



**+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 March 2005  
[Previously recommended EA formats are obsolete].



**Project Identification:** Silvey Villas at Homestead Project

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

**Responsible Entity:** City of Dixon  
600 East A Street  
Dixon, CA 95620

**Month/Year:** January 2023

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

**Project Information**

**Project Name:** Silvey Villas at Homestead Project

**Responsible Entity:** City of Dixon  
600 East A Street  
Dixon, CA 95620  
Phone: (707) 678-7000 ext. 1114

**Grant Recipient** (if different than Responsible Entity): The Hampstead Companies  
1350 Columbia Street, Suite 802  
San Diego, CA 92101  
Phone: 619-543-4200

**State/Local Identifier:** N/A

**Preparer:** Raney Planning & Management, Inc.  
Rod Stinson, Vice President/Air  
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**Certifying Officer Name and Title:** Raffi Boloyan, City of Dixon  
Community Development Director

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

**Project Location:** Southeast of the West A  
Street/Gateway Drive Intersection  
Dixon, CA 95620  
Assessor's Parcel Number (APN):  
0114-011-020

## **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 components included as part of the Silvey Villas at Homestead Project (proposed project).

### Project Site Location

The project site is located southeast of the intersection of West A Street and Gateway Drive, south of the planned Mourning Dove Drive, in the City of Dixon, California (see Figure 1 and Figure 2). The approximately 10.5-acre project site is located within the Southwest Dixon Specific Plan (SDSP) and the Homestead Master Development area. The project site is currently undeveloped. Surrounding existing land uses include vacant land planned for commercial uses immediately to the north, with single-family residences further north, across West A Street, vacant land planned for residential development to the east and south, and undeveloped grassland and small commercial shops to the west. The Dixon General Plan designates the project site as Medium Density Residential, and the site is zoned Multi Family Residential (RM-4).

### Project Background

The SDSP Environmental Impact Report (EIR) was certified by the City in March 2004. The SDSP area is generally bound by Interstate 80 (I-80) to the west, West A Street to the north, Pitt School Road to the east, and the Dixon city limits to the south. An Addendum to the SDSP EIR was prepared and adopted in 2019, which approved development of Phase 1 of the Homestead Master Development area, which includes the project site (see Figure 3).

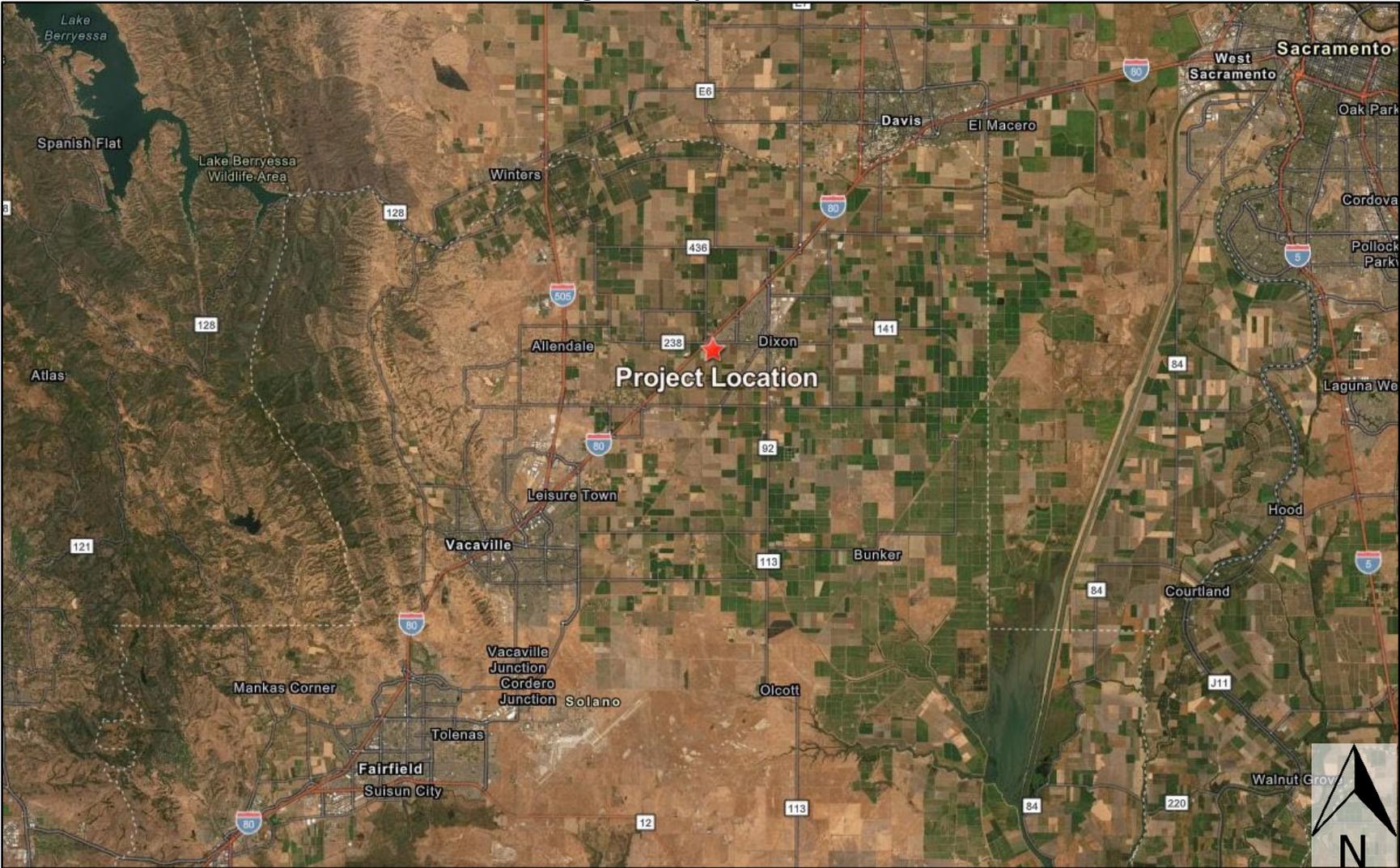
### Proposed Project

The proposed project would include the development of the project site with a 180-unit affordable housing community. The project would include two components: one 5.3-acre parcel for 108 units set aside for families earning 60 percent or less of the area median income (AMI), hereafter referred to as the “family component”, and the other 5.2-acre parcel for 72 units set aside for seniors ages 55 and older earning 60 percent AMI or less, hereafter referred to as the “senior component”. Both components of the proposed project are described in further detail below.

The family component would occupy the western portion of the project site, and would consist of 54 two-bedroom and 54 three-bedroom units ranging from 892 to 1,087 square feet (sf) distributed through six buildings (see Figure 4). One of the two-bedroom units would be reserved for the property manager. The ground floor units would be adaptable to allow for accessibility.

The senior component would occupy the eastern portion of the project site, and would consist of 54 one-bedroom and 18 two-bedroom units ranging from 644 to 855 sf distributed through nine buildings (see Figure 4). One of the two-bedroom units would be reserved for the property manager. All ground floor units would be adaptable to allow for accessibility.

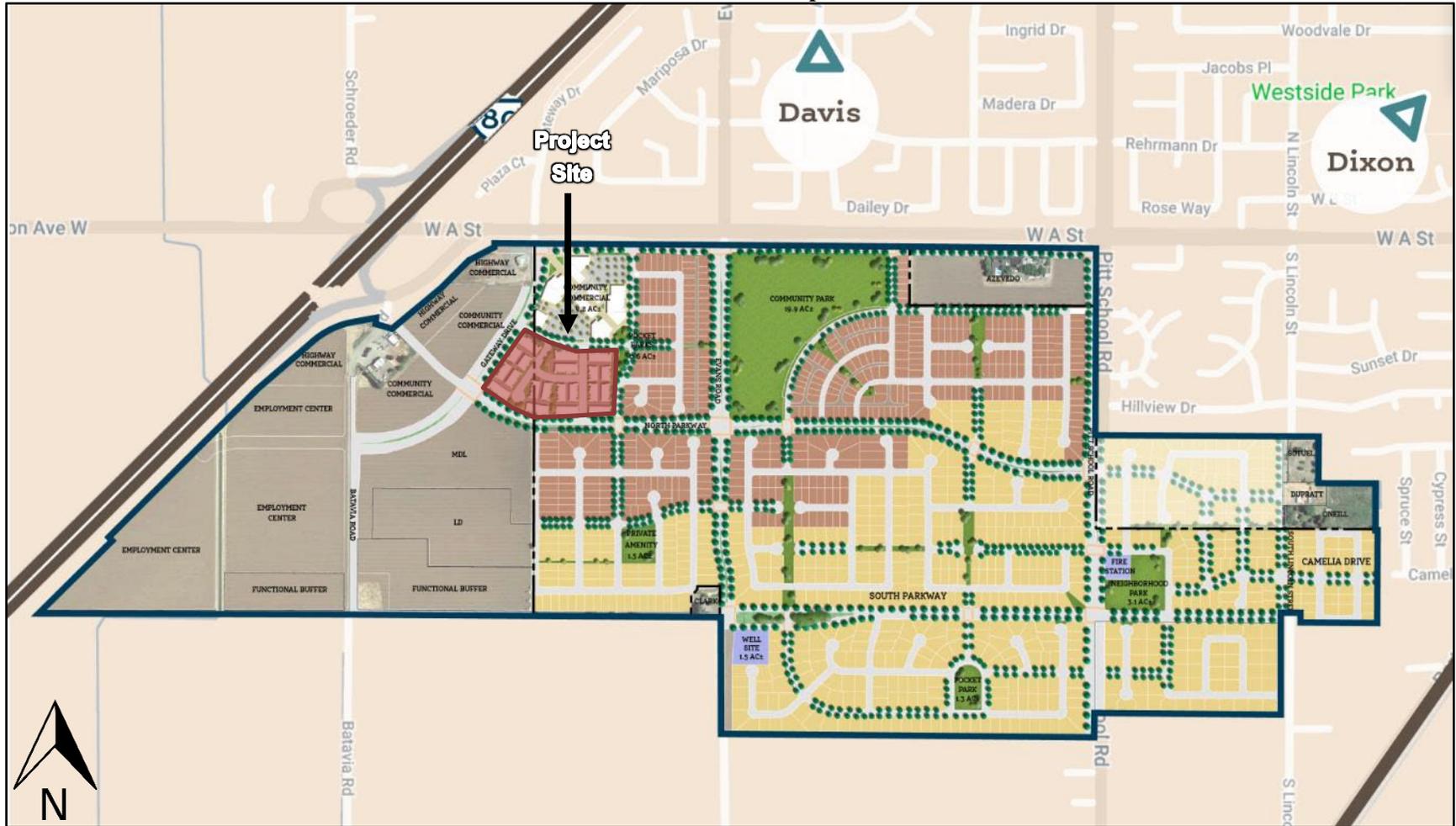
**Figure 1  
Regional Project Location**



