessment), the project site is within a U.S. Census Bureau “Urban area.” Therefore, the NRCS has concluded that the proposed project is not subject to the FPPA.</p> <p>Based on the above, development of the proposed project would not result in the loss of agricultural land, and conflicts with the Farmland Protection Policy Act would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil Survey</i>. Available at: https://websoilsurvey.nrcs.usda.gov/app/. Accessed March 2024. (Appendix D)</p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Farmland Conversion Impact Rating AD-1006 form</i>. March 13, 2024. (Appendix D)</p>
<p>Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. For projects located within the 100-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20.</p> <p>As previously discussed in the Flood Insurance section of this Environmental Assessment, according to the FEMA FIRM 06095C0276E, the project site is not located within an SFHA. Because the project site is not located within a FEMA SFHA, the proposed project would not</p>

		<p>result in impacts related to conflicts with Executive Order 11988.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06095C0276E</i>. Available at: https://msc.fema.gov/portal/home. Accessed October 2023. (Figure 4)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process.</p> <p>To ascertain the potential of historic resources occurring on-site, a records search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) was conducted to determine if any known historic resources exist in the project vicinity and if any known resources would likely be discovered at the site. According to the CHRIS search results, known historic resources do not occur within the project site. Additionally, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned negative results, indicating that tribal cultural resources are not known to exist on or near the project site.</p> <p>In accordance with Section 106 of the NHPA, project notification letters were mailed on October 4, 2023 to representatives of the following tribes, which were identified by the NAHC as potentially having knowledge of cultural resources in the project area: Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, Chicken Ranch Rancheria of Me-Wuk Indians, Cortina Rancheria – Kletsel Dehe</p>

	<p>Band of Wintun Indians, Guidiville Indian Rancheria, Muwekma Ohlone Indian Tribe of the SF Bay Area, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, The Confederated Villages of Lisjan, and the Yocha Dehe Wintun Nation. The Confederated Villages of Lisjan responded on October 25, 2023, but ultimately decided against consultation. In addition, the Yocha Dehe Wintun Nation requested consultation after the 30-day notification period on November 21, 2023. The City of Vacaville consulted with the Yocha Dehe Wintun Nation, who requested that a worker awareness training be included. The foregoing request has been incorporated in this Environmental Assessment as Mitigation Measure 1. Consultation was closed on February 14, 2024.</p> <p>A letter requesting review of the City’s finding of No Historic Properties Affected was submitted to the SHPO on February 26, 2024. A response was not received from the SHPO within 30 days. Thus, the City may proceed on the proposed project, pursuant to 36 CFR Part 800.3(c)(4).</p> <p>Nonetheless, because the discovery of unknown, subsurface resources during ground-disturbing activities within the project site cannot be entirely ruled out, the project has limited potential of inadvertently encountering historic archaeological resources, including tribal cultural resources. As a result, implementation of Mitigation Measures 1, 2, and 3 are required, which would ensure that the project includes protective measures in the event that unknown cultural resources are discovered on-site during project construction activities.</p> <p>Based on the above, with incorporation of Mitigation Measures 1, 2, and 3, the proposed project would not conflict with the requirements of the NHPA. Thus, impacts related to historic preservation would not occur.</p> <p><i>Mitigation Measure 1: Prior to initiation of ground-disturbing activities, a qualified archaeologist shall conduct a short awareness training session for all construction workers and supervisory personnel. The course shall explain the importance of, and legal basis for, the protection of significant archaeological</i></p>
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	<p><i>resources. Each worker shall also learn the proper procedures to follow in the event cultural resources or human remains/burials are uncovered during construction activities, including work curtailment or redirection and to immediately contact their supervisor and the archaeological monitor. The worker education session shall include visuals of artifacts (prehistoric and historic) that might be found in the project vicinity, and take place on the construction site immediately prior to the start of construction. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. The signed form shall be submitted to the City of Vacaville Community Development Department.</i></p> <p><i><u>Mitigation Measure 2:</u> During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.</i></p> <p><i><u>Mitigation Measure 3:</u> During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City. The County Coroner, project superintendent, and the City shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially</i></p>
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		<p><i>significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.</i></p> <p><u>Document Citation</u></p> <p>Raney Planning and Management, Inc. <i>Section 106 Consultation Materials</i>. February 26, 2024. (Appendix E)</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to HUD’s noise standards set forth in 24 CFR Part 51, Subpart B, all sites whose environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. HUD guidance includes screening criteria to assist in evaluating a project’s consistency with the foregoing standard. Pursuant to HUD guidance, potentially significant noise generators within the vicinity of a project include major roadways, if within 1,000 feet of a project site; railroads, if within 3,000 feet; and military or Federal Aviation Administration (FAA)-regulated airfields, if within 15 miles. Documentation that a project is not within the applicable distances to the foregoing noise generators demonstrates compliance with HUD’s noise standard. If within the aforementioned distance, a project may show the noise level is at or below 65 dB to demonstrate consistency with the Noise Control Act of 1972.</p>

	<p>With respect to noise generated by railroad operations, the nearest railroad track to the project site is the Union Pacific Railroad (UPRR) track, located approximately 3.5 miles (18,480 feet) to the southeast of the project site. As such, the project site is not within 3,000 feet of an existing railroad track, and railroad noise is reasonably assumed to not result in noise levels above HUD’s 65 dB DNL noise threshold at the project site.</p> <p>With respect to noise generated by traffic, as previously discussed, East Monte Vista Avenue bounds the project site to the south. East Monte Vista Avenue is a four-lane arterial that, according to the Nut Tree Airport Master Plan Update EIR, is anticipated to have an average daily traffic (ADT) volume of 21,100 vehicles by 2035. According to the HUD Day/Night Noise Level Calculator, noise at the project site generated by traffic traveling along East Monte Vista Avenue would be 60 dB DNL, which would be below the 65 dB DNL standard.</p> <p>Finally, the nearest airport to the project site is the Nut Tree Airport, located approximately 1.1 miles northeast of the project site. However, according to the Solano County Airport/Land Use Compatibility Plan for Nut Tree Airport, the project site is not located within the 65 dB noise contour for noise levels associated with Nut Tree Airport operations. As such, airport noise associated with Nut Tree Airport would not result in noise levels above HUD’s 65 dB DNL noise threshold at the project site.</p> <p>Based on the above, potential impacts related to the Noise Control Act of 1972 would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Department of Housing and Urban Development. <i>DNL Calculator</i>. Available at: https://www.hudexchange.info/programs/environmental-review/dnl-calculator/. Accessed March 2024. (Appendix F)</p> <p>Solano County. <i>Nut Tree Airport Master Plan Update EIR</i>. Certified November 5, 2013. (Appendix F)</p>
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		Solano County Airport Land Use Commission. <i>Airport/Land Use Compatibility Plan, Nut Tree Airport and Vacaville Gliderport</i> . May 1988. (Appendix F)
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424I; 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>As shown in Figure 9, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located approximately 84.5 miles from the nearest boundary of a sole source aquifer (Santa Margarita, Scotts Valley SSA). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Therefore, impacts to the Safe Drinking Water Act of 1974, as amended, would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>NEPAssist</i>. Available at: https://www.epa.gov/nepa/nepassist. Accessed October 2023. (Figure 9)</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the USFWS NWI, aquatic resources of any kind are not located on-site or adjacent to the project site (see Figure 7). Therefore, the proposed project would not conflict with Executive Order 11990.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed October 2023. (Figure 7)</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS). The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.</p> <p>Designated Wild and Scenic Rivers do not occur on the project site. The nearest wild and scenic river to the project site is the American River,</p>

