

Wednesday, September 22, 2021, 7:00 P.M.

Tracy City Hall, 333 Civic Center Plaza, Tracy

Web Site: www.cityoftracy.org

THIS REGULAR MEETING WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT

THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON AND REMOTE PARTICIPATION. IN ACCORDANCE WITH THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH GUIDELINES, MASKS ARE NOT REQUIRED FOR FULLY VACCINATED INDIVIDUALS. MASKS ARE REQUIRED FOR UNVACCINATED INDIVIDUALS IN INDOOR PUBLIC SETTINGS AND BUSINESSES. MEMBERS OF THE PUBLIC MAY PARTICIPATE REMOTELY IN THE MEETING VIA THE FOLLOWING METHOD:

As always, the public may view the Planning Commission meetings live on the City of Tracy's website at www.CityofTracy.org or on Channel 26. To view from the City's website, select "Watch Live Council Meetings" from the drop down menu "Select an Online Service" at the top of the City's homepage. You will be directed to the "Council Meeting Videos" page where you may select the video for the appropriate date under "Upcoming Events."

If you only wish to watch the meeting and do not wish to address the Planning Commission, the City requests that you stream the meeting through the City's website or watch on Channel 26.

Remote Public Comment:

During the upcoming Planning Commission meeting public comment will be accepted via the options listed below. If you would like to comment remotely, please follow the protocols below:

- *Comments via:*
 - **Online by visiting** <https://cityoftracyevents.webex.com> and using the following
 - **Event Number:** 2554 448 6314 and **Event Password:** Planning
 - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
- *Protocols for commenting via WebEx:*
 - *If you wish to comment on the "Consent Calendar", "Items from the Audience/Public Comment" or "Special Meeting Agenda" portions of the agenda:*
 - *Listen for the Mayor to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
 - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
 - *Comments for the "Consent Calendar" "Items from the Agenda/Public Comment" or "Special Meeting Agenda" portions of the agenda will be accepted until the public comment for that item is closed.*
- **The total allotted time for public comment will be as follows:**
 - **Consent Calendar: 10 minutes**

- *Items from the Audience: 15 minutes*
- *Regular Items: 10 minutes*

Comments received on Webex outside of the comment periods outlined above will not be included in the record.

Americans With Disabilities Act - The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in Council meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6105) 24 hours prior to the meeting.

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Planning Commission meeting shall provide an opportunity for the public to address the Commission on any item within its jurisdiction before or during the Commissioner's consideration of the item, provided no action shall be taken on any item not on the agenda. To facilitate the orderly process of public comment and to assist the Commission to conduct its business as efficiently as possible, members of the public wishing to address the Commission are requested to, but not required to, hand a speaker card, which includes the speaker's name or other identifying designation and address to the City Clerk prior to the agenda item being called. Generally, once the Planning Commission begins its consideration of an item, no more speaker cards will be accepted. An individual's failure to present a speaker card or state their name shall not preclude the individual from addressing the Commission. Each citizen will be allowed a maximum of five minutes for input or testimony. In the event there are 15 or more individuals wishing to speak regarding any agenda item including the "Items from the Audience/Public Comment" portion of the agenda and regular items, the maximum amount of time allowed per speaker will be three minutes. When speaking under a specific agenda item, each speaker should avoid repetition of the remarks of the prior speakers. To promote time efficiency and an orderly meeting, the Presiding Officer may request that a spokesperson be designated to represent similar views. A designated spokesperson shall have 10 minutes to speak. At the Presiding Officer's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

Consent Calendar - All items listed on the Consent Calendar are considered routine and/or consistent with previous Planning Commission direction. One motion, a second, and a roll call vote may enact the items listed on the Consent Calendar. No separate discussion of Consent Calendar items shall take place unless a member of the Planning Commission, City staff or the public request discussion on a specific item.

Addressing the Council on Items not on the Agenda – The Brown Act prohibits discussion or action on items not on the posted agenda. The Planning Commission's Meeting Protocols and Rules of Procedure provide that in the interest of allowing Commissioners to have adequate time to address the agenda items of business, "Items from the Audience/Public Comment" following the Consent Calendar will be limited to 15-minutes maximum period. "Items from the Audience/Public Comment" listed near the end of the agenda will not have a maximum time limit. A five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Commission Members may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to Planning Commission. When members of the public address the Commissioners, they should be as specific as possible about their concerns. If several members of the public comment on the same issue an effort should be made to avoid repetition of views already expressed.

Notice - A 90 day limit is set by law for filing challenges in the Superior Court to certain City administrative decisions and orders when those decisions or orders require: (1) a hearing by law, (2) the receipt of evidence, and (3) the exercise of discretion. The 90 day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge a City Council action in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised during the public hearing, or raised in written correspondence delivered to the Planning Commission prior to or at the public hearing.

Full copies of the agenda are available on the City's website: www.cityoftracy.org

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 07/28/21 REGULAR MEETING MINUTES

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Council Meeting Protocols and Rules of Procedure*, adopted by Resolution No. 2019-240, a five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to the Planning Commission.

1. NEW BUSINESS

- A. RECOMMEND CITY COUNCIL APPROVAL OF A CITY-INITIATED ZONE TEXT AMENDMENT AND I-205 SPECIFIC PLAN AMENDMENT TO ADD DEFINITIONS AND REGULATIONS FOR DIGITAL FREEWAY SIGNS, AND TO AMEND THE CITY'S SIGN REGULATIONS TO REFLECT NEW CONTENT NEUTRAL INDUSTRY STANDARDS. APPLICATION NUMBERS ZA20-0001 AND SPA20-0006.

2. ITEMS FROM THE AUDIENCE
3. DIRECTOR'S REPORT
4. ITEMS FROM THE COMMISSION
5. ADJOURNMENT

Posted: September 17, 2021

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6000) at least 24 hours prior to the meeting.

Any materials distributed to the majority of the Planning Commission regarding any item on this agenda will be made available for public inspection via the City of Tracy website at www.cityoftracy.org.

**MINUTES
TRACY CITY PLANNING COMMISSION
JULY 28, 2021, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

Due to the COVID-19 emergency, the regular meeting was conducted pursuant to the provisions of the Governor's Executive Order N-29-20, which suspends certain requirements of the Ralph M. Brown Act. Residents participated remotely via email, and WebEx during the meeting.