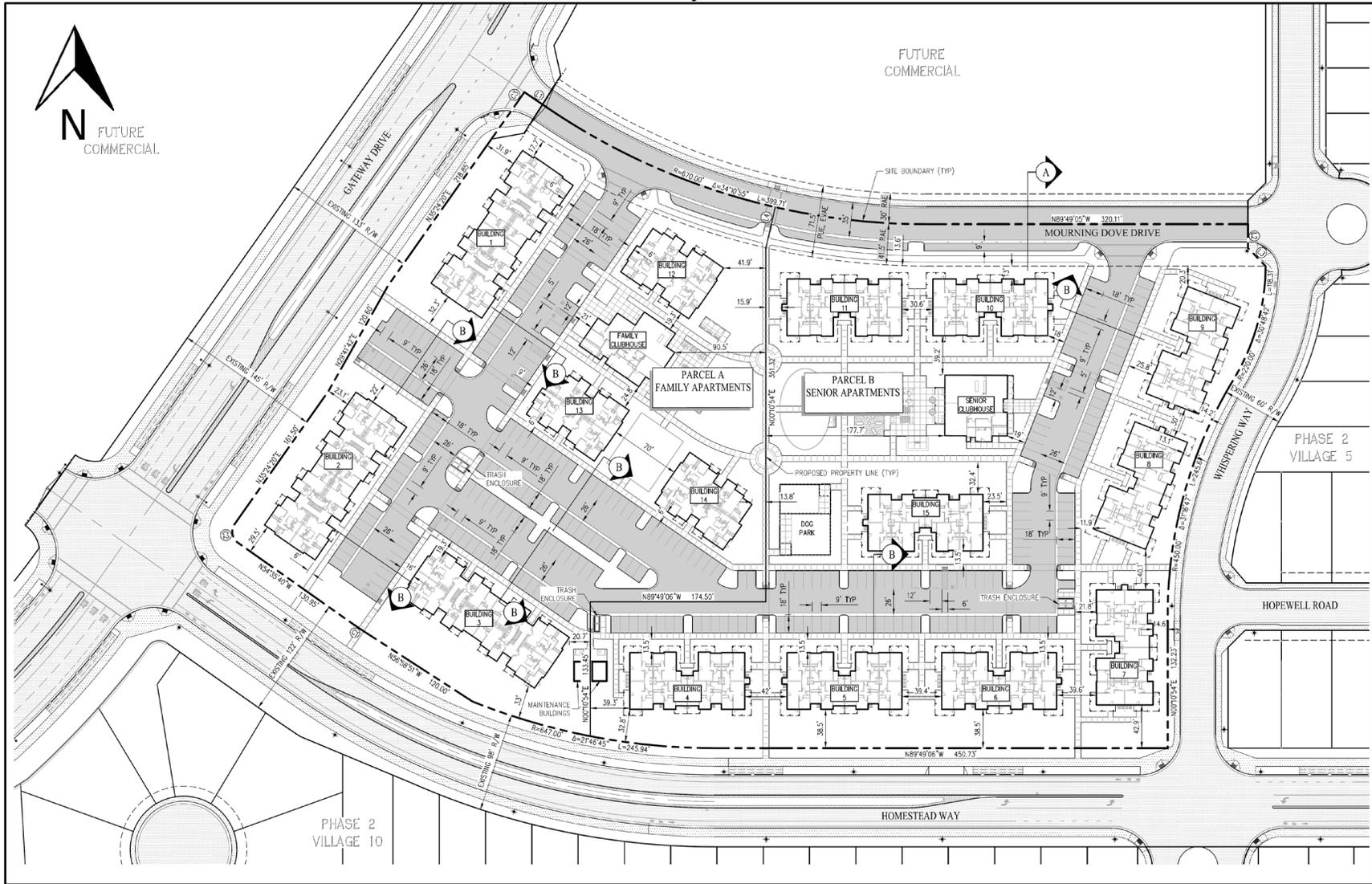
**Figure 2  
Project Site Boundaries**



**Figure 3**  
**Homestead Master Development Area**



**Figure 4  
Preliminary Site Plan**



The proposed project would be organized around a communal, landscaped amenity space, anchored by a one-story community clubhouse complex. Laundry facilities would be centrally located within the community building. The community clubhouse complex would be connected through the entire project with a network of interconnected paseos and courtyards formed within and between building groups. The courtyards would create an outdoor social gathering and activity space for each building cluster. The outdoor community area would include a shade structure, lounge seating, and outdoor barbecue.

A community building would be shared by the family and senior components of the proposed project, and would house the leasing office, a community room for formal and informal tenant social events, and a space for tenant services, including after school programs provided by Project Access.

The proposed project would provide a total of approximately 117 parking spaces with six spaces dedicated to accessible parking and six spaces electric vehicle (EV) compatible. Parking stalls would be provided along the perimeter of the project site. Site grading is already underway as part of the larger Homestead Master Development project. Ground disturbance associated with the project would otherwise include trenching for utilities, paving, and building construction.

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

According to the Housing Element of the City of Dixon General Plan, the Regional Housing Needs Allocation (RHNA) prepared for the Association of Bay Area Governments (ABAG) states that the City of Dixon's share of the regional housing need is expected to be 25 extremely low-income units, 25 very low-income units, 24 low-income units, 30 moderate-income units, and 93 above-moderate income units. The family component of the proposed project would add 108 units set aside for families earning 108 units set aside for families earning 60 percent or less of the AMI level. The senior component of the proposed project would add 72 units for seniors aged 55 and older earning 60 percent or less of the AMI level. As such, the proposed project would help to satisfy the City's RHNA goals.

As established in the Housing Element of the City of Dixon General Plan, the development of new affordable housing is a priority for the City. Goal 5 of the Housing Element is to encourage the production of housing affordable to low- and moderate-income households. Accordingly, Housing Element Policy 5.4 states that the City shall facilitate the development of affordable housing by providing, when feasible, appropriate financial and regulatory incentives. In addition, Goal 4 of the Housing Element is to address the housing needs of special population groups, including seniors, which would be achieved by the proposed project.

The applicant intends to utilize funding assistance from the U.S. Department of Housing and Urban Development (HUD). The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because the potential for environmental impacts exists on the proposed project site, the preparation of an Environmental Assessment (EA) is required.

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

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

### Existing Conditions and Surrounding Land Uses

The project site is currently graded and undeveloped, and previously supported an agricultural crop field. Surrounding existing land uses include vacant land planned for commercial uses immediately to the north, with single-family residences further north, across West A Street, vacant land planned for residential development to the east and south, and undeveloped grassland and small commercial shops to the west. The Dixon General Plan designates the project site as Medium Density Residential, and the site is zoned RM-4.

The project site is relatively flat and is located at an approximate elevation of 67 to 71 feet above mean sea level.<sup>1</sup>

### Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06095C0200F, effective August 2, 2012, the entirety of the project site is within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 5). Thus, the project site is not located within a special flood hazard zone.

The nearest surface water source to the project site is a riverine wetland, the Weyand Canal, located approximately 1,880 feet west of the project site, according to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI) (see Figure 6). The NWI classifies the nearby riverine wetland as R2UBHx, which denotes that the wetland is riverine (R), lower perennial (2), unconsolidated bottom (UB), permanently flooded, and excavated (x).

The project site is located approximately 55 miles outside of the Coastal Zone Boundary (see Figure 7) and is located approximately 143 miles northwest of the nearest sole source aquifer (SSA), Fresno Streamflow Source Zone (see Figure 8). The nearest National Wild and Scenic Rivers System (NWSRS) river to the project site is the American River, located approximately 22 miles to the northeast (see Figure 9).

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<sup>1</sup> Mid Pacific Engineering, Inc. *Preliminary Geotechnical Engineering Report: Homestead Dixon – Phase 2, Parcels A, B, AC, X, and Y.* August 13, 2021.

**Figure 5  
FEMA Flood Map**

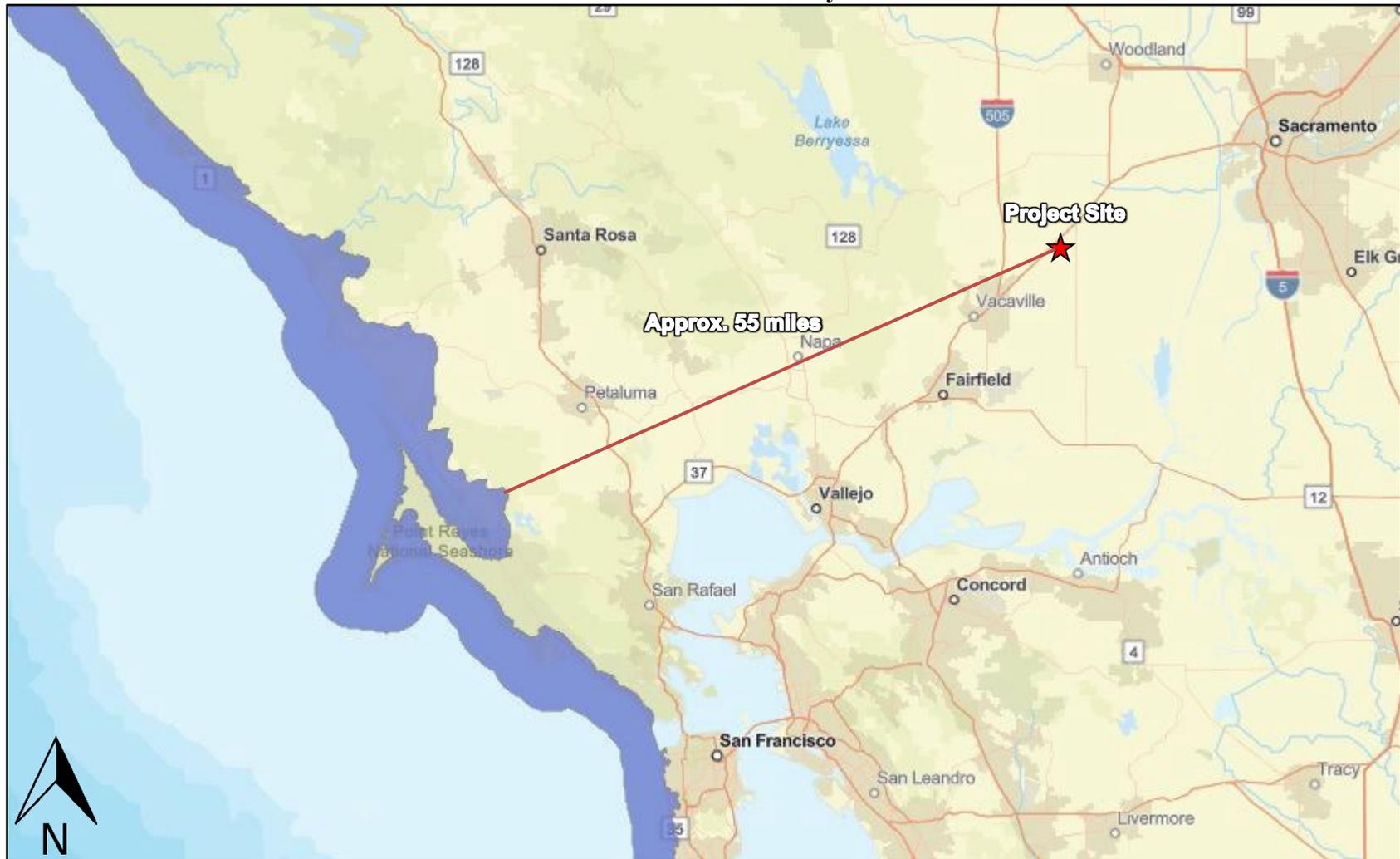


**Figure 6**  
**NWI Wetlands Map**



Source: U.S. Fish and Wildlife Service. National Wetlands Inventory. Accessed September 2022.