	<p>which is located approximately 30 miles northeast of the project site. Because the project site is not within the vicinity of a Wild and Scenic River, development of the proposed project would not conflict with the Wild and Scenic Rivers Act 1968.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>NEPAassist</i>. Available at: https://www.epa.gov/nepa/nepassist. Accessed October 2023. (Figure 10)</p>
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ENVIRONMENTAL JUSTICE

<p>Environmental Justice</p> <p>Executive Order 12898</p>	<table border="0"> <tr> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td> <p>Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>As previously discussed in the Contamination and Toxic Substances section of this Environmental Assessment, a Phase I ESA was prepared for the proposed project. As part of the background research and site reconnaissance completed for the Phase I ESA, RECs were not identified on-site and off-site facilities in the project vicinity were concluded to not pose a threat to the project site. Thus, the proposed project would not result in impacts related to contamination and toxic substances to future residents of the project site, including minority and low-income populations.</p> <p>As previously discussed in the Explosive and Flammable Hazards section of this Environmental Assessment, the vast majority of 96 AST and chemical storage sites within the project vicinity would be located above the ASD from the project site for preventing potential adverse effects related to people and buildings. The lone AST site below the ASDs for people and buildings is the Jiffy Lube location, adjacent to</p> </td> </tr> </table>	Yes	No		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>As previously discussed in the Contamination and Toxic Substances section of this Environmental Assessment, a Phase I ESA was prepared for the proposed project. As part of the background research and site reconnaissance completed for the Phase I ESA, RECs were not identified on-site and off-site facilities in the project vicinity were concluded to not pose a threat to the project site. Thus, the proposed project would not result in impacts related to contamination and toxic substances to future residents of the project site, including minority and low-income populations.</p> <p>As previously discussed in the Explosive and Flammable Hazards section of this Environmental Assessment, the vast majority of 96 AST and chemical storage sites within the project vicinity would be located above the ASD from the project site for preventing potential adverse effects related to people and buildings. The lone AST site below the ASDs for people and buildings is the Jiffy Lube location, adjacent to</p>
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		<p>the project site. However, the Jiffy Lube AST is not under pressure and does not house fuels, such as diesel or gasoline, that would be explosive. Additionally, the AST is completely contained within the building. As such, the intervening wall would shield the project site from the Jiffy Lube. Furthermore, the nearest residence would be located approximately 25 feet from the Jiffy Lube, which would further decrease the risk of impacts associated with explosive and flammable hazards. Thus, the proposed project would not be subject to potential adverse effects related to explosive or flammable facilities.</p> <p>Based on the above, development of the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur.</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is designated and zoned CG. Pursuant to the Vacaville General Plan, the CG designation provides for a full range of commercial uses, including retail stores, food and drug stores, auto sales, and businesses selling home furnishing, apparel, durable goods, and specialty items. While the CG designation typically serves to facilitate development of the aforementioned uses, it should be noted that the Vacaville General Plan does not

		<p>prohibit development of residential uses within CG-designated sites. With respect to zoning, as previously discussed, pursuant to Vacaville Municipal Code Section 14.09.070.020, single-family attached residential uses are permitted within the CG zoning district with approval of a CUP. Among the entitlements requested by the proposed project, which are currently undergoing CEQA review, the project is requesting City approval of a CUP. As such, through approval of a CUP, the proposed project would be consistent with the CG zoning district.</p> <p>Additionally, the proposed project would be generally consistent with the surrounding land uses, such as the multi-family residential complex to the west and the mobile homes to the east of the project site. With respect to scale and urban design, the proposed structures would be developed in accordance with the applicable development standards set forth by Vacaville Municipal Code Section 14.09.270.040, which contains requirements related to maximum building height, lot coverage, density, and parking. As such, the project would be constructed consistent with applicable City design standards.</p> <p>Based on the above, the proposed project would be consistent with the City’s expected uses for the project site. Thus, impacts related to conformance with plans, compatibility with land use and zoning, and scale and urban design would not occur.</p>
<p>Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff</p>	<p>3</p>	<p>The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff.</p> <p><u>Soil Suitability</u></p> <p>Pursuant to the USDA NRCS Web Soil Survey, the project site is underlain with Brentwood and Rincon clay loam, which carries a rating of “Very limited” and “Somewhat limited” for dwellings without basements, respectively. The aforementioned rating indicates that the soil has one or more features that are unfavorable for the foregoing use. In addition, according to the Vacaville General Plan EIR, approximately 64 percent of the City’s soils contain at least some clay component, which leads to the soils being more prone to expansion. As such, the existing on-site soils could be unsuitable for accommodating development of the proposed project. However, as previously discussed, the proposed project requires City approval of a Tentative Parcel Map among the entitlements required by the project. Pursuant to Vacaville Municipal Code Section 14.11.020.020, the Director of Community Development maintains the right to require supplemental information, data, and reports to be included with the Tentative Parcel Map application, which could include a site-specific soils engineering report/engineering geology report prepared by a State-certified civil engineer that identifies all potential deficiencies associated with a site’s geological features.</p>