CALL TO ORDER

Chair Hudson called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Chair Hudson led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Francis, Vice Chair Wood, and Chair Hudson present. Commissioner Orcutt absent. Also present were: Daniel P. Doporto, Contract Attorney; Scott Claar, Senior Planner; Genevieve Federighi, Assistant Planner; Kenneth Lipich, Assistant Planner; Gina Peace, Executive Assistant; and Kellie Jones, Administrative Assistant.

MINUTES

Chair Hudson introduced the Special Meeting Minutes from the July 14, 2021 Special meeting.

ACTION: It was moved by Vice Chair Wood and seconded by Commissioner Francis to approve the July 14, 2021 Planning Commission Special meeting minutes. A voice vote found all in favor. Passed and so ordered; 4-0-1-0. Commissioner Orcutt absent.

Chair Hudson introduced the Regular Meeting Minutes from the July 14, 2021 meeting.

ACTION: It was moved by Vice Chair Wood and seconded by Commissioner Francis to approve the July 14, 2021 Planning Commission Regular meeting minutes. A voice vote found all in favor. Passed and so ordered; 4-0-1-0. Commissioner Orcutt absent.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

A. PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE PERMITTED USES IN THE GENERAL INDUSTRIAL LAND USE DESIGNATION OF THE INDUSTRIAL AREAS SPECIFIC PLAN (SPA20-0009) AND A CONDITIONAL USE PERMIT FOR AN ANIMAL BOARDING FACILITY AND RECREATION CENTER (CUP20-0002) ON APPROXIMATELY 4.76 ACRES CONSISTING OF THREE ADJACENT PARCELS LOCATED AT THE SOUTHEAST CORNER OF GANDY DANCER DRIVE AND SHAMROCK WAY (3508, 3608, AND 3708 SHAMROCK WAY – THE APPLICANT IS ALEX WEBER, LLC AND THE OWNER IS GOWAN FAMILY, LLC).

Genevieve Federighi, Assistant Planner, presented the staff report, including a PowerPoint presentation.

Jolene Gularte from Whiskey Tango Fitness addressed the Commission.

Commissioner Orcutt joined the meeting at 7:14 p.m.

Chair Hudson opened the Public Hearing at 7:15 p.m.

John Weber, for the applicant Camp BowWow, addressed the Commission and answered questions from the Commission.

Carl Gowan, for the applicant Camp BowWow, addressed the Commission and answered questions from the Commission.

Chair Hudson closed the Public Hearing at 7:16 p.m.

Staff addressed questions from the Commission.

ACTION: It was moved by Vice Chair Wood and seconded by Commissioner Francis that the Planning Commission approve the amendment to the Industrial Areas Specific Plan to conditionally permit animal boarding facilities in the General Industrial land use designation of the Industrial Areas Specific Plan, as indicated in the Planning Commission Resolution dated July 28, 2021, and that the Planning Commission approve the Conditional Use Permit for animal boarding facilities and recreation centers, Application Number CUP-20-002, as indicated in the Planning Commission Resolution dated July 28, 2021

A roll call vote found all in favor. Passed and so ordered; 5-0-0-0.

B. PUBLIC HEARING TO CONSIDER APPROVING A CONDITIONAL USE PERMIT TO ALLOW AUTOMOTIVE SERVICE AND REPAIRS AT 503 W LARCH RD. APPLICANT IS JOE SULLIVAN AND PROPERTY OWNER IS MCA LARCH, LLC C/O PCCRE. APPLICATION NUMBER CUP20-0004

Kenneth Lipich, Assistant Planner, presented the staff report.

Joe Sullivan, Applicant, addressed the Commission, and stated he is available to answer questions.

Chair Hudson opened the Public Hearing at 7:30 p.m.

As there were no public comments, Chair Hudson closed the Public Hearing.

Staff and applicant addressed questions from the Commission.

ACTION: It was moved by Commissioner Francis and seconded by Commissioner Atwal that the Planning Commission approve a Conditional Use Permit to allow automotive service and repair at 503 W Larch Rd., Application Number CUP20-0004, based on the findings and subject to the conditions contained in the Planning Commission Resolution dated July 28, 2021.

A roll call vote found all in favor. Passed and so ordered; 5-0-0-0.

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

None.

4. ITEMS FROM THE COMMISSION

Commissioner Orcutt reminded the Commission to sign up for the Annual APA Conference.

5. ADJOURNMENT

ACTION: It was moved by Commissioner Orcutt and seconded by Commissioner Francis to adjourn.

A voice vote found all in favor. Passed and so ordered; 5-0-0-0.

Time: 7:33 p.m.

CHAIR

STAFF LIAISON

AGENDA ITEM 1.A

REQUEST

RECOMMEND CITY COUNCIL APPROVAL OF A CITY-INITIATED ZONE TEXT AMENDMENT AND I-205 SPECIFIC PLAN AMENDMENT TO ADD DEFINITIONS AND REGULATIONS FOR DIGITAL FREEWAY SIGNS, AND TO AMEND THE CITY'S SIGN REGULATIONS TO REFLECT NEW CONTENT NEUTRAL INDUSTRY STANDARDS. APPLICATION NUMBERS ZA20-0001 AND SPA20-0006.

DISCUSSION

Background

On September 3, 2019, City Council met and discussed the possibility of allowing digital billboard signs within the City limits due to an applicant interested in submitting such a sign for the Northgate Village shopping center. At that time, the sign permit application was rejected due to the fact that such signs are prohibited per the current regulations of the Tracy Municipal Code. After discussion, Council directed staff to amend the code to allow for two such signs, one to be permitted at the Northgate Village site and a second to be allowable in the vicinity of the West Valley Mall.

Sign Ordinance History

The last time the City's sign ordinance was comprehensively updated was in 1978. There have been smaller amendments to it as needed, to add things such as civic organization and subdivision directory signs, but it is generally quite out of date in its wording. Because of this, in order to amend the sign ordinance as directed by Council, it was also necessary to comprehensively update the entirety of Article 35 (the Sign Ordinance) in order to modernize it to be compliant with the requirements that stemmed from the United States Supreme Court's decision on sign regulations in *Reed vs. Town of Gilbert*, 135 S. Ct. 2218 (2015), which requires content neutrality in sign regulations. Essentially, many of the City's sign regulations are based on the content of the signs themselves which is no longer allowable. Therefore, in the effort to add the new sign type as directed, the entire sign ordinance needed to be updated as well in order to avoid any potential litigation regarding our sign regulations as a whole.