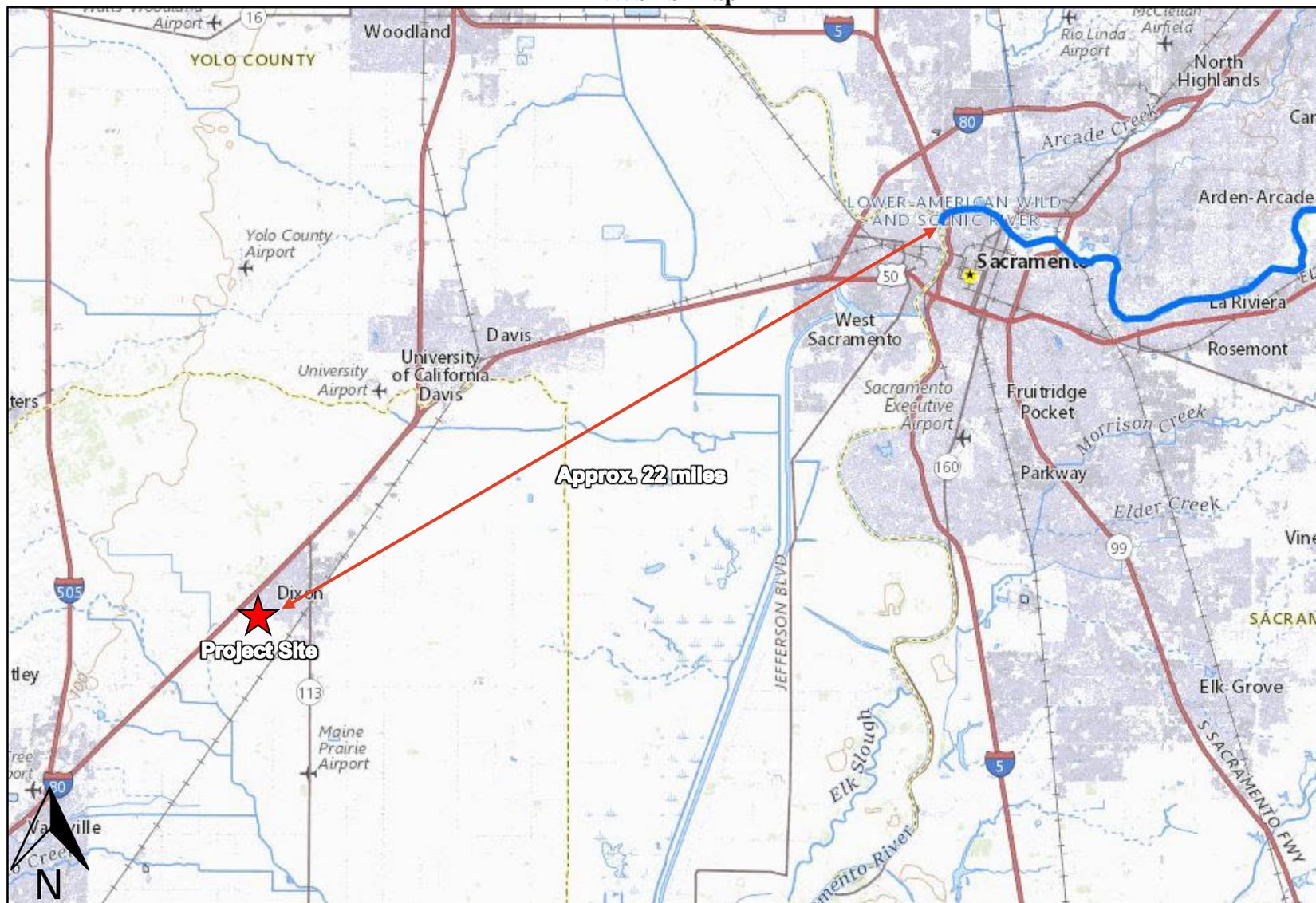
**Figure 7**  
**Coastal Zone Boundary**



Source: California Department of Fish and Wildlife. BIOS. Accessed August 2022.



**Figure 9  
NWSRS Map**



Source: U.S. Fish and Wildlife Service. National Wild and Scenic Rivers System. Accessed September 2022.

## **Funding Information**

### **Estimated Total HUD Funded Amount:**

**\$6,891,840 (Project-Based Vouchers)**

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

The estimated total development cost for the proposed project is \$61,278,341.00, \$6,891,840 of which would be funded by HUD. The costs associated with each project component is described separately below.

#### **Family Component**

The total development cost for the family component of the proposed project is projected to be \$33,481,075, \$4,054,080 of which would be funded over the course of 20 years through 8 HUD Project-Based Vouchers (PBVs) administered through the Solano County Housing Authority. The annual contribution in PBV subsidy would be \$202,704. The assistance from the PBVs would allow the property to leverage additional loan proceeds to help fill the financing gap to construct the project.

#### **Sources of Financing:**

First Mortgage:	\$15,600,000
Seller Infrastructure Note:	\$1,020,812
Solar Credits:	\$189,964
State LIHTC Equity:	\$3,449,327
Federal LIHTC Equity:	\$11,594,027
Deferred Developer Fee:	\$1,624,945
<b>Total:</b>	<b>\$33,481,075</b>

#### **Senior Component**

The total development cost for the senior component of the proposed project is projected to be \$27,797,266, \$2,837,760 of which would be funded over the course of 20 years through 8 HUD PBVs, administered through the Solano County Housing Authority. The annual contribution in PBV subsidy would be \$141,888. The assistance from the PBVs allows the property to leverage additional loan proceeds to help fill the financing gap to construct the project.

#### **Sources of Financing:**

First Mortgage:	\$9,302,000
Seller Infrastructure Note:	\$1,001,552
Solar Credits:	\$61,743
State LIHTC Equity:	\$6,476,617
Federal LIHTC Equity:	\$9,374,950
Deferred Developer Fee:	\$1,580,405
<b>Total:</b>	<b>\$27,797,266</b>

**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><b>Compliance Factors:</b> 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><b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b></p>		
<p><b>Airport Hazards</b>  24 CFR Part 51 Subpart D</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The nearest public airport to the site is the University Airport, located approximately 6.9 miles (36,432 feet) to the northeast. Thus, the proposed project is not located within 2,500 feet of a civilian airport. The nearest military airport is the Travis Air Force Base, located approximately 13 miles (68,640 feet) southwest of the project site. Thus, the proposed project 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><u>Document Citation</u></p> <p>Airnav.com. <i>University Airport</i>. Available at: <a href="https://www.airnav.com/airport/KEDU">https://www.airnav.com/airport/KEDU</a>. Accessed August 2022. (Appendix F).</p> <p>Airnav.com. <i>Travis Air Force Base</i>. Available at: <a href="https://www.airnav.com/airport/KSUU">https://www.airnav.com/airport/KSUU</a>. Accessed August 2022. (Appendix F).</p>
<p><b>Coastal Barrier Resources</b>  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 these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great</p>

		<p>Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRs called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes.</p> <p>The project site is located approximately 55 miles east of the Pacific Ocean and 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 7). Therefore, the proposed project would not be subject to either the CRBA or the CBIA, and conflicts with such would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Fish &amp; Wildlife Service. <i>Coastal Barrier Resources Act</i>. Available at: <a href="https://www.fws.gov/program/coastal-barrier-resources-act">https://www.fws.gov/program/coastal-barrier-resources-act</a>. Accessed August 2022. (Appendix F).</p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: <a href="https://apps.wildlife.ca.gov/bios/">https://apps.wildlife.ca.gov/bios/</a>. Accessed August 2022. (Figure 7).</p>
<p><b>Flood Insurance</b></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>According to FEMA FIRM 06095C0200F, effective August 2, 2012, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard. Therefore, the project site is not located within a 100-year floodplain or a special flood hazard area (see Figure 5). Accordingly, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the Insurance Reform Act would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06095C0200F</i>. Available at: <a href="https://msc.fema.gov/portal/home">https://msc.fema.gov/portal/home</a>. Accessed August 2022. (Figure 5).</p>

**STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5**

<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality 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 nitrogen oxides (NO<sub>x</sub>) - carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>).</p> <p>The SVAB area is designated as nonattainment for the federal 8-hour ozone standard and the federal 24-hour PM<sub>2.5</sub> 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 PM<sub>10</sub> 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 of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2017 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the 2019 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of ambient air quality standards (AAQS), or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD’s mass emission thresholds for operational or construction emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub>, a project would be considered to conflict with or obstruct implementation of the YSAQMD’s air quality planning efforts.</p>
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	<p>For ROG and NO<sub>x</sub>, the threshold of significance is 10 tons per year (tons/yr), and for PM<sub>10</sub>, the threshold of significance is 80 pounds per day (lbs/day). Thus, if construction or operations of the proposed project generate emissions in excess of the aforementioned thresholds of significance, mitigation measures would be required to ensure significant impacts would not occur.</p> <p>According to the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts, the screening threshold for low rise apartments is 390 dwelling units. Screening thresholds are intended to present examples of projects by size and land use type that would likely exceed YSAQMD thresholds of significance. The YSAQMD's handbook notes that projects falling considerably (i.e., more than 10 percent) under the screening thresholds may safely be assumed to not need quantification of operational ozone precursor emissions. The proposed project consists of 180 units, which is substantially less than the 390-unit screening threshold. Thus, the project would not be expected to exceed the YSAQMD's thresholds of significance. Therefore, the proposed project would result in no impact associated with criteria air pollutant emissions.</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-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</p>
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		<p>other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and 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>The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. As the project site is located approximately 1,440 feet from the nearest major roadway, I-80, evaluation of the risks associated with on-site exposure to DPM from freeway traffic is not warranted.</p> <p>Based on the above, conflicts with the Clean Air Act would not occur.</p> <p><u>Documentation Citation</u></p> <p>California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005.</p> <p>Yolo-Solano Air Quality Management District. <i>Handbook for Assessing and Mitigating Air Quality Impacts</i>. July 11, 2007.</p>
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No  <input type="checkbox"/>    <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 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</p>

		<p>control those geographical areas which are likely to be affected by or vulnerable to sea level rise.”</p> <p>As shown in Figure 7, the project site is located outside of the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur.</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: <a href="https://apps.wildlife.ca.gov/bios/">https://apps.wildlife.ca.gov/bios/</a>. Accessed August 2022. (Figure 7).</p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes <input checked="" type="checkbox"/> No <input 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, but are not limited to, sites: (i) listed on an Environmental Protection Agency (EPA) Superfund National Priorities or the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)</p>