	<p>To ensure a site-specific soils engineering report/engineering geology report is prepared for the proposed project to address any potential impacts associated with the existing on-site soils prior to the commencement of project construction activities, Mitigation Measure 6 shall be required, which necessitates the preparation of a site-specific Geotechnical Engineering Report. With incorporation of Mitigation Measure 4, impacts related to soil suitability would not occur.</p> <p><u>Slope</u></p> <p>According to the Web Soil Survey query conducted for the proposed project, the project site's topography consists of zero to two percent slopes. According to HUD policy, the optimum slope suitability for residential development is zero to six percent. As such, the proposed project would be consistent with HUD policy, and impacts related to slope would not occur.</p> <p><u>Erosion, Drainage, and Stormwater Runoff</u></p> <p>The National Pollutant Discharge Elimination System (NPDES) permitting program, established by the Clean Water Act, controls and reduces pollutants to water bodies from point and non-point discharges. Under the NPDES program, dischargers whose projects disturb one acre or more of soil are required to obtain coverage under the Construction General Permit. The proposed project would disturb 1.07 acres. Therefore, the project would be subject to the Construction General Permit. The Construction General Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include incorporation of best management practices (BMPs) such as sandbag barriers, straw bale barriers, silt fencing, storm drain inlet protection, and fiber rolls to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Thus, compliance with the Construction General Permit, preparation of a SWPPP, and incorporation of BMPs would prevent potential adverse effects from occurring during project construction.</p> <p>During project operation, the proposed project would be required to comply with Vacaville Municipal Code Section 14.26.030.020, which establishes that new development projects implement post-construction BMPs to control the volume, rate, and potential pollutant load of stormwater runoff, including, but not limited to, requirements to minimize the generation, transport, and discharge of pollutants. In accordance with Section 14.26.030.020 of the Municipal Code, the proposed project would include two bioretention basins, which would be located to the south of Lots 1 and 10, respectively, and dedicated to the City of Vacaville. Flows from new impervious surfaces within the project site would be directed to storm drain inlets along Harmony Way, which would</p>
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	<p>convey stormwater to the bioretention basins for preliminary treatment. From the bioretention basins, flows would be metered through a new 18-inch storm drain line to the City’s existing storm drain system in East Monte Vista Avenue. The new storm drain infrastructure would be designed in compliance with the applicable standards established by the City of Vacaville Standard Specifications, which would ensure that the new infrastructure meets minimum engineering requirements to prevent illicit discharges of pollutants to the public storm drain system. Thus, compliance with Vacaville Municipal Code Section 14.26.030.020 would prevent potential adverse effects from occurring during project operation.</p> <p><u>Conclusion</u></p> <p>Based on the above, the proposed project would not result in potential adverse effects related to slope, erosion, drainage, and stormwater runoff. However, because the existing on-site soils could be unsuitable for the proposed use, Mitigation Measure 4 shall be required, which necessitates preparation of a Geotechnical Engineering Report and compliance with all recommendations established therein. Thus, with implementation of Mitigation Measure 4, the proposed project would not result in potential adverse effects related to soil suitability.</p> <p><i>Mitigation Measure 4: Prior to the issuance of a grading permit, the project applicant shall have a State-certified civil engineer prepare a site-specific Geotechnical Engineering Report for the proposed project. The Geotechnical Engineering Report shall include, but not be limited to, review of historic U.S. Geological Survey topographic maps and geologic maps of the project site; review of previous geotechnical reports prepared for the project site and project vicinity, if available; subsurface exploration, including the drilling and sampling of borings to depths of 10 to 15 feet below the existing grades; bulk sampling of the near-surface soils; laboratory testing of selected soil samples for composition in accordance with accepted industry standards; engineering analyses; and recommendations in accordance with the standards set forth for single-family residential construction in the California Building Standards Code. All recommendations contained in the Geotechnical Engineering Report shall be recorded on the project final improvement plans and shall be subject to review and approval by the City Engineer.</i></p> <p><u>Document Citation</u></p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil Survey</i>. Available at: https://websoilsurvey.nrcs.usda.gov/app/. Accessed March 2024. (Appendix D)</p>
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<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p>The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise.</p> <p><u>Natural Hazards</u></p> <p>Natural hazards to which the proposed project could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire.</p> <p>With respect to earthquake-related hazards, according to the California Geological Survey Earthquake Hazards Zone Application, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. As such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed project is considered low. In addition, the proposed project would be designed in compliance with the applicable standards established by the California Building Code, which includes engineering standards to prevent potential impacts associated with the seismic area in which the project site is located. Therefore, compliance with applicable standards set forth in the California Building Code would ensure potential impacts related to seismic activity are addressed. Based on the above, the proposed project would not be subject to earthquake-related hazards.</p> <p>With respect to landslides, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. Therefore, the proposed project would not be at risk of landslides. With respect to flooding, as discussed in the Floodplain Management section of this Environmental Analysis, the proposed project is not located within a SFHA. Therefore, the proposed project would not be subject to flood-related hazards.</p> <p>Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located in or adjacent to a State Responsibility Area (SRA) Very High or High Fire Hazard Severity Zone (FHSZ). The project site is designated as a Local Responsibility Area (LRA) and is outside of any High or Very High FHSZ. Additionally, the proposed project would be subject to the applicable provisions of the California Fire Code (CFC), which includes requirements pertaining to residential developments such as the proposed project, including building materials to reduce the risk of fire, minimum distance from fire hydrants, and fire-flow requirements.</p>
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	<p>Such features would help to address fire situations at the project site and would reduce the demand for fire protection services. Compliance with the aforementioned Statewide standards would ensure the proposed structures are sufficiently designed to forestall fire risks. In the event that emergency vehicles need to access the project site, access would be provided from Scoggins Court. Based on the above, the proposed project would not be subject to wildfire-related hazards.</p> <p><u>Air Pollution Generators</u></p> <p>HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. Proximity to such generators could induce health risks associated with DPM and TAC emissions, which are further addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected and impacts associated with exposing sensitive receptors to TACs would not occur.</p> <p><u>Man-made Site Hazards</u></p> <p>According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies.</p> <p>With respect to hazards associated with transport and storage of hazardous chemicals, due to the residential nature of the proposed project, project operation would not involve transport, use, or storage of hazardous chemicals beyond household cleaning and lawncare products, which would be used in accordance with the products' instructions. During project operation, any use, storage, and transport of hazardous materials by the project developer and contractors, would be required to comply with local, State, and federal regulations. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, must, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Solano County Department of Resource Management, Environmental Health Services Division [EHSD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler must provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's</p>
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	<p>facilities. In the case of the proposed project, the project contractor would be required to notify the EHSD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous materials during project construction would not occur.</p> <p>Through compliance with all applicable standards set forth in the Vacaville Municipal Code, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate public facilities, or household hazardous waste. The project site does not include bodies of water or access to lakes. In addition, a masonry wall would be installed along the southern and eastern boundaries, which would ensure access between potentially hazardous areas are separated from future occupants of the project, particularly children and the elderly.</p> <p>Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Hazardous Waste and Substances Sites (Cortese) list. DTSC is responsible for a portion of the information contained in the Cortese list. The project site is not located on a site identified by the DTSC's portion of Cortese list, nor is the site identified on the SWRCB's GeoTracker databased, another portion of the Cortese list, for leaking underground storage tanks (USTs).</p> <p>As discussed above, in the event that emergency vehicles need to access the project site or residents need to evacuate, access from the project site would be provided Harmony Way and East Monte Vista Avenue.</p> <p>Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards.</p> <p><u>Nuisances</u></p> <p>HUD policy necessitates the consideration of potential impacts related to nuisances for projects receiving funding from federal sources. Potential nuisances to which the proposed project could be subject include noise, vibration, and odors.</p> <p>With respect to noise, some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to</p>
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	<p>achieve protection from excessive noise. In the project vicinity, the nearest noise sensitive land use is the mobile home residences located to the east and north of the site.</p> <p>Vacaville Municipal Code Section 14.09.240.140, which establishes the City's Noise Ordinance, prohibits sound levels in residential uses from exceeding 65 dB. Given that residential projects do not typically generate substantial operational noise, project operation would not adversely affect the nearest receptors and would comply with the City's Noise Ordinance.</p> <p>Construction of the proposed project would result in temporarily increased noise levels. Policy NOI-P4.2 from the Vacaville General Plan Noise Element states that construction-related noise shall be managed by requiring the following: equipping all internal combustion engine equipment with appropriate intake and exhaust mufflers in good condition; locating stationary noise-generating equipment as far from sensitive receptors as possible when sensitive receptors adjoin or are located near the construction area; using quiet air compressors and other stationary noise sources where such technology exists; and limiting hours of operation of outdoor noise sources through the City's Conditions of Approval. In addition, Vacaville Municipal Code Section 8.10.060(O) establishes that construction activities within 500 feet of any occupied residence cannot occur overnight, between the hours of 7:00 PM and 7:00 AM, Monday through Saturday, and are not allowed on Sundays or holidays. Given that the proposed project would be required to comply with all applicable City regulations to prevent excessive noise, and given the temporary nature of the construction period, potential adverse effects related to project construction would not occur.</p> <p>With respect to vibration, vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.</p> <p>A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Pursuant to standards developed by the California Department of Transportation (Caltrans), the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 5 shows the typical</p>
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vibration levels produced by construction equipment at various distances.