Digital Freeway Signs- Tracy Municipal Code Regulations

As directed by Council, staff has drafted a definition and development standards for the requested Digital Freeway Signs:

“Digital freeway sign” shall mean a sign visible from a freeway, with a static message formed by selective internal illumination, and with a display that can be changed electronically. These may contain text or images and may be programmable.

(1) Permitted Locations: As prescribed by the I-205 Corridor Specific Plan

- (2) Maximum height: Fifteen feet measured from the crown of the nearest freeway or 45 feet, whichever is less.
- (3) Maximum area: 300 square feet
- (4) Number of faces: Two digital display faces are allowable, each positioned to be visible from opposing directions of traffic.
- (5) Display characteristics: The sign face display may change no more often than every eight seconds, and each message shall be static; i.e. not moving or “animated”.
- (6) Sign permit needed: No. Requires a conditional use permit.
- (7) Consistency with state and federal law. In addition to the other requirements set forth herein and in the I-205 Corridor Specific Plan, the digital freeway signs shall comply with the requirements of the Outdoor Advertising Act and Regulations, California Business and Professions Code Section 5200 et seq., and other state and federal statutes. To the extent of any conflict between the provisions of this Section, the I-205 Corridor Specific Plan, and state and federal law, state and federal law shall prevail.

Digital Freeway Signs-I-205 Specific Plan Regulations

As is often the case, things like land use, design requirements, and sign regulations can be different within a specific plan area than they are in the City’s Municipal Code because those areas are planned and designed with specific goals in mind. For example, the City’s most recent Specific Plan, Cordes Ranch, has an overlay area restricting larger industrial buildings from being within a certain distance of the freeway, and it also allows for larger wall signs on buildings than within the rest of the City, due to the nature of the larger building sizes. The City’s I-205 Corridor Specific Plan, adopted in 1990, contains the City’s largest concentration of retail areas, with freeway visibility and access. Because of this, the new digital freeway signs will only be allowed within this Specific Plan area, per the following regulations:

Digital Freeway signs may be permitted upon the approval of a Conditional Use Permit in accordance with Tracy Municipal Code Section 10.08.4310 and shall comply with the regulations for Digital Freeway Signs contained in the Tracy Municipal Code Section 10.08.4500(b), except as modified herein. The City may approve a Conditional Use Permit for a Digital Freeway Sign that exceeds the maximum height and area requirements established in Tracy Municipal Code Section 10.08.4500(b) if such a sign is an existing freeway sign to be replaced with a digital display and remain the same size and height.

Permitted locations and spacing: Digital Freeway Signs are permitted on non-residentially designated land within the Mac Arthur Planning Area and the Grant Line North Planning Area. There shall be no more than one such Digital Freeway Sign for every two miles of freeway frontage within the areas listed above.

As noted in the proposed draft standards above, a Conditional Use Permit must first be approved for a digital freeway sign to be installed, requiring Planning Commission approval of each sign, and there is a provision that allows for the conversion of an existing non-conforming sign (such as that at Northgate Village) even if its size and

height exceed the newly defined standard. Any new digital freeway sign must comply with the standards as proposed above.

Other Sign Changes

As discussed above, the entirety of the City's Sign Ordinance had to be updated for compliance with current regulations (Attachment B). As staff revised the ordinance for content neutrality, we also re-organized and re-worded the ordinance for ease of use, comprehension, and enforcement. As a part of those revisions, some standards that were no longer legal were removed or re-worded for legal compliance, and some were eliminated due to the fact that they simply are no longer used, such as time and temperature signs.

In general, all of the objective standards for each sign type remain the same, with the exception of one staff-proposed revision to the height standard for Directional Signs. The current regulation allows these signs to be up to four feet tall and 24 square feet in area. Previously, these sign types were typically used to provide simple directions on a site (one way, drive-thru, etc.). In recent years, staff has received many requests for these directional signs to be taller, as they are now often also being used to direct patrons to parking spaces for curbside delivery, which has become increasingly popular during the pandemic, and will likely continue well into the future. In order to allow for the reasonable directing of customers to these spaces, staff is recommending the allowable sign height be raised from four feet to eight feet. The maximum area of 24 square feet is not proposed to change.

During the "clean-up" of the sign regulations, it should be noted that various sign regulations were placed throughout the I-205 Corridor Specific Plan, most of them repeating regulations from the City's Sign Ordinance. All references to sign regulations that are the same as in the Ordinance have been removed, and a reference to conformance with Article 35 has been added in their place. Only regulations unique to the specific plan remain and are consolidated to a single section (Attachment C).

ENVIRONMENTAL REVIEW

The City contracted with environmental consultants to prepare an Initial Study (Attachment A). The analysis included detailed analyses of air quality and greenhouse gas impacts, biological, cultural and energy resources. Various potentially significant environmental impacts were identified in the areas of aesthetics, biological resources, and cultural resources. However, mitigation measures were identified for each of the potentially significant impacts that would, upon implementation, reduce the impacts to less than significant levels. Therefore, in accordance with California Environmental Quality Act regulations, a Mitigated Negative Declaration is proposed.

The public review period for the Mitigate Negative Declaration/Initial Study commenced on August 24th, and ended on September 13, 2021. No comments were received.

RECOMMENDATION

Staff recommend that the Planning Commission recommend that City Council introduce the ordinances and adopt a Mitigated Negative Declaration, to amend Article 35 of the

Tracy Municipal Code, and the I-205 Corridor Specific Plan Sign Regulations as shown in Attachments A and B and C.

ATTACHMENTS

Attachment A—Resolution Adopting Initial Study/Negative Declaration and Ordinances

Attachment B—Ordinance-Revised Article 35

Attachment C—Ordinance-Revised I-205 Corridor Specific Plan sign regulations

Prepared by: Victoria Lombardo, Senior Planner

Reviewed by: Scott Claar, Senior Planner

Approved by: Bill Dean, Interim Development Services Director

ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY AMENDING ARTICLE 35 (SIGNS) OF CHAPTER 10.08, ZONING REGULATIONS, OF THE TRACY MUNICIPAL CODE

WHEREAS, City Council, in September 2019 discussed the addition of digital freeway signs as an allowable sign type and directed staff to draft regulations to permit up to two such signs along the I-205 corridor, and

WHEREAS, The Planning Commission considered this Ordinance at a notice public hearing held on September 22, 2021, and recommended _____, and

WHEREAS, The City Council considered this Ordinance at a noticed public hearing held on _____, 2021, and

WHEREAS, City Council adopted a Mitigated Negative Declaration for this project, in accordance with California Environment Quality Act Guidelines, on _____, 2021.