	<p>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>The purpose of a Phase I Environmental Site Assessment (Phase I) is 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 ASTM International 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>Two Phase Is were prepared for the proposed project by Wallace-Kuhl &amp; Associates (WKA): one for the family component, and one for the senior component. Both Phase Is included a records review to identify potential RECs, CRECs, and/or HRECs, including an evaluation of physical setting and environmental records, information regarding fuel storage and waste management activities, liens and use restrictions, accidental spills and releases, leaking</p>
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	<p>underground fuel tanks, surrounding waste management activities, hazardous waste cleanup sites, previously regulated hazardous waste sites, the California Department of Toxic Substances Control (DTSC's) list of known contaminated sites, historical use information, and current uses of the property and adjoining properties.</p> <p><u>Family Component</u></p> <p>The Phase I found that the western portion of the project site, which is planned for the family component, was used for irrigated crop cultivation from at least 1937 to at least 2020. Regulatory agency databases, including those maintained by the U.S EPA and DTSC, were reviewed for contaminated sites/facilities located in the vicinity of the site. According to the database search, the project site is not listed on any identified hazardous materials sites. DTSC identified the Southwest Dixon Plan-Harvest Property, located approximately 660 feet northeast of the site, as being on the EnviroStor list. However, according to a DTSC letter dated June 23, 2021, the site has received a No Further Action letter, indicating that the site does not pose a threat to public health or the environment.</p> <p>During the site reconnaissance conducted on December 23, 2022, WKA did not identify any signs of on-site RECs, such as above-ground storage tanks (ASTs), aboveground pipes, foul odors, pools of liquid, solid waste, etc. Gravel, a concrete curb, and developed infrastructure, including dry utilities, were observed along the northwestern and southwestern borders of the project site. In addition, a small area with large-sized gravel was located on the southern portion of the site. A vapor encroachment screen was conducted for the project site, and indicated that a vapor encroachment condition does not exist on-site.</p> <p>Given the historical agricultural use on the site, the potential exists for on-site soils to contain contamination associated with organochloride pesticides (OCPs) or arsenic. In November 2017, as part of a different project, soil samples were collected from the project area, including the family component area, to identify potential impacts to surface soils associated with historical</p>
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	<p>agricultural activities and pesticide use. Laboratory analysis of soil samples taken from the project site indicated that concentrations of OCPs did not exceed environmental screening levels, and concentrations of arsenic were within expected background levels.</p> <p><u>Senior Component</u></p> <p>The eastern portion of the project site, which is planned for the senior component, was used for irrigated crop cultivation from at least 1937 to at least 2017. The site is not listed on any identified hazardous materials sites. As noted above, the site is located in the vicinity of the Southwest Dixon Plan-Harvest Property, which is listed on the DTSC’s EnviroStor database. However, a No Further Action letter has been submitted, and the site does not pose a risk to public health or the environment.</p> <p>During the site reconnaissance conducted on October 10, 2022, WKA did not identify any signs of on-site RECs. The site was primarily bare soil, and WKA observed an area being used to store potted landscape plants in the southeastern portion of the site. Additionally, a soil stockpile was observed to the west-central portion of the site. A vapor encroachment screen was conducted for the project site, and indicated that a vapor encroachment condition does not exist on-site.</p> <p>As noted above, because the site has been used for agricultural purposes, the potential for OCP and arsenic contamination exists. However, the November 2017 soil analysis also included the senior component area, and the conclusion presented above remains applicable. On-site soils were determined to include concentrations of OCPs that do not exceed environmental screening levels, and concentrations of arsenic were within expected background levels.</p> <p><u>Conclusion</u></p> <p>Based on the information obtained during the research conducted for the Phase Is, and based on the field surveys performed, WKA did not discover or observe any evidence of a REC, HREC, or CREC in connection with the project site. Therefore, the proposed project would be</p>
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		<p>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>Wallace-Kuhl &amp; Associates. <i>Phase I Environmental Site Assessment, Silvey Villas Property</i>. October 18, 2022. (Appendix A).</p> <p>Wallace-Kuhl &amp; Associates. <i>Phase I Environmental Site Assessment, Prospera at Homestead Property</i>. December 29, 2022. (Appendix B).</p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The Endangered Species Act (ESA) 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 ESA spoke specifically to the value of conserving species for future generations. In passing the ESA, 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>The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System, the nearest critical habitat area to the project site is the Delta Smelt, located approximately five miles to the southeast of the project site. Thus, the project site is not located in close proximity to any identified critical habitat, and implementation of the proposed project would not destroy or modify any critical habitat.</p> <p>In order to determine the potential for federally endangered plant or wildlife species to occur within the project region, a search of the California Natural Diversity Database (CNDDDB) was conducted for the project quadrangle and the eight surrounding quadrangles.</p> <p>Based on the results of the search, six plants species (Contra Costa goldfields, Colusa grass, San Joaquin Valley Orcutt grass, Keck’s checkerbloom, two-fork clover, and Solano</p>

		<p>grass) and 13 wildlife species (green sturgeon, California tiger salamander, Conservancy fairy shrimp, vernal pool tadpole shrimp, vernal pool fairy shrimp, western snowy plover, western yellow-billed cuckoo, valley elderberry longhorn beetle, Delta green ground beetle, Delta smelt, steelhead, longfin smelt, and giant gartersnake) protected by the Federal ESA are known to occur in the project area.</p> <p>The CNDDDB identifies vernal pools, wetlands, or aquatic features as the ideal habitat for green sturgeon, California tiger salamander, Conservancy fairy shrimp, vernal pool fairy shrimp, western snowy plover, Delta smelt, Contra Costa goldfields, vernal pool tadpole shrimp, Colusa grass, steelhead, San Joaquin Valley Orcutt grass, longfin smelt, giant gartersnake, and Solano grass. The Western yellow-bellied cuckoo, valley elderberry longhorn beetle, and Delta green ground beetle require riparian scrub habitat. Finally, Keck’s checkerbloom and two-fork clover require valley and foothill grassland.</p> <p>None of the aforementioned habitats exist on or within the vicinity of the project site. The project area was previously developed with agricultural uses and has been mass graded and, thus, has undergone significant disturbance. Therefore, it is unlikely that any of the species listed above would be found at the project site.</p> <p>Additionally, it is noted that the SDSP EIR evaluated impacts to biological resources in the project area, and determined that impacts to burrowing owl and Swainson’s hawk would be reduced to a less-than-significant level through implementation of Mitigation Measures 3.3-A-1 through -3 and 3.3-C-1 and -2. All development projects within the SDSP area, including the proposed project, would be subject to such measures.</p> <p>Based on the above, implementation of the proposed project would not result in any conflicts with the ESA.</p>
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<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>As mentioned in the Contamination and Toxic Substances section of this EA, a search of the DTSC’s Envirostor Database was conducted for the project site. Based on the search results, hazardous materials sites compiled pursuant to Government Code Section 65962.5 do not exist on the project site or the one-mile radius surrounding the project site. Because the proposed project would be a residential land use, the proposed project would not include hazardous facilities or the handling, transport, use, or storage of hazardous materials.</p> <p>According to the California Environmental Protection Agency (CalEPA) Regulated Site Portal, two aboveground storage tanks (ASTs) exist within one mile of the project site. Using the HUD’s Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with the tanks, based on the size of the tanks and conservative assumptions, was calculated. Based on the results, the ASTs are located at a distance from the project site that exceed the applicable ASD for people and buildings (see Table 5).</p> <p>The first AST site, Salad Cosmo, is located at 5944 Dixon Avenue West, approximately 5,000 feet southwest of the project site. Based on the estimated capacity of 2,999 gallons, the ASD Electronic Assessment Tool calculates an ASD of approximately 437 feet for people and</p>

		<p>approximately 84 feet for buildings; therefore, the project site is located outside of the ASD and, thus, the AST does not pose a hazard for the project site.</p> <p>The second AST site, Rotteveel Orchards, is located at 6183 Reddick Lane, approximately 4,300 feet north of the project site. Based on the estimated capacity of 5,999 gallons, the ASD Electronic Assessment Tool calculates an ASD of approximately 583 feet for people and approximately 115 feet for buildings; therefore, the project site is located outside of the ASD and, thus, the AST does not pose a hazard for the project site.</p> <table border="1" data-bbox="852 730 1432 1010"> <caption><b>Table 1 ASTs Within One Mile of Project Site</b></caption> <thead> <tr> <th><b>Site Name</b></th> <th><b>Approx. Tank Size (gallons)</b></th> <th><b>Approx. Distance from Project Site (feet)</b></th> <th><b>ASD (feet) from People / Buildings</b></th> </tr> </thead> <tbody> <tr> <td>Salad Cosmo</td> <td>2,999</td> <td>5,000</td> <td>437/84</td> </tr> <tr> <td>Rotteveel Orchards</td> <td>5,999</td> <td>4,300</td> <td>583/115</td> </tr> </tbody> </table> <p>Based on the above, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.</p> <p><u>Document Citation</u></p> <p>California Environmental Protection Agency. <i>CalEPA Regulated Site Portal</i>. Available at: <a href="https://siteportal.calepa.ca.gov/nsite/map/results">https://siteportal.calepa.ca.gov/nsite/map/results</a>. Accessed August 2022. (Appendix F).</p> <p>U.S. Department of Housing and Urban Development. <i>Acceptable Separation Distance (ASD) Electronic Assessment Tool</i>. Available at: <a href="https://www.hudexchange.info/programs/environmental-review/asd-calculator/">https://www.hudexchange.info/programs/environmental-review/asd-calculator/</a>. Accessed September 2022. (Appendix F).</p>	<b>Site Name</b>	<b>Approx. Tank Size (gallons)</b>	<b>Approx. Distance from Project Site (feet)</b>	<b>ASD (feet) from People / Buildings</b>	Salad Cosmo	2,999	5,000	437/84	Rotteveel Orchards	5,999	4,300	583/115
<b>Site Name</b>	<b>Approx. Tank Size (gallons)</b>	<b>Approx. Distance from Project Site (feet)</b>	<b>ASD (feet) from People / Buildings</b>											
Salad Cosmo	2,999	5,000	437/84											
Rotteveel Orchards	5,999	4,300	583/115											
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of</p>												