Table 5 Vibration Levels for Various Construction Equipment		
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>		

As shown in Table 5, vibration levels generated by common construction equipment at a distance of 50 feet from the source would be at most, 0.029 in/sec PPV. At 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089. However, mobile homes are located immediately adjacent to the project site’s eastern boundary. Given that the distance between the existing residence and the proposed area of disturbance is less than 25 feet in some areas of the project site, vibration levels generated from on-site project construction activities could exceed Caltrans’ 0.20 in/sec PPV threshold for damage to residential structures. Therefore, groundborne vibration impacts associated with project construction could occur.

Finally, with respect to odors, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the jurisdictional boundaries of the YSAQMD. As such, the project would be required to comply with all adopted rules and regulations. The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. Residential land uses are not known to be odor-generating uses, and therefore, complaints are not anticipated. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD would ensure that such odors are addressed. Therefore, project operation would not result in odor-related impacts.

	<p><u>Conclusion</u></p> <p>Adherence with State and local regulations would ensure that the proposed project would not subject future residents or nearby receptors to hazards-related effects. Because of the proposed project’s compliance with the City’s noise regulations, noise generated from construction and operation of the proposed project would not cause a significant contribution to community noise levels. However, construction of the proposed project could result in adverse impacts to adjacent residential structures associated with groundborne vibration. Therefore, Mitigation Measure 5 shall be required. With implementation of Mitigation Measure 5, the proposed project would not result in impacts related to natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise, vibration, and odors.</p> <p><i>Mitigation Measure 5: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.</i></p> <p><u>Document Citation</u></p> <p>Yolo-Solano Air Quality Management District. <i>Handbook for Assessing and Mitigating Air Quality Impacts</i> [pg. 8]. July 11, 2007. Available at: https://www.ysaqmd.org/wp-content/uploads/Planning/CEQAHandbook2007.pdf. Accessed October 2023. (Appendix F)</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include 10 single-family residential units, all of which would be affordable for residents earning a maximum of 80 percent of the Solano County AMI. Therefore, the project would help fulfill the affordable housing requirements set forth in the City’s Housing Element. In addition, the proposed project would provide temporary employment for construction workers. Once operational, the proposed project could provide ongoing employment for maintenance and landscape workers as part of maintaining the lawns of the proposed project. Because the project would provide employment opportunities and 10 new housing units for City residents who qualify for affordable housing, the project would have a potentially beneficial impact to employment and income patterns.

<p>Demographic Character Changes, Displacement</p>	<p>2</p>	<p>The proposed project would include the construction of an affordable housing subdivision comprised of 10 single-family residential units. According to current population estimates provided by the U.S. Census Bureau, the City of Vacaville has a population of 101,918, and an average household size of 2.84 persons per household. Therefore, the proposed project could accommodate approximately 29 future residents (2.84 persons x 10 units = 28.4). As such, the proposed project would represent a 0.03 percent population increase for the City, assuming all residents of the proposed project would be new residents of the City. Therefore, the proposed project would not substantially increase the City’s population.</p> <p>According to the U.S. Census Bureau, 6.9 percent of the City’s population is below the poverty line. However, the proposed project would provide new residences specifically for those in need of affordable housing. Additionally, developing the project site with affordable housing residential units furthers the goals and policies identified in the City’s Housing Element.</p> <p>A range of retail businesses, including grocery markets, a pharmacy, restaurants, a laundromat, auto maintenance shops, and schools are all located in close proximity to the project site. In addition, the project site is located across East Monte Vista Avenue from a bus stop on Vacaville City Coach’s Route 2. Bus service in Vacaville is provided in part by Vacaville City Coach, which operates six local fixed routes that connect to the Vacaville Transportation Center located on Allison Drive at Travis Way. The Transportation Center also serves as a transfer point for inter-City routes operated by Fairfield and Suisun Transit (FAST).</p> <p>Additionally, future residents of the project site would have access to the City’s Half Fare Discount Taxi Script Program, which provides qualified elderly and handicapped individuals the opportunity to use the services of Vacaville’s local taxicab companies at half the regular fare. Furthermore, City Coach offers the Origin to Destination Paratransit bus service, a transit service intended to allow residents with a disabling condition (as defined by the Americans with Disabilities Act) to navigate the regular fixed-route bus system.</p> <p>Given the above information, the proposed project would not create physical barriers or difficult access to local services, facilities, or institutions for future residents of the project.</p> <p>Finally, the project site, which is currently undeveloped, is located adjacent to mobile home residences, and within 150 feet of existing multi-family residential communities. Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and</p>
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		<p>neighborhood standards, nor would the project result in the displacement of persons occupying the property.</p> <p>Based on the above, impacts related to demographic character changes and displacement would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>U.S. Census Bureau. <i>Vacaville city, California</i>. Available at: https://www.census.gov/quickfacts/fact/table/vacavillecitycalifornia/PST120219. Accessed October 2023. (Appendix F)</p> <p>City Coach. <i>Route 2</i>. Available at: https://citycoach.com/find-your-route/route-2/. Accessed October 2023. (Appendix F)</p> <p>City Coach. <i>Origin to Destination Paratransit</i>. Available at: https://citycoach.com/services/door-to-door-paratransit/. Accessed October 2023. (Appendix F)</p>
Environmental Justice	2	<p>Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. As part of compliance with applicable federal laws, federal agencies, including HUD, must consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>The proposed project would consist of a 10-unit development intended for residents earning a maximum of 80 percent of the AMI for Solano County. In order to better meet the agency’s responsibilities related to the protection of public health and the environment, the USEPA has developed the EJScreen mapping and screening tool, which provides socioeconomic and environmental information for a selected area.</p> <p>Pursuant to EJScreen Environmental Justice Indexes, which highlight blockgroups with the highest intersection of low-income populations, people of color, and a given environmental indicator, the project site is identified as being within Blockgroup 060952532084, which has a population of 1,254 residents in a 0.12-square-mile area. Table 6 summarizes the percentiles at which the blockgroup ranks relative to the entire State and nation for various environmental indicators (i.e., PM_{2.5}, ozone, DPM, air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, LBP, Superfund proximity, Risk Management Program [RMP] facility proximity, hazardous waste proximity, USTs, and wastewater discharge).</p> <p>According to Table 6, Blockgroup 060952532084 ranks below the 80th federal and State percentiles for the majority of environmental indicators. The blockgroup ranks above the 80th</p>

percentiles for State and federal traffic and hazardous waste proximities, and the federal percentile for Superfund proximity and wastewater discharge.

Table 6
EJ Indexes – State and National Percentiles

Environmental Indicator	State	Federal
PM _{2.5}	33	48
Ozone	44	64
DPM	23	41
Air Toxics Cancer Risk	39	50
Air Toxics Respiratory Hazard Index	56	77
Toxic Releases to Air	68	67
Traffic Proximity	83	94
LBP	0	0
Superfund Proximity	74	88
RMP Facility Proximity	45	71
Hazardous Waste Proximity	81	96
USTs	0	0
Wastewater Discharge	78	91

Source: U.S. Environmental Protection Agency, EJScreen, 2023.

Although a portion of the risk factors associated with the project site exceed the median for State and federal percentiles, the project site is not unduly burdened relative to other residential areas within the City. For example, an additional query of the EJScreen indexes was conducted for a comparable residential neighborhood north of the project site at San Juan Court. The neighborhood is located in Blockgroup 060952532083, which has a population of 1,845 within 0.09 square miles. Table 7 summarizes the percentiles at which the area ranks relative to the entire State and nation for the same environmental indicators as Table 6.