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: Article 35, Signs, of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, is amended in its entirety to read as set forth in the attached Exhibit A.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the Ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the Ordinance. (Gov't. Code §36933.)

* * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the ____ day of _____, 2021, and finally adopted on the ____ day of _____, 2021, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

Mayor

ATTEST:

City Clerk

Exhibit A
“Article 35, Signs.

10.08.4430 - Purpose.

The purpose of this article is to provide standards to safeguard the health, safety and welfare of the community by regulating and controlling the type, number, area, height, structural design, quality of materials, construction, illumination, location and maintenance of all signs and sign structures. The sign regulations of this article are intended to accomplish the following results:

- A. Implement the purposes, policies and programs of the General and Specific Plans.
- B. Make the city attractive to residents, visitors, and commercial, industrial and professional businesses while maintaining economic stability through attractive and effective signage.
- C. Protect and enhance the character of residential neighborhoods, commercial areas, and property values by preventing visual clutter caused by excessive and obtrusive signage.
- D. Provide a reasonable system of sign control throughout the city consisting of sign type, number, area, height, structural design, quality of materials, construction, illumination, location and maintenance of signs.
- E. Attract and direct the public to available activities, goods and services.
- F. Encourage a desirable community character, which has a minimum of visual clutter.
- G. To not subject citizens of the City to excessive competition for their visual attention.
- H. Reduce and, to the extent permissible and practicable, eliminate traffic and safety hazards posed to motorists and pedestrians by outdoor advertising structures and other signs that may distract motorists and pedestrians.
- I. Ensuring that the constitutionally guaranteed right of free speech is protected.

10.08.4440 - Definitions.

As used in this article:

“Billboard” shall mean a freestanding sign providing advertising in the manner provided by an off-site sign with a display with an easy change of copy but is not digital. A billboard is located along a freeway, highway, or major street and is of a large size typically ranging from ten feet by 25 feet to 14 feet by 48 feet.

“Building face” shall mean the exterior surface of any building, regardless of frontage.

“Building frontage” shall mean the building elevations facing a street, plaza, or mall. Where the building contains multiple uses, “building frontage” shall mean the linear frontage of that portion of the building between the occupancy separation walls.

“Business” shall mean any non-residential use.

“Change of copy” shall mean the changing of a message on a lawfully erected sign. A change of copy does not include the following (all of which acts shall be considered as the placing of a new sign): any alteration or reconfiguration of the outside dimensions of a sign, any structural modifications of a sign and/or relocation of all or any portion of a sign.

“Changeable copy sign” shall mean a sign on which message copy can be changed manually through use of attachable letters and numerals.

“City civic organization sign” shall mean a sign owned by the City that displays the name, logo, and meeting time and location of one or more civic or nonprofit organizations located in the city.

"Digital freeway sign" shall mean a sign visible from a freeway, with a static message formed by selective internal illumination, and with a display that can be changed electronically. These may contain text or images and may be programmable.

"Directional sign" shall mean a sign to facilitate or control pedestrian or vehicular traffic and is placed on the premises to which the public is directed.

"Director" shall have the same meaning as provided in section 10.08.257 of this Code.

"Directory sign" shall mean a sign to facilitate locating residential, business, or industrial uses within a building, subdivision, center, or complex.

"Electronic readerboard sign" shall mean a changeable, moving message sign consisting of a matrix of lamps, light emitting diodes (LEDs), or similar devices.

"Flag" shall mean a non-rigid piece of material, such as cloth, vinyl or nylon, varying in size, shape and color and design attached at one edge to a pole or staff.

"Flags for new residential developments" shall mean flags used as signs located on new residential subdivisions.

"Freeway sign" shall mean a freestanding sign designed to be viewed from vehicles travelling upon a freeway and located within 350 feet of the freeway.

"Height" shall mean the distance from the grade at the base of the sign to the top of its highest element, including any structural element.

"Illumination" shall mean a source of light is used in order to make the message readable. Signs that have illumination shall include internally and externally lighted signs and reflectorized, glowing, or radiating signs.

"Marquee sign" shall mean a sign attached to, and projecting from, the wall of a building.

"Memorial sign or tablet" shall mean a sign or tablet when cut into masonry surfaces or constructed of bronze or other incombustible materials.

"Monument sign" or "Freestanding sign" shall mean any sign that is not attached to a building or fence, or a wall attached to a building, and supported by a solid base, one or more uprights, braces, columns, poles, or other similar structural components placed on or into the ground, and not attached to a building. Monument or Freestanding signs shall not have more than two (2) faces.

"Mural" means a hand-painted or hand-tiled or digitally printed work of visual art temporarily or permanently affixed to a building wall, freestanding wall, or fence, distinguished from signage in that it does not advertise a business, goods, products or services sold, manufactured, distributed or offered on or off the premises or facilities on which the visual art is located.

"Off-site" and "Off-site sign" shall mean a sign which advertises the business, goods, products or services which are not located, sold, manufactured or distributed on or from the premises or facilities or site on which the sign is located.

"Off-site directional subdivision signs" shall mean signs allowed on a temporary basis off of the property or site in which the new subdivision is located.

"On-site," and "On-site sign" shall mean a sign which advertises the business, goods, products or services which are located, sold, manufactured or distributed on or from the premises or facilities or site on which the sign is located.

"Pitch" (or peak) shall mean the highest point as in the highest point of a roof.

"Portable sign" shall mean any sign not permanently attached to the ground or other permanent structure, or a sign designed to be transported. Portable signs include, but are not limited to, signs designed to be transported by means of wheels; signs configured as A-frame or T-frame; and menu and sandwich board signs.

"Roof sign" shall mean a sign erected upon a roof, or parapet wall of a building, and which is wholly or partially supported by such building.

"Sign" shall mean any medium, including its structure and component parts, which is used, or intended to be used, to attract attention to the subject matter for advertising purposes, announcement, declaration, demonstration, display, projected image, illustration, insignia, surface, object, or space when erected, or background including painted in contrasting colors, or maintained in view of the general public for identification, advertisement, or the promotion of the interests of any person, entity, product, or service. Signs located completely within an enclosed building, and not exposed to view from a street, shall not be considered a sign under this article.