	<p>the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses.</p> <p>According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as Prime Farmland. Prime Farmland is defined as: “Irrigated land with the best combination of physical and chemical features able to sustain long term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the four years prior to the mapping date.” However, as noted above, the project site is zoned RM-4 and is designated Medium Density Residential. As a result, the project site has already been planned for residential development by the City as part of the General Plan and the SDSP.</p> <p>To address the conversion of 10.5 acres of Important Farmland, including Prime Farmland, within the City limits, Policy NE-1.4 the General Plan requires that new development within the General Plan planning area mitigate for the conversion of agricultural land to urban use. Mitigation includes in-lieu fees to acquire agricultural conservation easements or direct placement of agricultural conservation easements on a similar quality and amount of land. Therefore, the proposed project would be subject to the provisions of Policy NE-1.4. In addition, the SDSP EIR evaluated impacts related to the conversion of Prime Farmland, and determined that the impact would be significant and unavoidable, and that developers shall contribute to an in-lieu fee program at the time of parcel subdivision.</p> <p>Based on the above, the loss of farmland associated with the proposed project has already been considered and approved by the City of Dixon. In addition, the project site has been mass graded, and the surrounding area is planned for urban residential development. As a result, use of the site for agricultural purposes would not be consistent with the surrounding land uses.</p>
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		<p>Based on the above, impacts related to the Farmland Protection Policy Act would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Conservation. <i>California Important Farmland Finder</i>. Available at: <a href="https://maps.conservation.ca.gov/dlrp/ciff/">https://maps.conservation.ca.gov/dlrp/ciff/</a>. Accessed August 2022. (Appendix F).</p> <p>City of Dixon. <i>Southwest Dixon Specific Plan Draft EIR</i> [pg. 233]. April 2003. (Appendix F).</p>
<p><b>Floodplain Management</b> Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>As noted previously, according to FEMA FIRM 06095C0200F, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 4). Because the project site is not located within a FEMA Special Flood Hazard Zone, impacts related to Executive Order 11988, Floodplain Management would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06095C0200F</i>. Available at: <a href="https://msc.fema.gov/portal/home">https://msc.fema.gov/portal/home</a>. Accessed August 2022. (Figure 5).</p>
<p><b>Historic Preservation</b> National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No <input checked="" type="checkbox"/>   <input type="checkbox"/></p>	<p>The Northwest Information Center (NWIC) reviewed records to determine if any known cultural resources exist in the vicinity of the project site, or if it is likely that such resources would be discovered at the site. NWIC’s search did not identify any previously-recorded cultural resources within the search radius of the project site. A record 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>Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted to interested tribes on July 28, 2022. None of the notified tribes requested consultation within the 30-day response period. On August 3, 2022, the Cachil Dehe Band of Wintun Indians of the Colusa Indian Community responded to inform the City that they will not consult on the project, and requested that all correspondence be deferred to the Yocha Dehe Wintun Nation.</p>

	<p>A letter requesting review of the findings of the historic records search was submitted to the State Historic Preservation Officer (SHPO) for the proposed project on August 31, 2022. A response from the SHPO was not received within the 30-day response period. Pursuant to 36 CFR Part 800.3(c)(4), <i>Failure of the SHPO/THPO to respond</i>, the City may continue to the next step of the Section 106 process, and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project.</p> <p>Despite the fact that the NWIC and NAHC searches did not show the presence of historical or archeological resources at the project site and that the project site has been mass graded, based on the discussion above, the potential exists for implementation of the proposed project to result in the discovery of previously unrecorded cultural resources at the project site. As a result, implementation of Mitigation Measure 1 and Mitigation Measure 2 are required to ensure that conflicts with the National Historic Preservation Act would not occur. Both mitigation measures are generally consistent with the measures included in the SDSF EIR addressing historical/archeological resources and human remains; additional language has been included herein to address tribal cultural resources.</p> <p><i>Mitigation Measure 1: In the event that a cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease. 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 evaluation the significance of the find, including its eligibility for the National Register, and recording, protecting, or curating the discovery as appropriate. The applicant shall notify the NAHC and all appropriate Native American Tribes, if the archaeologist finds the potential for the discovery to be associated with Native American culture, who will evaluate the discovery for religious and cultural significance. Work shall remain suspended within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find. Recommendations of the treatment of resources made by traditionally or</i></p>
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	<p><i>culturally affiliated Native American Tribes shall be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record. 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 2:</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 in the immediate vicinity 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 applicant, 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 and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, 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.</i></p> <p><i>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</i></p>
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		<p><i>Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.</i></p> <p><u>Document Citation</u></p> <p>Native American Heritage Commission. <i>Re: Silvey Villas at Homestead Project, Solano County</i>. July 26, 2022. (Appendix D).</p> <p>Northwest Information Center. <i>Record search results for the proposed Silvey Villas at Homestead Project</i>. July 26, 2022. (Appendix E).</p>
<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>HUD considers all sites with environmental or community noise exposure that exceeds the day/night average sound level of 65 decibels (dB) as noise-impacted areas. The project site is not located 3,000 feet of an active railroad. It is noted that the project site is located approximately 1.4 miles west of the Amtrak Capitol Corridor train tracks. The closest military airfield is the Travis Air Force Base, located approximately 12.7 miles southwest of the project site, while the closest civilian airport is the Nut Tree Airport, located approximately 7.4 miles to the southwest. Therefore, the project would not be subject to noise disturbance from such sources. In addition, the project site is not located within 1,000 feet of a major roadway.</p> <p>Ambient noise in the project area is primarily defined by traffic noise. The nearest major road is I-80, which generally extends northeast to southwest in the project vicinity, approximately 1,440 feet west of the project site. The City of Dixon General Plan 2040 EIR identifies 60 and 65 dB noise contours for the segment of the I-80 that is nearest to the project site for existing and future conditions. At buildout, the 65 dB contours are located at a maximum of 102 feet from I-80. Because the project site is 1,440 feet from the I-80, the site is located substantially outside of the 65 dB noise contour, and, as result, the project site would not be considered a noise-impacted area.</p> <p>Based on the above information, conflicts with the Noise Control Act of 1972 would not occur.</p>

		<p><u>Document Citation</u></p> <p>City of Dixon. <i>Dixon General Plan 2040 Draft EIR</i> [pg. 3.11-23]. July 2020. (Appendix F).</p>
<p><b>Sole Source Aquifers</b></p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>As shown in Figure 7, the project site is not located within an area designated by the U.S. EPA as being supported by a SSA. The project site is located approximately 143 miles from the nearest boundary of a designated sole source aquifer region (Fresno Sourceflow Stream Zone SSA).</p> <p>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>It is noted that the City’s primary water supply consists of groundwater pumped from City-owned and operated wells from the underlying Solano Groundwater Subbasin. The nearest existing well to the project site is the School Well, located approximately 3,350 feet northeast of the site; the nearest planned well, the Homestead Well, would be located approximately 1,800 feet southeast of the project site. For further discussion of the groundwater impacts of the proposed project, please refer to the Unique Natural Features, Water Resources section of this EA.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>Sole Source Aquifers</i>. Available at: <a href="https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b">https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</a>. Accessed August 2022. (Figure 8).</p> <p>City of Dixon. <i>City of Dixon 2020 Urban Water Management Plan</i> [pg. 3-4]. April 2022. (Appendix F).</p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>According to the U.S. EPA, wetlands are characterized by hydrology, soils, and vegetation. According to the NWI, the nearest surface water source to the project site is the Weyand Canal, a riverine wetland approximately 1,880 feet west of the project site. The NWI classifies the nearby</p>

		<p>riverine wetland as R2UBHx, which denotes that the wetland is riverine (R), lower perennial (2), unconsolidated bottom (UB), permanently flooded, and excavated (x).</p> <p>It is noted that two additional wetlands, labeled Detention Pond A and Detention Pond C in the City of Dixon General Plan 2040 EIR, are located in the vicinity of the project site. However, both detention ponds are located more than 1.5 miles east of the site, and would not be affected by the project.</p> <p>Based on the substantial distance between the nearest wetlands and the project site, construction or operation of the proposed project would not result in a substantial adverse effect on the freshwater wetland or detention ponds, or any other riparian habitat, sensitive natural community, or protected wetland. Therefore, the proposed project would not conflict with Executive Order 11990.</p> <p><u>Document Citation</u></p> <p>U.S. Fish &amp; Wildlife Service. <i>National Wetlands Inventory</i>. Available at: <a href="https://www.fws.gov/wetlands/data/Mapper.html">https://www.fws.gov/wetlands/data/Mapper.html</a>. Accessed September 2022. (Figure 6).</p> <p>City of Dixon. <i>Dixon General Plan 2040 Draft EIR</i> [pg. 3.9-4]. July 2020. (Appendix F).</p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></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, which is located approximately 22 miles northeast of the project site. Because the project site is not within the vicinity of a Wild and Scenic River, implementation 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. Fish and Wildlife Service. <i>National Wild and Scenic Rivers System</i>. Available at: <a href="https://www.rivers.gov/california.php">https://www.rivers.gov/california.php</a>. Accessed September 2022. (Figure 9).</p>

ENVIRONMENTAL JUSTICE		
<p><b>Environmental Justice</b></p> <p>Executive Order 12898</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project would help fulfill the need for affordable housing in the City of Dixon by providing 180 units reserved for income-qualified families and senior residents, which would be a benefit to the City. A public comment period on the proposed project allows any concerns of public and vulnerable populations in the project region to be heard and for such concerns to be incorporated into any mitigation measures that might be required to reduce any potentially adverse environmental impacts to a level of insignificance. In addition, the proposed project is consistent with the planned land use and zoning designations for the site. The project site is not located near industrial or other land uses that could potentially result in health risks to the future occupants. According to CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. In addition, mitigation measures set forth in this EA would ensure that significant environmental impacts associated with the proposed project would not occur. Thus, the proposed project would not result in any significant environmental justice issues.</p> <p>Based on the above, the associated Impact Code would be 2 (no impact anticipated).</p> <p><u>Documentation Citation</u></p> <p>California Office of Environmental Health Hazard Assessment. <i>CAEnviroScreen 4.0</i>. Available at: <a href="https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/">https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/</a>. Accessed September 2022. (Appendix F).</p>

**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The project site is zoned RM-4, which is intended for single- and multiple-family residential areas. According to the Dixon Municipal Code, the minimum allowable site area per dwelling unit in the RM-4 zone is 1,500 sf. Because the proposed project would include the development of 180 dwelling units on approximately 10.5 acres, 2,500 sf of space would be available per dwelling unit. Therefore, the proposed project exceeds the minimum site area per dwelling unit for the RM-4 zone, and would be consistent with the assigned zoning designation.</p> <p>In addition, the City of Dixon General Plan designates the project site as Medium Density Residential, which allows a density of between 10 and 22 du/ac. The General Plan explains that Medium Density Residential provides for residential homes and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. The density of the proposed project would be approximately 17 du/ac. Thus, the proposed project would not exceed the maximum allowed densities, and would be consistent with the assigned General Plan land use designation.</p> <p>The project site and surrounding area have been planned for development in the SDSP EIR and as part of the Homestead Master Development (see Figure 3). Therefore, following buildout of such, the proposed project would be consistent with the surrounding residential land uses.</p> <p><u>Document Citation</u></p> <p>City of Dixon. <i>Dixon Municipal Code, Section 18.06.070 Site area and site area per dwelling unit</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/html/Dixon18/Dixon1806.html">https://www.codepublishing.com/CA/Dixon/#!/html/Dixon18/Dixon1806.html</a>. Accessed September 2022. (Appendix F).</p> <p>City of Dixon. <i>Dixon General Plan 2040</i> [pg. 3-14]. May 2021. (Appendix F).</p>
Soil Suitability / Slope / Erosion /	2	A Preliminary Geotechnical Engineering Report (PGER) was prepared for the approximately 34-acre Phase 2 area of the