Table 7
EJ Indexes – State and National Percentiles

Environmental Indicator	State	Federal
PM _{2.5}	33	48
Ozone	44	64
DPM	23	41
Air Toxics Cancer Risk	39	50
Air Toxics Respiratory Hazard Index	56	77
Toxic Releases to Air	68	67
Traffic Proximity	25	60
LBP	41	55
Superfund Proximity	72	88
RMP Facility Proximity	43	70
Hazardous Waste Proximity	65	94
USTs	0	0
Wastewater Discharge	76	90

Source: U.S. Environmental Protection Agency, EJScreen, 2024.

	<p>According to Table 7, the blockgroup is also identified as being above the 80th national percentile for several environmental indicators (specifically federal indicators for superfund proximity, hazardous waste proximity, and wastewater discharge). In addition, the blockgroup is near the 80th percentile for the federal indicator for air toxics respiratory hazard index, and near the 80th percentile for the State indicator for wastewater discharge. The results of the EJScreen report indicate that, although the percentiles of various environmental indicators for the project site’s blockgroup are relatively high compared to national and State percentile rankings, the project site would not be unduly affected by adverse environmental and human health effects relative to other locations throughout the City.</p> <p>Additionally, as demonstrated in this Environmental Assessment, the proposed project would not result in potential adverse effects related to clean air, noise abatement, hazardous conditions, and transportation. As such, future residents of the project would not be disproportionately burdened by undue hazards relative to any other resident of the City of Vacaville.</p> <p>Based on the above, the project site would not result in a substantial impact associated with environmental justice relative to the existing conditions throughout the City of Vacaville and potential impacts related to Executive Order 12898 would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>EJScreen: Environmental Justice Screening and Mapping Tool</i>. Available at: https://www.epa.gov/ejscreen. Accessed October 2023. (Appendix F)</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Public school services for the proposed project would be provided by the VUSD, which provides elementary, middle, and high school services in the City of Vacaville. VUSD hosts a School Locator tool that allows users to find campuses based on an address. The project site is within the school boundaries for Edwin Markham Elementary, Willis Jepson Middle, and Vacaville High, and is located approximately 0.64-mile south of Edwin Markham Elementary School, 1.5 miles east of Willis Jepson Middle School, and 0.76-mile east of Vacaville High School.</p> <p>The proposed project would be subject to the school district’s developer fees, which would serve as the project’s fair-share</p>

		<p>contribution for funding expanded educational services that could result from a student population increase generated by the project’s future residents. The current developer fee is \$4.79 per square foot for residential projects. Additionally, Chapter 3.28 of the Vacaville Municipal Code requires payment of school impact fees. Revenues generated through payment of such fees would ensure the project contributes revenue for expanding or purchasing new equipment or facilities deemed necessary by the VUSD. Therefore, impacts related to the increased use of educational facilities would not occur.</p> <p>Residents would have access to the Vacaville Town Square Library, located 0.44-mile southeast of the project site. While residents of the proposed project could increase demand for such services, the increase would be relatively minor, given that the proposed project includes only 10 new residences, and would not necessitate the expansion of existing facilities or construction of new facilities.</p> <p>Based on the above, development of the proposed project would not cause impacts relating to increased use of educational and cultural facilities.</p> <p><u>Document Citation</u></p> <p>Vacaville Unified School District. <i>Facility Q&A</i>. Available at: https://www.vacavilleusd.org/cms/one.aspx?portalId=70116712&pageId=70705810. Accessed October 2023. (Appendix F)</p>
Commercial Facilities	2	<p>Future residents of the proposed project would have access to several existing commercial facilities within close proximity to the project site, including grocery markets, a pharmacy, restaurants, a laundromat, and auto maintenance shops. In addition, the Vacaville Outlets shopping center is located approximately one mile east of the project site. As such, residents of the proposed project would have convenient access to the nearby commercial uses.</p> <p>As previously discussed, the proposed project would include the development of 10 new residential units, which would amount to a 0.03 percent increase in population. A less than one percent increase in population would not increase demand on commercial facilities by a substantial amount. Therefore, impacts related to commercial facilities would not occur as a result of the proposed project.</p>
Health Care and Social Services	2	<p>The City of Vacaville contains multiple healthcare facilities, including a Sutter Health Hospital and Care Center located approximately 0.47-mile south of the project site, and the NorthBay Health VacaValley Hospital, located approximately 1.5 miles east of the project site. As previously discussed, the project site is located along City Coach Route 2, with a bus stop located across East Monte Vista Avenue. In addition, the project</p>

		<p>site would be covered by taxicab services located within the City of Vacaville, as well as City Coach’s Origin to Destination Paratransit service. Such public services could provide transit to such facilities without the use of a personal vehicle. Thus, both non-emergency and emergency services are accessible within proximity to the project site.</p> <p>Social services would be available to future residents of the proposed project through the Solano County Health and Social Services Department (SCHSS). Services include providing assistance with gaining access to CalFresh, Medi-Cal, Electronic Benefit Transactions (EBT), and other social service programs. The nearest SCHSS office to the project site is located at 1119 East Monte Vista Avenue, approximately 0.18-miles east of the project site. Therefore, social services are accessible by way of personal vehicles and the aforementioned public transit services.</p> <p>Based on the above, impacts related to health care and social services would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>Solano County. <i>Health and Social Services</i>. Available at: https://www.solanocounty.com/depts/hss/default.asp. Accessed October 2023. (Appendix F)</p>
Solid Waste Disposal / Recycling	2	<p>Solid waste, recyclable material, and compostable material collection within the project area is provided by Recology Vacaville Solano. Recyclable material can also be taken to several drop-off recycling centers throughout the City, including the Recology Vacaville Recycling Center at 855 ½ Davis Street, approximately 0.85-mile south of the project site. Recyclable material collected by Recology Vacaville Solano is sent to the Recology Vallejo facility in the City of Vallejo.</p> <p>Recology Hay Road operates the Hay Road Landfill, which receives solid waste collected from the City of Vacaville. The landfill is located at 6426 Hay Road, approximately 8.5 miles from the project site. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Hay Road Landfill has a projected closure date of January 1, 2077, a maximum permitted capacity of 37,000,000 cubic yards, and a remaining capacity of 30,433,000 cubic yards. As such, sufficient capacity exists at the landfill to accommodate the solid waste generated by the proposed project.</p> <p>With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code, otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted</p>

		<p>after January 1, 2017. Thus, construction of the proposed project would not result in impacts related to solid waste generation.</p> <p>Based on the above, the project would comply with applicable regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, impacts related to solid waste disposal and recycling would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Department of Resources Recycling and Recovery. <i>SWIS Facility/Site Activity Details</i>. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1184?siteID=3582. Accessed November 2023. (Appendix F)</p> <p>California Department of Resources Recycling and Recovery. <i>CALGreen Construction Waste Management Requirements</i>. Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed November 2023. (Appendix F)</p>
Waste Water / Sanitary Sewers	2	<p>The City of Vacaville’s underground wastewater collection system includes seven lift stations and conveys wastewater from commercial, industrial, and residential users throughout the City to the Easterly Wastewater Treatment Plant (WWTP). Wastewater generated by the proposed project would flow through new sanitary sewer lines that would connect to the City’s existing infrastructure. Wastewater flows would then be directed to the Easterly WWTP by a network of pipes installed within street rights-of-way (ROWs) or easements.</p> <p>As detailed in the City’s Wastewater Discharge Permit, the Easterly WWTP is designed to treat 15 million gallons per day (mgd) average dry weather flow. According to the City of Vacaville’s website, the Easterly WWTP treats an average of 7.5 to 8.0 mgd, or approximately half of its available capacity. As previously discussed, the proposed project would result in a 0.03 percent increase in population, which would not increase demand on the City’s wastewater and sanitary sewer services by a substantial amount.</p> <p>As part of ensuring new development pays a fair share for any increased demand of various municipal services, Vacaville Municipal Code Section 11.01.020 establishes the City’s development impact fees, which must be paid by developers at the time a building permit is issued. Thus, the proposed project would be subject to the City’s development impact fees, including the Sewer System Impact Fee established by Section 11.01.020(A)(4). Revenues generated through the project’s payment of the City’s Sewer System Impact Fee would help fund</p>