"Sign area" shall mean the entire surface area, excluding support structures, of a sign. "Sign structure" shall mean a structure which supports a sign.

"Temporary sign" shall mean a sign not permanently attached to the ground, a wall, fence, or a building, and not designed or intended for permanent display.

"Temporary signs on property with development project" shall mean signs allowed on a temporary basis on property undergoing development.

"Under canopy sign" shall mean a sign attached to the underside of a canopy, protruding over public or private sidewalks or rights-of-way.

"Wall sign" shall mean a sign which is attached directly to, and parallel with, the building face or painted upon the wall of a building or structural part thereof.

"Window sign" shall mean a sign painted, printed, attached, glued, or otherwise affixed to the exterior side of a window.

10.08.4450 - Administration.

All signs require a sign permit to be approved by the Director, unless otherwise exempted or requiring the approval of a Conditional Use Permit as described in this article. In addition, building permits shall be required for the erection of signs, as determined by the Building Official, following the issuance of written approval by the Director or designee.

10.08.4460 - Scope of responsibilities.

The Director or designee shall be responsible for the following functions:

- (1) Interpretations of this article; and
- (2) The review of sign permit applications for conformance with this article.

10.08.4470 - Sign approval.

- (a) Applications: Form. Applications for sign approval shall be made upon forms provided by the Department in the manner thereon ascribed.
- (b) Review of sign applications. Permission for signs shall be issued only after review by, and the approval of, the Director, or designee. The Director, or designee, shall approve or disapprove the sign application on the basis that it conforms to the purpose and the requirements of this article, any applicable specific plan, or sign guidelines.
- (c) Appeals.
 - (1) In the event the applicant is not satisfied with the decision of the Director, the applicant, within ten working days after the decision is rendered, may file an appeal with the Commission. The appeal shall be filed in writing with the City Clerk.
 - (2) In the event the applicant is not satisfied with the decision of the Commission, within ten working days after the decision is rendered, the applicant may file an appeal with the Council. The appeal

shall be filed in writing with the City Clerk. The Council shall render a decision within 45 days after the filing of such appeal.

10.08.4480 - General requirements.

The general requirements and limitations shall be as follows:

- (a) Construction materials. All permanent signs shall be constructed of wood, metal, plastic, glass, or like material (except wall signs or murals painted upon the building) as approved by the Director; however, a building permit may also be required by the Building Division.
- (b) Area.
 - (1) A double-faced sign with parallel planes, back-to-back, not more than 24 inches apart, shall count as a single sign, and only one side shall be counted for the total area.
 - (2) In cases of multi-face signs, add the outer dimensions of all the faces capable of presenting a sign. The sign area shall be the total area of all the faces.
 - (3) In the event a sign falls under more than one sign definition, the more restrictive sign regulations found in this article shall apply.
 - (4) Sign face changes which do not structurally alter the sign (including sign area and configuration) shall not require a sign permit, unless the sign is a nonconforming sign, whereupon the sign face change shall comply with this article.
 - (5) The total sign area on a parcel shall be calculated as the sum of the sign areas of all types of signs on the parcel, except directional and temporary signs. The total sign area shall not exceed one-half square foot for each lineal foot of building frontage to which the signs pertain, except that individually-lettered wall signs shall be permitted a ratio of one square foot of sign area for each lineal foot of building frontage of business being advertised when individually-lettered wall signs comprise over 50 percent of the sign area of all sign types at such business being advertised.
 - (6) Standard sign area. For all businesses with lineal building frontages which total less than 20 feet, the maximum sign area shall be 20 square feet, unless otherwise limited by sign type. All other provisions of this article shall apply to signs with a standard sign area.
- (c) Location. All signs, except those so stated by this article, shall be on-site signs.
 - (1) Any sign shall not be erected at an intersection so as to intrude into a triangle formed by the projection of the curb line (if none, the property line) and an imaginary line 25 feet from the intersection of such projecting lines, unless less than two feet or more than eight feet above the curb grade and the support is no more than 18 inches in diameter.
 - (2) Any sign shall not be located so that it interferes with visibility at an intersection, public right-of-way, driveway, or other ingress/egress.
 - (3) Any sign shall not be located so that it adversely affects traffic control or safety.
- (d) Illumination. Illumination shall be allowed on all signs upon the approval of the Director, unless otherwise set forth in this article.
- (e) Installation. Prior to installation of the sign, any appropriate construction permit(s) as may be required by the Building Official, shall be obtained.
- (f) Message Substitution. The message of any type of existing sign may be substituted with a noncommercial message, in whole or in part, without consideration of the message content; provided, that the sign structure or mounting device is legal without consideration of message content. This substitution of message may be made without any additional approval or permitting. The purposes of this subsection is to prevent any inadvertent favoring of commercial speech over noncommercial speech or favoring any particular noncommercial message over any other noncommercial message. In addition, any on-site commercial message may be substituted, in

whole or in part, for any other on-site commercial message; provided, that the sign structure or mounting device is legal without consideration of message content. This subsection does not create a right to increase the total amount of signage on a parcel, lot, or land use; does not affect the requirement that a sign structure or mounting device be properly permitted; does not allow a change in the physical structure of a sign or its mounting device; and does not allow the substitution of an off-site commercial message in place of an on-site commercial message or a noncommercial message. This subsection prevails over any more specific section or subsection to the contrary within this article.

10.08.4490 - Prohibited signs and locations.

The following signs shall be prohibited:

- (a) Any sign that emits sound;
- (b) Any sign mounted or attached to a vehicle parked for the purpose of calling attention to or advertising a special business establishment;
- (c) Any sign or sign structure which has become a public nuisance due to inadequate maintenance, dilapidation, or abandonment;
- (d) Any sign which obstructs in any manner the ingress to, or egress from, a required door, window, fire escape, or other required accessway;
- (e) Any sign containing any matter that is obscene as that term is defined in Penal Code Section 311;
- (f) Any sign unlawfully installed, erected, or maintained;
- (g) Any sign now or hereafter existing which no longer advertises a bona fide business conducted or a product sold as prescribed in this article;
- (h) Any sign within or over the public right-of-way or upon City property, including, but not limited to any notice, placard, bill, card, poster, sticker, banner, advertising, or other device affixed or attached to or upon any public street, walkway, crosswalk, or other right-of-way, curb, lamp post, hydrant, tree, telephone booth or pole, lighting system or any fixture of the police or fire alarm system, except:
 - (1) Official sign. The City has a compelling interest in facilitating traffic safety for pedestrians and motorists. This interest is directly advanced by having official signs that help direct pedestrians and motorists away from roadway hazards, toward public services, and informs those persons of the applicability of certain regulations. To accomplish this compelling purpose, the City finds it must allow for such signs to be erected, moved and changed by governmental officials. Official traffic, fire and police related signs, temporary traffic-control signs used during construction, utility facilities and substructure location and identification signs and markers required to protect said facilities, and other signs and markers required by the City, the State Department of Transportation, or any other public agency; and
 - (2) Under canopy sign; and
 - (3) Temporary activity signs on public property, as provided for under section 10.08.4500(j)(4); and
 - (4) Civic organization signs, as provided for under section 10.08.4500(a); and
 - (5) Banner signs on City property, as provided for under section 10.08.4510.
 - (6) Any sign in conjunction with an event permitted on City property through an approved Special Event Permit in accordance with Chapter 4.40.
 - (7) Off-site downtown directional signs. The City has a compelling interest in directing pedestrians, motorists and visitors to the downtown. Downtown is the singular cultural and historic City center functioning as the sole governmental administrative hub and primary city-wide

gathering space. This interest is directly advanced by having signs that help direct pedestrians, motorists and visitors to the downtown. Up to 16 City-owned off-site directional signs for downtown Tracy shall be permitted at the locations indicated below. Said signs shall be installed in City of Tracy public right-of-way and maintained by the City. The specific siting in the public right-of-way at each location will be determined by normal City standards for traffic control signs regarding visibility, safety, and installation considerations. The design of said signs will be standard City of Tracy green and white street signs, approximately six inches tall by 30 inches wide, mounted approximately seven feet above sidewalk grade, containing the word "DOWNTOWN" with an arrow indicating the direction from the sign to the intersection of Tenth Street and Central Avenue. The 16 locations at which signs will be permitted include the following:

- (1) On the westbound off-ramp of I-205 at Grant Line Road, pointing east;
 - (2) On the eastbound off-ramp of I-205 at Grant Line Road, pointing east;
 - (3) On the westbound off-ramp of I-205 at Tracy Boulevard, pointing south;
 - (4) On the eastbound off-ramp of I-205 at Tracy Boulevard, pointing south;
 - (5) On the westbound off-ramp of I-205 at MacArthur Drive, pointing south;
 - (6) On the eastbound off-ramp of I-205 at MacArthur Drive, pointing south;
 - (7) On westbound Pescadero Avenue at MacArthur Drive, pointing south;
 - (8) On eastbound Grant Line Road at Tracy Boulevard, pointing south;
 - (9) On eastbound Eleventh Street at Corral Hollow Road, pointing east;
 - (10) On southbound Tracy Boulevard at Eleventh Street, pointing east;
 - (11) On southbound MacArthur Drive at Eleventh Street, pointing west;
 - (12) On westbound Eleventh Street at Holly Drive, pointing south;
 - (13) On eastbound Eleventh Street at Central Avenue, pointing south;
 - (14) On southbound East Street at Tenth Street, pointing west;
 - (15) On Tracy Boulevard at the Tracy Municipal Airport directing traffic north;
 - (16) On northbound Tracy Boulevard at Eleventh Street, pointing east.
- (i) Any sign which flashes, blinks, moves, changes color, appears to change color, changes intensity, or contains any part of an attachment which does the same except for as provided for under section 10.08.4500 (e);
- (j) Any sign not expressly permitted;
- (k) Any sign attached to a tree;
- (l) Any sign erected or maintained which has less horizontal or vertical clearance from communication lines or energized electrical power lines than that prescribed by the State or rules and regulations duly promulgated by agencies thereof;
- (m) Any sign serving as a billboard.

10.08.4500 - Standards by sign type.

- (a) *City civic organization sign.*
- (1) Maximum height: Eight feet.
 - (2) Maximum area: 68 square feet.
 - (3) Ground clearance: Not more than two feet.
 - (4) Permitted locations: City-owned property.

(5) Permitted sites: One civic organization sign is allowed within one-half mile of each of the following four locations:

- (i) West Eleventh Street at Lammers Road.
- (ii) East Eleventh Street at Mac Arthur Drive.
- (iii) North Tracy Boulevard at I-205.
- (iv) South Corral Hollow Road at I-580.

(b) *Digital freeway sign.*

- (1) Permitted Locations: As prescribed by the I-205 Corridor Specific Plan
- (2) Maximum height: Fifteen feet measured from the crown of the nearest freeway or 45 feet, whichever is less.
- (3) Maximum area: 300 square feet
- (4) Number of faces: Two digital display faces are allowable, each positioned to be visible from opposing directions of traffic.
- (5) Display characteristics: The sign face display may change no more often than every eight seconds, and each message shall be static; i.e. not moving or "animated".
- (6) Sign permit needed: No. Requires a conditional use permit.
- (7) Consistency with state and federal law. In addition to the other requirements set forth herein and in the I-205 Corridor Specific Plan, the digital freeway signs shall comply with the requirements of the Outdoor Advertising Act and Regulations, California Business and Professions Code Section 5200 et seq., and other state and federal statutes. To the extent of any conflict between the provisions of this Section, the I-205 Corridor Specific Plan, and state and federal law, state and federal law shall prevail.

(c) *Directional signs.*

The City has a compelling interest in ensuring traffic safety, and to directly advance that interest, the City will allow on-site directional signage in accordance with the following standards so as to assist and direct traffic circulation into, out of, and through, parking lots on private property.

- (1) Maximum height: Eight feet.
- (2) Maximum area: 24 square feet.
- (3) Calculation of permitted number and area: Permitted by site plan review to give functional information on directions.
- (4) Permitted zones: All zones.
- (5) Sign permit needed: Yes.

(d) *Directory signs.*

- (1) Maximum height: Eight feet.
- (2) Maximum area: 50 square feet.
- (3) Calculation of area: One-half foot of sign area for each lineal foot of building frontage to which the directory sign pertains.
- (4) Permitted zones: All zones with the exception of agriculture.
- (5) Sign permit needed: Yes.
- (6) Sign location: No directory sign which is a freestanding sign may be erected closer than fifteen (15') feet to any neighboring property line or to any driveway or other point of ingress/egress.