<p>Drainage / Storm Water Runoff</p>	<p>Homestead Master Development project, which includes the project site, in order to evaluate subsurface soil and geologic conditions of the area. The PGER included a review of geologic literature, a site reconnaissance, and soil sampling and analysis. 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>Fault Rupture</u></p> <p>The project site is located approximately two miles northwest of the Midland fault zone, which is the nearest significant active fault. The project site does not contain any mapped faults on-site. According to the PGER, the project site is not located on any known active earthquake fault trace, nor a Alquist-Priolo Earthquake Fault Zone. Given that the site is flat and level, lateral spreading is not anticipated to occur. Therefore, impacts related to fault rupture would not occur.</p> <p><u>Seismic Hazards and Liquefaction</u></p> <p>The PGER evaluated the potential for liquefaction to occur on the project site. In order for liquefaction to occur, the following soil conditions must occur:</p> <ul style="list-style-type: none"> <li>• the subsurface soils are in a relatively loose state;</li> <li>• soils are saturated;</li> <li>• soils are fine, granular, and uniform; and</li> <li>• ground shaking of sufficient intensity occurs to act as a triggering mechanism.</li> </ul> <p>The PGER determined that based on the stiff and dense nature of the soils underlying the site, anticipated depth to true groundwater, and mapped geology, the potential for liquefaction occurring beneath the project site is low. In addition, the project site is not located within a State Designated Seismic Hazard Zone for liquefaction.</p> <p><u>Soil Suitability</u></p> <p>According to the PGER, the earth materials of the project site generally consist of Quaternary-age alluvium consisting of mainly unconsolidated floodplain deposits: sand, silt, gravel, and clay.</p> <p>As part of the PGER, 17 test borings were performed on May 17, 2021 and June 14, 2021, four of which were located on the project site. The surface and near-surface soil conditions encountered by the test borings consisted of silty and sandy clays to depths of approximately three to 15 feet below existing site grades. The near-surface soils were generally underlain by medium dense sandy silts and clayey sands, very stiff to hard clayey silts and</p>
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	<p>very stiff silty/sandy clays to the maximum depths explored of approximately 10 to 15 feet below the surface. Laboratory testing of the near-surface clays indicates that the clays possess a medium to high expansion potential when tested in accordance with the ASTM D4829 test method. Such soils experience volume changes with varying soil moisture contents and are capable of exerting moderate expansion pressures upon foundations and concrete slabs-on-grade, including sidewalks. Accordingly, without further evaluation, a potentially significant impact related to expansive soils could occur. However, because the project site is located within the SDSF, the project would be subject to SDSF EIR Mitigation Measure 3.1-A, which requires that a final geotechnical study shall be prepared. Preparation of the final geotechnical study and implementation of all recommendations therein would ensure that adverse impacts related to expansive soils would not occur.</p> <p>Groundwater was not encountered in any of the test borings. However, past reports stated that groundwater exists at depths ranging from 19 to 24 feet below existing site grades. Groundwater levels at the project site may be influenced by seasonal irrigation practices and agricultural well pumping. Thus, groundwater is not anticipated to affect the design and construction of the project site.</p> <p><u>Slope and Erosion</u></p> <p>The project site is relatively flat and level. As shown in Figure 6, the nearest aquatic resource, the Weyand Canal, is located approximately 1,880 feet west of the project site. Therefore, the project site is not located adjacent to flowing waterways or channels, reducing the potential for erosion. Impervious surfaces do not currently exist on-site. Thus, the proposed project may result in an increase in stormwater runoff relative to existing conditions. However, in compliance with Chapter 16.04 of the City's Municipal Code, the proposed project would require a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the National Pollutant Discharge Elimination System (NPDES) because the proposed project would disturb more the one acre of soil. The SWPPP would help ensure that soil erosion during construction and rain events is limited. Therefore, the potential for erosion and associated hazards is very low due to the implementation of the SWPPP and the relatively flat terrain. During operations, vehicles would be limited to paved areas of the site, and all surfaces would be either paved or landscaped; thus, the potential for erosion to occur during project operations would be limited.</p>
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		<p><u>Drainage and Stormwater Runoff</u></p> <p>Landscaping would help collect stormwater that does not flow into the stormwater drain system. The drainage and stormwater systems planned for the proposed project would be required to comply with all applicable requirements in Chapter 16.06 of the City of Dixon Municipal Code, Storm Water Control, which defines the adequacy of such infrastructure in order to ensure that impacts associated with stormwater would not occur. Flows from the project site would discharge into the planned Southwest Pond, which would ultimately drain into McCune Creek, which is a navigable waterway. Therefore, the overall Homestead Master Development, which includes development and maintenance of the Southwest Pond, would require approval of a NPDES permit.</p> <p><u>Conclusion</u></p> <p>Based on the above, impacts related to soil suitability, slope, erosion, drainage, and storm water runoff would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Department of Conservation. <i>Fault Activity Map of California</i>. Available at: <a href="https://maps.conservation.ca.gov/cgs/fam/">https://maps.conservation.ca.gov/cgs/fam/</a>. Accessed September 2022. (Appendix F).</p> <p>Mid Pacific Engineering, Inc. <i>Preliminary Geotechnical Engineering Report: Homestead Dixon – Phase 2, Parcels A, B, AC, X, and Y</i>. August 13, 2021. (Appendix C).</p> <p>City of Dixon. <i>Dixon Municipal Code, Chapter 16.06 Storm Water Control</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/html/Dixon16/Dixon1606.html">https://www.codepublishing.com/CA/Dixon/#!/html/Dixon16/Dixon1606.html</a>. Accessed September 2022. (Appendix F).</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>Hazards and nuisances associated with site safety and noise are discussed in the sections below.</p> <p><u>Site Safety</u></p> <p>A search of the DTSC’s EnviroStor Database was conducted and the project site is not located on a site or in the vicinity of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.</p> <p>Due to the residential nature of the proposed project, the project would not involve the use or storage of any toxic, hazardous, or radioactive materials, chemicals, or gases. During project operation, hazardous materials use would be limited to landscaping products such as fertilizer and pesticides/herbicides.</p>

	<p>Such chemicals would be utilized in limited quantities according to label instructions.</p> <p>Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.</p> <p>Because the proposed project would involve limited use of hazardous materials, primarily limited to the construction phase of the project, during which the contractor would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.</p> <p><u>Noise</u></p> <p>As described above, the proposed project would not be exposed to significant noise impacts from nearby roadways, railroads, or airports.</p> <p>Construction of the proposed project would result in temporarily increased noise levels. The nearest sensitive receptors that would be subject to such noise levels are the single-family residences located approximately 1,040 feet northeast of the project site. However, as established in Section 18.28.050(c) of the City’s Municipal Code, sounds from transportation equipment used in temporary construction work are exempt from the City’s maximum sound pressure levels. Therefore, noise associated with construction would not be considered significant.</p> <p>Residential projects do not typically generate substantial operational noise. Primary sources of noise are limited to traffic noise and heating, ventilation, and air conditioning systems. Therefore, noise levels at existing receptors are not expected to exceed the City’s acceptable exterior noise level standard.</p>
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		<p><u>Conclusion</u></p> <p>Adherence with State regulations and product label instructions would ensure that the proposed project would not subject future residents or nearby receptors to on-site hazards. In addition, noise generated from construction and operations of the proposed project would not cause a significant contribution to community noise levels. Overall, the proposed project would not result in a significant impact related to hazards and nuisances, including site safety and noise.</p> <p><u>Document Citation</u></p> <p>California Department of Toxic Substances Control. <i>EnviroStor</i>. Available at: <a href="https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Dixon%2C+CA">https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Dixon%2C+CA</a>. Accessed September 2022. (Appendix F).</p> <p>City of Dixon. <i>Dixon Municipal Code, Section 18.28.050 Noise performance standards - Exemptions</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1828.html#18.28.030">https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1828.html#18.28.030</a>. Accessed September 2022. (Appendix F).</p>
Energy Consumption	2	<p>The proposed project would be subject to all relevant provisions of the California Building Standards Code (CBSC), including the 2019 Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. It should be noted that all projects initiated after January 1, 2023 are subject to the updated 2022 CALGreen Code.</p> <p>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 2019 Building Energy Efficiency Standards expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards, resulting in a seven percent reduction in energy consumption from the 2016 standards for residential structures.</p> <p>In addition, the proposed project is an allowable use under the General Plan. Therefore, the energy consumption associated with the proposed project has already been evaluated by the City in the General Plan EIR and SDSP EIR.</p>

		<p>Based on the above, the proposed project would not result in a significant impact related to energy consumption.</p> <p><u>Document Citation</u></p> <p>California Energy Commission. <i>2019 Building Energy Efficiency Standards, Frequently Asked Questions</i>. March 2018. (Appendix F).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	<p>The proposed project would include development of 180 affordable housing units, which would help fulfill the affordable housing requirements set forth in the Housing Element of the City of Dixon General Plan. The proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a building manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 180 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> <p><u>Document Citation</u></p> <p>City of Dixon. <i>Housing Element Update 2015-2023</i>. February 2015. (Appendix F).</p>
Demographic Character Changes, Displacement	2	<p>The proposed project would include the construction of nine one-story residential buildings consisting of 180 residential units, as well as a community center building. According to the 2020 U.S. Census, the City of Dixon has an approximate population of 20,000, and the average household size is 3.01 persons per household. Therefore, the proposed project is conservatively expected to accommodate approximately 542 future residents (3.01 persons/unit x 180 units). As such, the proposed project would represent a 2.9 percent population increase for the City, assuming all residents of the proposed project to be new residents of the City.</p> <p>The project site is currently vacant and, thus, implementation of the project would not require the relocation of any tenants, business, etc. As such, the proposed project would not displace a substantial number of existing housing or people, necessitate the construction of replacement housing elsewhere, or disrupt any existing demographic character. In addition, the proposed project would comply with the affordable housing goals of the City of Dixon Housing Element.</p>

		<p>Based on the above information, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City and, thus, would not result in the displacement of people nor any adverse changes related to demographic character.</p> <p><u>Document Citation</u></p> <p>U.S. Census Bureau. <i>Dixon city, California</i>. Available at: <a href="https://www.census.gov/quickfacts/dixoncitycalifornia">https://www.census.gov/quickfacts/dixoncitycalifornia</a>. Accessed September 2022. (Appendix F).</p> <p>City of Dixon. <i>Housing Element Update 2015-2023</i>. February 2015. (Appendix F).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	<p>Public school services for the proposed project would be provided by the Dixon Unified School District (DUSD). The DUSD includes three elementary schools, one middle school, and two high schools. The nearest DUSD school to the project site is Tremont Elementary School, located approximately 0.6-mile northeast of the project site. Because a portion of the proposed housing units would be set aside for seniors aged 55 and over, the proposed project is not expected to generate a significant number of new K-8 students.</p> <p>With regard to cultural facilities, residents of the proposed project would have access to the Dixon branch of the Solano County Library, located approximately 1.8 miles to the east of the project site at 230 North 1<sup>st</sup> Street. Given the proximity, future residents of the proposed project would have access to the library. While the proposed project could increase demand on the library, the demand increase would not be to such a level that the library's operations or capacity would be adversely impacted.</p> <p>Based on the above, any increase in demand for educational and cultural facilities generated by the proposed project could reasonably be accommodated by existing facilities, and would not necessitate the expansion of existing facilities or construction of new facilities. Therefore, impacts related to educational and cultural facilities would not occur.</p>