	<p>expansions and upgrades deemed necessary by the City to the City’s wastewater conveyance system and Easterly WWTP.</p> <p>Based on the above, impacts related to wastewater would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>City of Vacaville. <i>Waste Discharge Requirements for the City of Vacaville Easterly Wastewater Treatment Plant Solano County</i>. June 7, 2019. (Appendix F)</p> <p>City of Vacaville. <i>Wastewater Treatment</i>. Available at: https://www.ci.vacaville.ca.us/government/utilities/sewer/waste-water-treatment. Accessed November 2023. (Appendix F)</p>
Water Supply	<p>2</p> <p>Water service is provided to the project site by the City of Vacaville Utilities Department, which delivers potable water from three sources: the Solano Project, settlement water from the North Bay Aqueduct, and groundwater from local City wells. Putah Creek is the source of water for the Solano Project, which features the Lake Berryessa Reservoir, formed by the Monticello Dam. The Solano Project was designed to irrigate approximately 96,000 acres of land and also supplies municipal and industrial water to the principal cities within Solano County, including the City of Vacaville.</p> <p>The proposed project would connect to the existing water lines East Monte Vista Avenue and Scoggins Avenue. From the existing water lines adjacent to the site, a new eight-inch water line would be extended into the project site, to which the proposed residences would connect by way of new laterals.</p> <p>According to the revised City of Vacaville 2020 Urban Water Management Plan (UWMP), which evaluates the water supply reliability of buildout of the City’s General Plan planning area in accordance with adopted land uses, the amount of water entitled to the City is increasing until the maximum entitlement is reached by year 2040 based on the contract with the Solano Project. However, due to the stability of other water sources, such as groundwater and surface water, the UWMP projects that future water supply will be adequate for future water demands through 2045 (see Section 7.3 of the 2020 UWMP). As previously discussed, the proposed project would result in only a 0.03 percent increase to the City’s existing population. As such, potential adverse effects related to water supply would not occur.</p> <p>Additionally, pursuant to Vacaville Municipal Code Section 11.01.020(A)(3), new development within the City is subject to the City’s Water System Impact Fee. Revenues generated through the project’s payment of the Water System Impact Fee</p>

		<p>would help fund expansions and upgrades deemed necessary by the City to the City’s water system.</p> <p>Based on the above, adverse effects related to water supply would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>City of Vacaville. <i>2020 Urban Water Management Plan</i>. June 2021. Revised June 2023. (Appendix F)</p> <p>U.S. Bureau of Reclamation. <i>Solano Project</i>. Available at: https://www.usbr.gov/projects/index.php?id=421. Accessed October 2023. (Appendix F)</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>The proposed project would be provided fire protection services from the Vacaville Fire Department (VFD). Five VFD stations provide service to the 28 square miles of the City of Vacaville, while the VFD’s emergency medical transport services operate over 160 square miles into unincorporated areas adjacent to the City. The nearest VFD station to the project site is Station 71, located at 111 South Orchard Avenue, approximately 1.34 miles east of the project site. Station 72, located at 2001 Ulatis Drive approximately 1.5 miles away from the project site, could similarly provide an emergency response to the site. The VFD employs 111 personnel, including fire prevention, suppression, investigation, and administrative employees, and maintains mutual and automatic aid agreements with the cities of Dixon and Fairfield, and with the Vacaville Fire Protection District.</p> <p>The proposed project would receive law enforcement services from the Vacaville Police Department (VPD). The VPD is located at 660 Merchant Street, approximately 1.06 miles southwest of the project site. The department is made up of 102 sworn officers and 58 non-sworn, full-time personnel.</p> <p>While an increase in demand for fire and law enforcement services could occur as a result of the new population associated with the proposed project, due to the relatively low increase in population, any increase in demand would not be considered substantial. In addition, the proposed project would be subject to all applicable development impact fees set forth in Vacaville Municipal Code Section 11.01.020. Revenues generated through the project’s payment of the development impact fees would help fund expansions and upgrades deemed necessary by the VFD and VPD. Therefore, adequate fire and police protection services would exist to serve the demand generated through buildout of the project site with the proposed uses.</p> <p>Based on the above, impacts related to public safety would not occur as a result of the proposed project.</p>

		<p><u>Document Citation</u></p> <p>City of Vacaville. <i>FY 2023-24 Operating Budget and Capital Improvement Program</i> [pg. I-33]. Available at: https://www.ci.vacaville.ca.us/government/finance/financial-reports. Accessed October 2023. (Appendix F)</p> <p>City of Vacaville. <i>Vacaville Police Department Organization Analysis and Performance Review</i> [pg. iii]. February 12, 2018. Available at: https://www.ci.vacaville.ca.us/government/police-department/transparency-portal/organization-analysis-operation-goals. Accessed October 2023. (Appendix F)</p>
Parks, Open Space and Recreation	2	<p>Currently, the City of Vacaville includes several parks and recreational facilities that would be available to future residents of the proposed project, including Andrews Park, which is approximately 2,000 feet east of the project site. Other nearby facilities include Trower Park, Centennial Park, Hawkins Park, Alamo Creek Park, Padan Park, and Willows Park.</p> <p>While some increase in demand for the City’s parks and recreation facilities could occur as a result of the proposed project, the potential population increase would not be considered substantial due to the project resulting in only a 0.03 percent increase to the City’s existing population. Additionally, the proposed project would be subject to the City’s Public Facilities Impact Fee, as set forth in Vacaville Municipal Code Section 11.01.020. The Public Facilities Impact Fee must be paid at the time building permits are issued. Revenues generated through payment of the fees are used by the City, in part, to fund improvements and construction of parks and recreation facilities and ensure that the City maintains a parkland ratio of 4.5 acres per 1,000 residents. Thus, payment of the Public Facilities Impact Fee would ensure that the proposed project pays a fair share to fund park and recreation facilities in the City.</p> <p>Considering the availability of parks and open space in the project vicinity and the required payment of appropriate fees, impacts related to parks, open space, and recreation would not occur.</p>
Transportation and Accessibility	2	<p>Access to the project site would be provided by way of Scoggins Avenue, which consists of two vehicle lanes and proceeds generally north-to-south. From Scoggins Avenue, the new two-lane Harmony Way would extend eastward into the site and proceed towards East Monte Vista Avenue in a north-to-south direction. Harmony Way would be comprised of an approximately 43-foot-wide ROW, consisting of two vehicle lanes, attached curbs and gutters, and a sidewalk along each side of the street. Finally, as previously discussed, the project site is located across from a City Coach Route 2 bus stop. Based on the above, the project site would be accessible to motor vehicles, pedestrians, and public transit riders.</p>