(e) *Electronic readerboard sign*

Upon issuance of a conditional use permit, one electronic readerboard sign on the property of a public or private school if the site is one-half acre or more and the school contains any of grades one (1) through twelve (12), to advertise only noncommercial, on-site activities and events. In evaluating the conditional use permit (TMC section 10.08.4250 and following), the Commission shall consider appropriate hours of illumination, brightness, size, height, and other sign characteristics as they relate to the sign's location and surrounding land uses. Any electronic readerboard sign or other sign that flashes, blinks, moves, changes color, appears to change color, changes intensity, or contains any part of an attachment which does the same shall be removed within ninety (90) days after the site is no longer used as a qualifying school.

(f) *Freeway signs.*

- (1) Maximum height: 15 feet measured from the crown of the nearest freeway or 45 feet, whichever is less.
- (2) Maximum area: 300 square feet per sign face.
- (3) Minimum ground clearance: Eight feet from the bottom of the sign.
- (4) Permitted sites: The sign and the site(s) being advertised must be within 350 feet of a freeway.
- (5) Permitted zones: GHC, CS, M-1, M-2, HS, and as permitted in a PUD or Specific Plan zone, subject to first securing a conditional use permit.
- (6) Sign permit needed: No. Requires a conditional use permit.
- (7) Maximum number of signs permitted: One sign per parcel, advertising a business on the parcel or immediately adjacent to the parcel. No business may be advertised on more than one freeway sign.

(g) *Monument signs.*

(1) Standard Monument Signs.

- (i) Maximum height: Six feet in the MO, NS, CS, HS, and GHC Zones and in Use Group 30 in the RE, LDR, MDC, MDR, HDR, POM, M-1 and M-2 Zones and four feet for all other land uses and use groups in the RE, LDR, MDR, HDR, and POM Zones, or as established in a PUD or Specific Plan zone.
- (ii) Maximum area: 24 square feet in the MO, NS, CS, HS, and GHC Zones and in Use Group 30 in the RE, LDR, MDC, MDR, HDR, and POM Zones; 36 square feet in the M-1 and M-2 zones, or as established in a PUD or Specific Plan zone.
- (iii) Calculation of permitted area: One-half square foot of sign area for each lineal foot of building frontage for which the sign pertains.
- (iv) Ground clearance: Monument signs will not have a ground clearance exceeding two feet.
- (v) Permitted zones: All zones with the exception of agricultural.
- (vi) Sign permit needed: Yes.
- (vii) Maximum number of signs permitted: Two per parcel.

(2) Freestanding Monument Sign.

- (i) Maximum height: 15 feet.
- (ii) Maximum area: 100 square feet.
- (iii) Calculation of permitted area: One-half square foot of sign area for each lineal foot of parcel frontage.
- (iv) Permitted locations: Zones CS, CBD, GHC, M-1, M-2, and HS; and school sites as described in subsection (vii)D below.
- (v) Sign permit needed: Yes.

(vi) Sign location: No freestanding sign may be erected closer than 15 feet to any property line or closer than 14 feet to any driveway, alley, or vehicular access.

(vii) Freestanding signs may only be permitted on the following sites or conditions:

A. Shopping centers with four or more individual establishments;

B. Office complexes including eight or more suites or exceeding 15,000 square feet of floor area;

C. Any parcel with 200 or more feet of street frontage;

D. Upon issuance of a conditional use permit, a school containing any of grades one through 12, where the school site is one-half acre or more, and advertising is only for on-site, noncommercial activities or events.

(3) Off-site monument sign.

(i) Any business may construct and maintain one off-site monument sign, if, and only if, all of the following requirements are met:

A. The business does not have a freeway sign or a freestanding monument sign; and

B. The parcel on which the business is located (the "business parcel") has a recorded easement, or other real property interest recorded against the parcel on which the sign is located (the "sign parcel"), which provides: (1) access from the business to the public right-of-way across the sign parcel; and (2) the continued maintenance of the off-site monument sign in accordance with all City standards, including this article;

C. The off-site monument sign is located within the access easement referenced in subsection (i)(B), above;

D. The business has no more than one monument sign on the business parcel, and no more than one off-site monument sign;

E. The sign parcel shall have no more than two total monument signs;

F. The off-site monument sign is designed in accordance with all City standards, including subsection 10.08.4500(g)(1).

(h) *Murals*

(1) Maximum Height: None

(2) Maximum Area: None

(3) Allowable Locations: Not above the roofline

(4) Sign permit needed: No.

(i) *Roof signs.*

(1) Maximum height: Four feet above the eaves of the roof, but in no case higher than the pitch of the roof.

(2) Maximum area: 40 square feet.

(3) Calculation of permitted area: One-half square foot of sign area for each lineal foot of building frontage of business being advertised.

(4) Permitted zones: MO, POM, CS, NS, CBD, GHC, M-I, M-2, HS and any non-residential specific plan or PUD.

(5) Sign permit needed: Yes.

(j) *Temporary signs.*

The City has a compelling interest in making the City attractive to residents, visitors and business owners. To accomplish this interest, the City finds it necessary to establish standards for temporary signs and to regulate their duration. All temporary signs in the City shall be subject to the following requirements unless otherwise provided for in this subsection (j):

- (i) Maximum height: Not to exceed the roof line of the nearest building or the building affixed to, but in no case higher than 30 feet.
- (ii) Maximum area: 300 square feet.
- (iii) Calculation of area for businesses: One-half square foot of sign area for each lineal foot of building frontage of business to which the sign pertains.
- (iv) Permitted zones: All zones.
- (v) Sign permit needed: No.
- (vii) Permitted time: Temporary signs may not be utilized for more than 30 days.
- (viii) Temporary signs shall not be illuminated nor use reflective paint or fluorescent colors.
- (ix) Temporary signs may be placed on private property with the owner's permission. Nothing in this subsection shall prohibit the owner of a piece of property, or his or her authorized representative, from removing a temporary sign from his or her property when the sign has been erected without his or her consent.
- (x) Temporary signs shall be maintained in good condition, with no indications of wear and tear.

(1) Construction project sign.

- (i) Allowed to be erected on a site in conjunction with a construction project with a building permit.
- (ii) Sign standards:
 - A. Maximum area: 100 square feet
 - B. Maximum height: Eight feet, unless legally required by governmental contract to be larger.
- (iii) Permitted time: Must be removed within 30 days of final inspection of certificate of occupancy.