		<p><u>Document Citation</u></p> <p>Dixon Unified School District. <i>Home</i>. Available at: <a href="https://www.dixonusd.org/">https://www.dixonusd.org/</a>. Accessed September 2022. (Appendix F).</p>
Commercial Facilities	2	<p>Future residents of the proposed project would have access to several existing commercial facilities within the City of Dixon. Grocery stores, pharmacies, restaurants, and banks are all accessible less than two miles away. Safeway and Wells Fargo Bank are located within a shopping center located approximately 1.2 miles northeast of the site, and multiple restaurants are located less than 1,000 feet to the west and north of the project site.</p> <p>As discussed above, the proposed project would represent only a minor increase in City population. Thus, the project would not cause a significant increase in demand for commercial facilities within the City of Dixon.</p>
Health Care and Social Services	2	<p>The City of Dixon contains multiple health care facilities, including the Sutter Medical Plaza, located approximately one mile northeast of the project site. The nearest hospital is the Kaiser Permanente Vacaville Medical Center, located approximately 6.6 miles southwest of the project site. 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. Services include assistance with gaining access to CalFresh and in-home care assistance for those who are aged or disabled. The nearest Solano County Health and Social Services Department district office to the project site is located at 1119 East Monte Vista Avenue, in Vacaville, CA, approximately nine miles southwest of the project site. In addition, after school programs would be provided on-site by Project Access. As such, social services are accessible within proximity to the project site.</p> <p>Based on the above, future residents of the proposed project would have access to existing health care and social services in the City and Solano County. Thus, the project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing facilities.</p> <p><u>Document Citation</u></p> <p>Solano County. <i>Health and Social Services</i>. Available at: <a href="https://www.solanocounty.com/depts/hss/default.asp">https://www.solanocounty.com/depts/hss/default.asp</a>. Accessed September 2022. (Appendix F).</p>

Solid Waste Disposal / Recycling	2	<p>Solid waste, recyclable materials, and compostable material collection within the project area is operated by Recology Dixon and transported to the Hay Road Landfill, located at 6426 Hay Road, in Vacaville, California. The Hay Road Landfill has a maximum permitted capacity of 37,000,000 cubic yards, and a remaining capacity of 30,433,000 cubic yards.</p> <p>Pursuant to the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Because the landfill is not operating at maximum capacity and project construction would be temporary, construction of the proposed project would not result in a significant impact related to solid waste generation.</p> <p>With respect to operational solid waste generation, the Hay Road Landfill has sufficient remaining capacity to accommodate operational waste of the proposed project. Additionally, because the proposed project is consistent with the General Plan and SDSP land use designation for the site, the increase in solid waste generation associated with development of the project site has already been generally anticipated by the City, and accounted for in planning efforts.</p> <p>Based on the above information, impacts relating to solid waste disposal and recycling would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Resources Recycling and Recovery. <i>SWIS Facility/Site Activity Details: Recology Hay Road (48-AA-0002)</i>. Available at: <a href="https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1184?siteID=3582">https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1184?siteID=3582</a>. Accessed September 2022. (Appendix F).</p> <p>CalRecycle. <i>CALGreen Construction Waste Management Requirements</i>. Available at: <a href="https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures">https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures</a>. Accessed September 2022. (Appendix F).</p>
Waste Water / Sanitary Sewers	2	<p>The City of Dixon’s existing wastewater collection system covers an area of approximately 430 acres, and provides service to approximately 20,000 residents as well as commercial and industrial users. The City owns, operates, and maintains a network of over 72 miles of sewer pipelines ranging in size from six- to 42- inches in diameter, force mains, and pump stations, which convey an average daily dry weather flow (addwf) of 1.2 million gallons per day (mgd) from the City’s service area to the City of Dixon Wastewater Treatment Plant (WWTP). The WWTP has a capacity of 1.82 mgd addwf, and currently operates at approximately 1.2 mgd addwf. Buildout of the proposed project would result in a 1.7 percent increase in flows. Therefore,</p>

		<p>capacity exists to treat flows generated by the proposed project. Additionally, the proposed project has been anticipated in the SDSP EIR, is consistent with the General Plan and land use and zoning designations of the project site, and would not impact wastewater and sanitary sewer treatment systems beyond what was already anticipated by the City.</p> <p>Nevertheless, to ensure a fair-share contribution is made to pay for its portion of sanitary sewer services, the proposed project would be subject to the fees set forth in Section 4.07.100 of the City’s Municipal Code.</p> <p>Based on the above, sufficient capacity exists to convey and treat wastewater generated by the proposed project. Therefore, the project would be consistent with HUD policy and impacts related to wastewater and sanitary sewers would not occur.</p> <p><u>Document Citation</u></p> <p>City of Dixon. <i>Wastewater Rate Study</i> [pg. 5]. November 2013. (Appendix F).</p> <p>City of Dixon. <i>Dixon Municipal Code, Section 4.07.100 Sewer Connection Fee</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/Dixon04/Dixon0407.html#4.07.100">https://www.codepublishing.com/CA/Dixon/#!/Dixon04/Dixon0407.html#4.07.100</a>. Accessed September 2022. (Appendix F).</p>
Water Supply	2	<p>Water services for the project site would be provided by the City of Dixon. The City’s existing potable water supply consists of groundwater pumped from City-owned and operated wells from the underlying Solano Groundwater Subbasin.</p> <p>The City of Dixon 2020 Urban Water Management Plan (UWMP) anticipated buildout of all currently undeveloped parcels within the City’s water service area, including the project site. According to the UWMP, the available water supply exceeds anticipated demand. As such, the City would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.</p> <p>Although all infrastructure required to provide water supply to the project would be developed by connections to existing infrastructure near the project site, development of such infrastructure is contingent upon the construction of the planned Homestead Well, which would be located approximately 1,500 feet southeast of the project site. Given that the planned Homestead Well would be ready for operation prior to development of the proposed project, the proposed project would not require major relocation or expansion of any water supply infrastructure.</p>

		<p>Based on the above, a significant impact related to water supply would not occur.</p> <p><u>Document Citation</u></p> <p>City of Dixon. <i>City of Dixon 2020 Urban Water Management Plan</i>. April 2022. (Appendix F).</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The proposed project would be provided fire protection services from the Dixon Fire Department and law enforcement services by the Dixon Police Department. The Dixon Fire Department is located at 205 Ford Way, approximately 2.7 miles northeast of the project site. The Police Department is located at 201 West A Street, approximately 1.9 miles east of the project site. While some increase in demand for fire and law enforcement services could occur as a result of the increase in population associated with development of the proposed project, due to the relatively low number of units, the increase would not be considered substantial and could be met by current service providers. In addition, the developer would be required to pay all applicable development impact fees, including those incurred by Sections 4.07.060 and 4.07.070 of the City’s Municipal Code. Therefore, adequate police and fire protection services exist in the community to serve the project site.</p> <p>As previously stated, the nearest medical services are located approximately one mile northeast of the project site, and the nearest hospital is located approximately 6.6 miles southwest of the project site. Therefore, future residents of the project would have access to emergency medical services.</p> <p>Based on the above, a significant impact relating to the provision of police, fire, and emergency medical services would not occur.</p> <p><u>Document Citation</u></p> <p>City of Dixon. <i>Fire Department</i>. Available at: <a href="https://www.cityofdixon.us/departments/Fire">https://www.cityofdixon.us/departments/Fire</a>. Accessed September 2022. (Appendix F).</p> <p>City of Dixon. <i>Police Department</i>. Available at: <a href="https://www.dixonpolice.org/">https://www.dixonpolice.org/</a>. Accessed September 2022. (Appendix F).</p>
Parks, Open Space and Recreation	2	<p>While the proposed project would not include the dedication of parkland, the project would include various amenities that would provide residents with outdoor recreational opportunities, such as landscaped courtyards. It is noted that development of the proposed project would include two playgrounds, a dog area, two outdoor barbecue pits, and multiple landscaped areas. Upon buildout, residents of the proposed project would have access to such amenities.</p>

		<p>Currently, the City of Dixon includes several parks and recreational facilities that would be available to future residents of the proposed project, including Patwin Park, which is approximately 1.2 miles northeast of the project site, as well as Northwest Park, and Veterans Park. In addition, as shown in Figure 3, the Homestead Master Development project includes the future development of three additional parks, which, upon buildout, would be available to residents of the proposed project.</p> <p>Considering the availability of parks and open space in the project vicinity, the provision of recreational facilities on-site, and the required payment of appropriate fees pursuant to Section 4.07.040 of the City’s Municipal Code, impacts related to parks, open space, and recreation would not occur.</p> <p><u>Document Citation</u></p> <p>City of Dixon. <i>Parks</i>. Available at: <a href="https://www.cityofdixon.us/departments/Parks">https://www.cityofdixon.us/departments/Parks</a>. Accessed September 2022. (Appendix F).</p> <p>City of Dixon. <i>Dixon Municipal Code, Section 4.07.040 Park and recreation facilities impact fee</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/Dixon04/Dixon0407.html#4.07.040">https://www.codepublishing.com/CA/Dixon/#!/Dixon04/Dixon0407.html#4.07.040</a>. Accessed September 2022. (Appendix F).</p>
Transportation and Accessibility	2	<p>Access to the project site would be provided by way of the planned Gateway Drive, which would be developed west of the project site as part of the Homestead Master Plan Community, as well as Mourning Dove Drive to the north and Homestead Way to the south. Gateway Drive is proposed to consist of at 133-foot right-of-way that would extend from West A Street to Batavia Road; Gateway Drive would intersect with Mourning Dove Drive and Homestead Way along the north and south borders of the site, respectively. A total of 54 parking spaces would be provided along the north, south, and eastern frontages of the project site; three spaces would be accessible, and three spaces would be EV compatible. Based on the above, the project site would be accessible to vehicles.</p> <p>In addition, according to the Institute of Transportation Engineers Trip Generation Manual, the proposed project would generate approximately 817 trips per day (4.54 trips per unit x 180 units = 817.2 trips per day). Furthermore, the General Plan EIR and SDSP EIR considered buildout at the project site with residential uses and, thus, the increase in vehicle trips associated with the proposed project have been generally considered by the City.</p> <p>As mentioned in the Commercial Facilities section of this EA, residents would have access to several existing commercial</p>