	<p>Traditionally, jurisdictions have used Levels of Service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. Pursuant to the policies set forth in the Transportation Element of the City’s General Plan, LOS at City intersections would be considered to be substantially degraded if, depending on the type intersection, operations deteriorate below LOS C or D, or if operations at an intersection that already operates at an unacceptable LOS deteriorates further.</p> <p>The City’s General Plan EIR evaluated potential impacts that could occur as a result of development facilitated by buildout of the General Plan planning area to intersections within the City of Vacaville and identified several intersections that would operate at unacceptable LOS, including the East Monte Vista Avenue/Allison Drive intersection, located 0.5-mile to the east of the project site. However, to address the potential impact, the City’s General Plan EIR requires Mitigation Measure TRAF-8, which requires construction of various roadway improvements that would ensure the intersection operates at acceptable LOS. Similarly, the General Plan EIR sets forth additional mitigation measures to address the projected deterioration of LOS at other affected intersection within the City. As previously discussed, the proposed project would be subject to the development impact fees established by Vacaville Municipal Code Section 11.01.020, including the City’s Traffic Impact Fee. Revenues generated through the project’s payment of the Traffic Impact Fee would help fund construction of the roadway improvements identified as part of the mitigation measures set forth in the City’s General Plan EIR. Additionally, as previously discussed, the proposed project would result in a population increase of only 0.03 percent to the City’s existing population. As such, the proposed project is not anticipated to substantially affect existing roadway conditions in the City.</p> <p>Based on the above information, potential impacts related to transportation and accessibility would not occur as a result of the proposed project.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique

		<p>stands of trees, and unique colonies of animals. The project site is located within an urbanized area of the City and does not include any unique natural features. Although the site contains various tree species, the trees do not constitute a unique natural feature, as the on-site trees are typical species found in the City, and are thus, not rare. Conversely, an example of unique stands of trees is ancient redwood stands, because redwoods are only found on the coast from central California through southern Oregon and do not live 50 miles inland, thus, making redwoods rare.</p> <p>Furthermore, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment, the project site does not contain wetlands and is not located within the vicinity of an officially designated Wild and Scenic River. Therefore, the proposed project would not result in impacts to surface water.</p> <p>In addition, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that impacts to water resources do not occur.</p> <p>Based on the above, impacts related to unique natural features and water resources would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed October 2023. (Figure 7)</p>
Vegetation, Wildlife	3	<p>As discussed in the Endangered Species section of this Environmental Assessment, the project site is located within an urbanized area of the City, adjacent to existing residential and commercial uses, has been subject to regular disturbance, and due to habitat constraints, would not result in potential adverse effects to the majority of protected species identified by the Biological Resources Memorandum as having potential of occurring within the project region. However, as previously discussed, the proposed project could potentially impact nesting raptors and migratory birds if such species are nesting in the on-site trees and trees adjacent to the project site.</p> <p>The MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations</p>

	<p>prescribed by the Secretary of Interior. During project construction, various migratory birds and raptors could potentially nest in the existing on-site and adjacent trees and other vegetation. Therefore, without proper mitigation, the proposed project could result in impacts to species protected by the MBTA. Therefore, Mitigation Measure 6 shall be required, which would include measures to avoid or minimize impacts to migratory bird and/or raptor species protected by the MBTA. Implementation of Mitigation Measure 6 would ensure impacts associated with protected wildlife species do not occur.</p> <p><i>Mitigation Measure 6: Prior to commencement of ground-disturbing activities or tree removal during the breeding season (February 1-August 31), the project applicant shall retain a qualified biologist to conduct a preconstruction migratory bird and raptor nesting survey within 14 days prior to the onset of ground disturbance. The nesting migratory bird survey shall cover the project site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Vacaville Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.</i></p> <p><i>If nesting raptors or other migratory birds are detected on the site during the survey, a suitable disturbance-free buffer shall be established around all active nests. The precise dimension of the buffer(s) would be determined at that time by the qualified biologist and may vary depending on factors such as location, species, topography, and line of sight to the construction area. The buffer area(s) shall be enclosed with temporary fencing, and equipment and workers shall not enter the enclosed buffer areas. Typical buffers range between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for a raptor nest. If active nests are found within the project footprint, a qualified biologist shall monitor nests daily for a minimum of five days during construction to evaluate potential nesting disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. Buffers shall remain in place for the duration of ground disturbing activities, the breeding season, or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents, whichever occurs first.</i></p> <p><u>Document Citation</u></p>
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		Raney Planning and Management. <i>Biological Resources Memorandum for the Scoggins Court Project in Vacaville, California</i> . October 2021. (Appendix C)
Other Factors	N/A	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	<p>Global climate change is, by nature, a cumulative impact. GHG emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the worldwide phenomenon of global climate change and the associated environmental impacts.</p> <p>Pursuant to HUD guidance, a HUD-assisted project should consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources).</p> <p>According to the FEMA National Risk Index, Solano County is shown to have a "Relatively High" risk index of 98.22. The County is known to be susceptible to relatively high risk for drought, earthquake, and heat wave, relatively moderate risk for landslide, lightning, and wildfire. The potential for all other categories of natural risk factors, such as risk of coastal and riverine flooding, hail, strong wind, tornado, and tsunami, are low risk, very low risk, or not applicable. The community resilience rating for Solano County is 84.47, which is considered a very high ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S.</p> <p>The site-specific air quality and GHG modeling done in CalEEMod evaluated the proposed project's potential to result in substantial adverse effects related to GHG emissions. As discussed throughout this Environmental Assessment, the proposed project would be subject to applicable federal, State, and local regulations, including those adopted for the purpose of mitigating effects related to climate change. Through incorporation of applicable YSAQMD policies that support the</p>

		<p>reduction of GHG emissions, such as those containing requirements related to the reduction of vehicle miles traveled (VMT), the proposed project’s GHG emissions would not be substantial. Therefore, the proposed project would not result in impacts related to GHG emissions and climate change. Furthermore, pedestrian supportive facilities and uses in the project vicinity would help support a reduced project VMT, and in turn, the project’s contribution to GHG emissions. Pedestrian supportive facilities and uses in the project vicinity include transit bus stops and commercial uses (i.e., restaurants, retail, etc.). In addition, existing employment uses are located within walking distance of the project site.</p> <p>Finally, as discussed in the Floodplain Management section of this Environmental Assessment, the project site is located within Zone X, which is defined as an Area of Minimal Flood Hazard and, therefore, would not be subject to substantial risks from flooding, which could occur as a result of global climate change. In addition, the project site is located approximately 46 miles from the Coastal Zone, and as such, the project site is not susceptible to risks associated with sea level rise. Similarly, the project site is not located in a Very High FHSZ. Thus, the site is not susceptible to wildfire risk.</p> <p>Overall, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to a level of insignificance. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the City of Vacaville.</p> <p>Based on the above, potential impacts related to climate change on future residents of the proposed project would not occur.</p> <p><u>Document Citation</u></p> <p>CalEEMod. <i>Harmony Village Custom Report</i>. December 2023. (Appendix A)</p> <p>Yolo-Solano Air Quality Management District. <i>Handbook for Assessing and Mitigating Air Quality Impacts</i>. July 11, 2007. (Appendix F)</p>
Energy Efficiency	2	<p>The proposed project would be subject to all applicable provisions of the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations [CCR]), such as the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6), and the CALGreen Code. Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume</p>

	<p>energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.</p> <p>In addition, the California Energy Commission is required by law to adopt standards every three years that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards.</p> <p>During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.</p> <p>Based on the above, impacts related to energy consumption would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Energy Commission. <i>2022 Building Energy Efficiency Standards Summary</i>. August 2021. (Appendix F).</p>
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Additional Studies Performed:

- CalEEMod. *Harmony Village Custom Report*. December 2023. (Appendix A)

- CREtelligent. *Phase I Environmental Site Assessment*. February 23, 2023. (Appendix B)
- Raney Planning and Management. *Biological Resources Memorandum for the Scoggins Court Project in Vacaville, California*. October 2021. (Appendix C)
- U.S. Department of Agriculture, Natural Resources Conservation Service. *Farmland Conversion Impact Rating AD-1006 form*. March 13, 2024. See also U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.nrcs.usda.gov/app/>. Accessed March 2024. (Appendix D)
- Raney Planning and Management, Inc. *Section 106 Consultation Materials*. February 26, 2024. (Appendix E)

Field Inspection (Date and completed by):

- October 6, 2021, Raney Planning & Management, Inc. for Biological Resources Memorandum.
- February 14, 2023, CREtelligent for Phase I Environmental Site Assessment.
- January 16, 2024, Raney Planning & Management, Inc.

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

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Public Outreach [24 CFR 50.23 & 58.43]:

Public outreach was conducted as required by HUD, including public review of the Environmental Assessment as part of the Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds (FONSI/NOIRROF). In addition, as the proposed project is currently under evaluation by the City as part of the project’s CEQA environmental review, the proposed project would be subject to public review requirements as necessitated by CEQA.

Cumulative Impact Analysis [24 CFR 58.32]:

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed development. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project.

In addition, during project construction and operation, emissions would not exceed the applicable YSAQMD thresholds of significance (see Table 1, Table 2, and Table 3). Cumulative impacts related to noise would be a result of future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not contribute a substantial amount of noise to the ambient noise environment during project operation, given that residential developments do not typically involve noise-generating activities. During project construction, the proposed project would comply with the allowed construction times established by Vacaville Municipal Code Section 8.10.060(O). Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. However, the proposed project is consistent with the City's expected uses for the project site. As such, development of the project site with the proposed uses was generally planned as part of buildout of the General Plan, and evaluated as part of the General Plan EIR, which serves as a cumulative analysis. Furthermore, as discussed in the Transportation and Accessibility section of this Environmental Assessment, revenues generated through the project's payment of the City's Traffic Impact Fee would help fund construction of the roadway improvements identified as part of the mitigation measures set forth in the City's General Plan EIR to ensure City intersections operate at acceptable LOS. Thus, given that the proposed project is consistent and would comply with all applicable policies and programs, the project would not result in any new impacts that that City has not previously anticipated.

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

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. If an Off-Site Alternative were located outside the City of Vacaville, the objectives and goals of the proposed project, which are primarily concerned with providing affordable housing for residents in the City, may not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding uses. The project site is currently in relatively close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would likely result in greater impacts than those analyzed under the proposed project, given that alternative sites may be located in areas with greater biological resources, which would increase impacts, or in closer proximity to noise-generating uses, which would result in greater noise impacts at the project site. As discussed throughout this Environmental Assessment, the proposed project would not result in any substantial adverse impacts that could not be mitigated to a level of insignificance.

Reduced Intensity Alternative

Affordable housing for residents earning a maximum of 80 percent of the Solano County AMI could be developed on-site at a reduced density under a Reduced Intensity Alternative, which would include construction of less structures as compared to the proposed project. However, a substantial reduction in the number of units could result in conflicts with the site's CG land use designation and zoning, due to density requirements. In addition, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the affordable housing units. Although the Reduced Intensity Alternative would meet the need for the proposed project, the alternative would be at a reduced capacity of affordable on-site units and would hinder the City's ability to meet the affordable housing goals as described in the General Plan.

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

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. However, future development of the project site in accordance with the existing CG zoning designation could still occur and would be anticipated to consist of permitted uses allowed within the CG zoning designation. As such, development of the site through future proposals would likely result in commercial land uses. Therefore, because affordable residential development would not be constructed on-site, the No Action Alternative could hinder the City's ability to achieve its affordable housing goals identified in the City's General Plan.

Summary of Findings and Conclusions:

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

- Employment and Income Patterns.

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

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

The following areas of concern were evaluated and assigned an impact code 3, meaning a minor adverse impact, which might require mitigation, is anticipated:

- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Hazards and Nuisances including Site Safety and Noise; and
- Vegetation, Wildlife.

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

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

Law, Authority, or Factor	Mitigation Measure
County Coroner, NAHC	Mitigation Measure 3
City Engineer	Mitigation Measure 4, Mitigation Measure 5
City of Vacaville Community Development Department	Mitigation Measure 1, Mitigation Measure 2, Mitigation Measure 6

***Mitigation Measure 1:** Prior to initiation of ground-disturbing activities, a qualified archaeologist shall conduct a short awareness training session for all construction workers and supervisory personnel. The course shall explain the importance of, and legal basis for, the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event cultural resources or human remains/burials are uncovered during construction activities, including work curtailment or redirection and to immediately contact their supervisor and the archaeological monitor. The worker education session shall include visuals of artifacts (prehistoric and historic) that might be found in the project vicinity, and take place on the construction site immediately prior to the start of construction. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. The signed form shall be submitted to the City of Vacaville Community Development Department.*

***Mitigation Measure 2:** During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.*

***Mitigation Measure 3:** During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City. The County Coroner, project superintendent, and the City shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.*

***Mitigation Measure 4:** Prior to the issuance of a grading permit, the project applicant shall have a State-certified civil engineer prepare a site-specific Geotechnical Engineering Report for the proposed project. The Geotechnical Engineering Report shall include, but not be limited to, review of historic U.S. Geological Survey topographic maps and geologic maps of the project site; review of previous geotechnical reports prepared for the project site and project vicinity, if available; subsurface exploration, including the drilling*

and sampling of borings to depths of 10 to 15 feet below the existing grades; bulk sampling of the near-surface soils; laboratory testing of selected soil samples for composition in accordance with accepted industry standards; engineering analyses; and recommendations in accordance with the standards set forth for single-family residential construction in the California Building Standards Code. All recommendations contained in the Geotechnical Engineering Report shall be recorded on the project final improvement plans and shall be subject to review and approval by the City Engineer.

Mitigation Measure 5: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.

Mitigation Measure 6: Prior to commencement of ground-disturbing activities or tree removal during the breeding season (February 1-August 31), the project applicant shall retain a qualified biologist to conduct a preconstruction migratory bird and raptor nesting survey within 14 days prior to the onset of ground disturbance. The nesting migratory bird survey shall cover the project site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Vacaville Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.

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

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

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

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: *Rod Stinson* Date: 04/26/24
Rod Stinson (Apr 26, 2024 11:26 PDT)

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

Certifying Officer Signature: *Emily Cantu* Date: 04/26/24
Emily Cantu (Apr 26, 2024 11:33 PDT)

Name/Title: Emily Cantu, Housing and Community Services Director, City of Vacaville

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).










Habitat Harmony Lane Environmental Assessment

Final Audit Report

2024-04-26

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