	<p>facilities within the City of Dixon. Grocery stores, pharmacies, restaurants, and banks are all accessible within two miles.</p> <p>Additionally, Solano Transportation Authority provides bus service throughout the region, including the Fairfield/Suisun Transit Route 30, which travels between the two cities five times each workday, and stops in Dixon at the intersection of Market Lane and Pitt School Road, located approximately one mile northeast of the project site. The City of Dixon also provides the Redit-Ride Transit Service, which is an on-call transit service within the city limits.</p> <p>Based on the above information, the proposed project would not cause a significant impact related to transportation and accessibility.</p> <p><u>Document Citation</u></p> <p>Institute of Transportation Engineers. <i>Trip Generation Manual, 11<sup>th</sup> Edition</i>. September 2021. (Appendix F).</p> <p>City of Dixon. <i>Transit</i>. Available at: <a href="https://www.cityofdixon.us/departments/Transit">https://www.cityofdixon.us/departments/Transit</a>. Accessed September 2022. (Appendix F).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	<p>The project site has been graded and is currently undeveloped. The site previously consisted of agricultural land. Thus, natural features are not located on-site, and implementation of the proposed project would not destroy or isolate any unique natural feature from public or scientific access. Locally important natural features do not exist on or near the project site that would be adversely impacted by the proposed project's construction or operation. Additionally, the project site has a land use designation of Medium Density Residential and a zoning designation of RM-4 and, therefore, has been planned for urban development.</p> <p>Prior to overlaying the existing, graded ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. However, the project would be subject to coverage under the General Construction Permit because over one acre of soil would be disturbed. Construction activities must comply with the conditions of this permit, including the implementation of multiple erosion and sediment control Best Management Practices (BMPs) identified in the SWPPP. The SWPPP would reduce the possibility of any significant soil erosion from</p>

		<p>occurring. Implementation of the SWPPP and BMPs would ensure that erosion from construction activities would not result in the degradation of water quality in the project area.</p> <p>As stated previously, the nearest surface water source to the project site is the Weyand Canal, located approximately 1,880 feet west of the site. As such, given implementation of the SWPPP and BMPs, the proposed project would not impact any water resources.</p> <p>Based on the above, impacts related to unique natural features and water resources would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Fish &amp; Wildlife Service. <i>National Wetlands Inventory</i>. Available at: <a href="https://www.fws.gov/wetlands/data/Mapper.html">https://www.fws.gov/wetlands/data/Mapper.html</a>. Accessed September 2022. (Figure 6).</p>
Vegetation, Wildlife	2	<p>As discussed earlier in this EA, based on the lack of ideal habitat at the project site, and because the project site is already graded, it is not anticipated that any plant or wildlife species protected by the Federal ESA would occur on the project site.</p> <p>In addition to the aforementioned species, other species that are not protected under the Federal ESA but are otherwise considered special-status have been observed in the project area. Based on the CNDDDB search, such species include 36 special-status plant species and 14 special-status wildlife species.</p> <p>Based on the habitat provided on the project site, seven of the 36 identified special-status plant species (Ferris' milk-vetch, alkali milk-vetch, recurved larkspur, dwarf downingia, Jepson's coyote-thistle, Carquinez goldenbush, and Heckard's pepper-grass) have the potential to occur on the project site. However, due to the site's previous grading, the lack of trees and wetlands on or in the immediate vicinity of the project site, and the site's history of agricultural use, none of the 14 identified special-status wildlife species are anticipated to exist on the project site.</p> <p>Based on the above, significant impacts relating to vegetation and wildlife would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>CNDDDB Rarefind</i> 5. Available at: <a href="https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx">https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx</a>. Accessed September 2022. (Appendix F).</p>
Other Factors	2	<p>HUD-assisted projects need to consider the potential future impacts of climate change on occupants. The frequency and</p>

	<p>severity of natural hazards may be affected by climate change, including flooding, sea level rise, hurricanes, extreme heat, wildfire, etc. The following discussion evaluates climate change impacts associated with the proposed project.</p> <p>As noted previously, the project site is not located within a SFHA and, therefore, would not be subjected to substantial risks from flooding. The project would be required to prepare drainage and stormwater systems which would be required to comply with all applicable requirements in Chapter 16.06 of the City of Dixon Municipal Code, Storm Water Control; thus, on-site flooding would not occur as a result of the project. In addition, the project site is located approximately 55 miles east of the nearest 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 Fire Hazard Severity Zone. Thus, the site is not susceptible to wildfire risk.</p> <p>According to the FEMA National Risk Index, Solano County is shown to have a risk index of 28.67. The County is known to be susceptible to very high risk for drought, relatively moderate risk for heat wave and wildfire, and relatively high risk for earthquake. The potential for all other categories of natural risk factors, such as risk of lightning, strong wind, tornado, and tsunami, are low risk, very low risk, or not applicable. The community resilience rating for Solano County is 55.47, which is considered a relatively 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>Based on the information presented above, the proposed project would not expose future residents to an increased risk associated with climate change, and no impact would occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06095C0200F</i>. Available at: <a href="https://msc.fema.gov/portal/home">https://msc.fema.gov/portal/home</a>. Accessed August 2022. (Figure 5).</p> <p>City of Dixon. <i>Dixon Municipal Code, Chapter 16.06 Storm Water Control</i>. May 2022. Available at: <a href="https://www.codepublishing.com/CA/Dixon/#!/html/Dixon16/Dixon1606.html">https://www.codepublishing.com/CA/Dixon/#!/html/Dixon16/Dixon1606.html</a>. Accessed September 2022. (Appendix F).</p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: <a href="https://apps.wildlife.ca.gov/bios/">https://apps.wildlife.ca.gov/bios/</a>. Accessed August 2022. (Figure 7).</p>
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  - Native American Heritage Commission. *Re: Silvey Villas at Homestead Project, Solano County*. July 26, 2022. (Appendix D).
  - Northwest Information Center. *Record search results for the proposed Silvey Villas at Homestead Project*. July 26, 2022. (Appendix E).

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

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- CalRecycle. *CALGreen Construction Waste Management Requirements*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures>. Accessed September 2022. (Appendix F).

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- City of Dixon. *Dixon Municipal Code, Chapter 16.06 Storm Water Control*. May 2022. Available at: <https://www.codepublishing.com/CA/Dixon/#!/html/Dixon16/Dixon1606.html>. Accessed September 2022. (Appendix F).
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- City of Dixon. *Dixon Municipal Code, Section 18.28.050 Noise performance standards - Exemptions*. May 2022. Available at: <https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1828.html#18.28.030>. Accessed September 2022. (Appendix F).
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### **Public Outreach [24 CFR 50.23 & 58.43]:**

Public outreach requirements were conducted as required by the Department of Housing and Urban Development. Additionally, as noted, the project site is located within the SDSP area, for which an EIR was prepared. As part of the EIR process, a public review period of 45 days was held to solicit comments. The public review period extended from April 23, 2003 to June 6, 2003, and the Final EIR was approved in March 2004. Overall, the City received 12 written comments. Additionally, consistent with California Environmental Quality Act (CEQA) Guidelines, a Notice of Preparation Scoping Meeting and document approval hearings were conducted, each of which offered the opportunity for public comment.

### **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, greenhouse gas emissions, noise, and traffic are often the issues which present cumulative impacts. Construction of the proposed project would be temporary, and thus would not result in cumulative impacts. In addition, the proposed project would result in criteria pollutant emissions below the applicable thresholds of significance and, thus, would not result in a cumulatively considerable contribution to the region's existing air quality conditions. Noise generated from the project is not expected to have an adverse impact on the surrounding area given that the proposed project is a residential development. A substantial increase in vehicular traffic is not anticipated during operations of the proposed project. The proposed project, in conjunction with other developments throughout the City of Dixon and Solano County, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this EA, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included herein, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

### **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 within the City of Dixon. Development of the proposed project at an alternative site would likely result in similar impacts as those analyzed under the proposed project; however, depending upon the characteristics of the alternative site, physical environmental impacts would potentially be different. As discussed above, the proposed project would not result in any significant and adverse impacts to the environment.

The project site is currently designated Medium Density Residential per the City's General Plan, with which the proposed project would be consistent. An off-site location may not be consistent with the land use and zoning designations required to develop the proposed project. In addition, a portion of the alternative site

locations may not be feasible due to property owners' unwillingness to sell their properties for the project. If an Off-Site Alternative were located outside of the City of Dixon, the objectives and goals of the proposed project, which are primarily concerned with providing affordable low-income housing within the City, would not be met. Implementation of the Off-Site Alternative would not reduce impacts to less than those anticipated for the proposed project. 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.

### Reduced Intensity Alternative

Affordable, low-income units could be developed on-site at a reduced density under a Reduced Intensity Alternative. However, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the housing for low-income residents.

According to Dixon's General Plan Housing Element, the current RHNA has identified the need for an additional 25 extremely low-income units, 25 very low-income units, 24 low-income units, 30 moderate-income units, and 93 above-moderate income units within the City. As such, the City has established goals to encourage and facilitate the development of affordable housing units needed for low-income households. While the Reduced Intensity Alternative would help meet the need for the proposed project, it would be at a reduced capacity of affordable onsite, low-income units, which would hinder the City's ability to achieve the affordable housing goals identified in the City's General Plan Housing Element.

### **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, the No Action Alternative would hinder the City's ability to achieve the affordable housing goals identified in the City of Dixon General Plan Housing Element. The City has identified a need for low-income housing, and the proposed project would help fulfill that need. In addition, the project site has already been planned for residential development as part of the SDSP. Should the proposed project not be implemented, the site would remain undeveloped. However, the project site has already been mass graded, and is located in an area in which the population is increasing and housing is scarce; thus, development would occur at the location in the future; however, future development on the site may or may not include affordable housing.

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

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

- Employment and Income Patterns.

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

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Hazards and Nuisances including Site Safety and Noise;
- Energy Consumption;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Commercial Facilities;

- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources;
- Vegetation and Wildlife; and
- Other (Climate Change).

**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.

*Mitigation Measure 1: In the event that a cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease. The contractor shall immediately notify the Town of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of evaluation the significance of the find, including its eligibility for the National Register, and recording, protecting, or curating the discovery as appropriate. The applicant shall notify the NAHC and all appropriate Native American Tribes, if the archaeologist finds the potential for the discovery to be associated with Native American culture, who will evaluate the discovery for religious and cultural significance. Work shall remain suspended within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find. Recommendations of the treatment of resources made by traditionally or culturally affiliated Native American Tribes shall be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.*

*Mitigation Measure 2: 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 in the immediate vicinity 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 applicant, 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 and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, 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.*

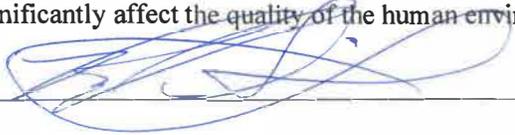
*If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.*

<b>Law, Authority, or Factor</b>	<b>Mitigation Measure</b>
County Coroner, NAHC	Mitigation Measure 1, Mitigation Measure 2

**Determination:**

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

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

Preparer Signature:  Date: 12/18/22

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

Certifying Officer Signature:  Date: 12/19/22

Name/Title: Raffi Boloyan, Community Development Director, City of Dixon

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).