(2) Flags for new residential developments

- (i) Maximum height: Pole height is limited to 20 feet.
- (ii) Maximum area: Flag area to be no more than 24 square feet per flag.
- (iii) Calculation of area: New subdivisions are permitted a cumulative total of ten flags and are to be located on the model home lots or sales office lot or clustered at the entryway on private property.
- (iv) Flags are to be replaced when the fabric is torn or otherwise determined by the City to be in a state of disrepair.
- (v) Sign permit needed: No.

(3) Off-site directional subdivision signs.

- (i) One off-site directional subdivision sign may be constructed per site located on private property only. A second off-site directional subdivision sign may be approved by the Planning Commission through the conditional use permit process. The following ten sites (within one-quarter mile radius) are hereby approved as sign locations and have their center at the intersections of:
 - A. Corral Hollow Road and Grant Line Road;
 - B. Tracy Boulevard and Grant Line Road;

- C. Tracy Boulevard and I-205;
 - D. I-205 and MacArthur Drive;
 - E. MacArthur Drive and Grant Line Road;
 - F. Tracy Boulevard and Eleventh Street;
 - G. Eleventh Street and MacArthur Drive;
 - H. Corral Hollow Road and Cypress Drive;
 - I. Tracy Boulevard and Schulte Road; and
 - J. Schulte Road and MacArthur Drive.
 - K. Any site approved through a Conditional Use Permit by Planning Commission.
- (ii) Maximum of six panels per subdivision, phase, tract or tentative map throughout the City and four panels total per structure.
 - (iii) Seven-inch minimum letter height, and twelve-inch maximum letter height. Height of structure not to exceed 14 feet. Sign must have a minimum ground clearance of three feet. Sign area of each panel not to exceed 16 square feet and no panel is to be greater than eight feet in length.
 - (iv) A panel shall be removed from the sign structure(s) following close of the on-site sales office.
 - (v) Copy change or new panels not required to go before the Planning Commission.
 - (vi) Sign permit needed: yes.
 - (vii) Sign structure to be removed within 60 days after sign advertises no subdivisions.
- (4) Temporary activity signs on public property. A sign placed by the organizer of a temporary activity may be placed in the public right-of-way if the owner complies with all of the following:
- (i) Activity. Applies to temporary activity signs for an activity that is permitted within the residential zone.
 - (ii) Temporary. With respect to subsection 4(ii), "temporary activity signs" means a sign placed during daylight hours on a weekend and legal holiday.
 - (iii) Location. The temporary activity sign may only be located within one mile of the property to which the temporary activity is taking place, and within the public right-of-way in any residential zoning district in the following locations:
 - A. Along a major arterial street where there is a public soundwall, landscaping and pedestrian walkway separating the adjacent private property from the roadway.
 - B. Where the frontage is improved with a monolithic curb, gutter and sidewalk, behind the sidewalk on residential and collector streets.
 - C. Where the frontage is improved with vertical face curb, parkway and sidewalk, within the parkway between the curb and sidewalk on residential and collector streets.

The sign shall not be located:

- In a median;
- In a city park;
- On a sidewalk or pedestrian walkway;
- In the vehicular travel lane, bicycle lane, parking lane or red zone of the street;
- Within one foot of the curb;
- On a utility pole or fixture;

- On street signs or other public signs.

(iv.) Material. Portable sign. Signs shall be of sufficient weight in order to keep upright and in place. Signs shall not include balloons, ribbons, pennants, streamers, or other attachments.

(v) Number of signs. For each activity, there shall be no more than a total of four signs displayed in the public right of way, and no more than one sign at an intersection. There shall be no more than a total of four signs at any intersection or one sign on each corner.

(vi) Size. The sign may not exceed six square feet in area or three feet in height.

(5) Temporary non-commercial signs.

(i) Maximum height: Six feet.

(ii) Maximum area: 32 square feet.

(iii) Calculation of area: One-half square foot of sign area for each lineal foot of parcel frontage.

(iv) Permitted zones: All zones.

(v) Sign permit needed: No.

(vi) Installation: Signs may not be erected sooner than 45 days preceding an event (such as an election, community event, or cultural event).

(vii) Removal: Signs shall be removed within five days following an event (such as an election, community or cultural event).

(6) Temporary on-site commercial signs. May be displayed as follows:

(i) During the period when the property is for sale, lease or rent.

(ii) Residential property. Sign standards:

A. On residential property of less than one acre, one temporary on-site commercial sign not to exceed six square feet in area is permitted.

B. On residential property of more than one acre, one temporary on-site commercial sign not to exceed 32 square feet in area per street frontage is permitted. In cases of properties with more than one frontage, not more than one temporary on-site commercial sign may be placed along each frontage, no closer than 200 feet apart.

C. One temporary on-site commercial sign may be permitted on each arterial or collector street within a subdivision. When there are no arterial or collector streets within the subdivision, one such sign may be permitted on a local street within the subdivision. Temporary on-site commercial signs shall meet the minimum front yard setback requirements, and shall not exceed 100 square feet in area, or be more than 15 feet in height. Notwithstanding subsection (4)(i), above, such signs shall be removed immediately after the completion of the sales activity of the property or subdivision by the builder. A sign permit shall be obtained before the placement of such signs.

(iii) Commercial or industrial property. Sign standards:

A. On a commercial or industrial parcel of less than one acre, one temporary on-site commercial sign of 12 square feet in area plus one square foot of additional sign area for every ten linear feet of street frontage up to, but not exceeding 32 square feet in total sign area shall be permitted.

B. On a commercial or industrial parcel of one acre or more, one sign per frontage, not to exceed 32 square feet in area per sign, is permitted.

(iv). Temporary signs on property with development project. May be permitted on the site only under the following:

A. The site shall be at least 35 acres.

- B. The site shall have an approved commercial project by the City for the entire site.
 - C. Sign standards:
 - 1. Maximum area: 100 square feet;
 - 2. Maximum height: 15 feet;
 - 3. Two signs per project or parcel whichever is less.
 - D. The temporary sign shall be removed prior to the issuance of the first final inspection or certificate of occupancy for any structure in the project, or after one year from the date of sign permit approval, whichever occurs first. The owner may receive up to a one-year extension of the permit if a final inspection or certificate of occupancy has not been granted for any structure in the project and the owner provides written justification for the extension, to the satisfaction of the Director.
 - E. No temporary sign may be permitted on a site longer than two years after original approval unless a new sign permit application, submitted with appropriate fee, is approved by the Director pursuant to this article.
 - F. Sign permit needed: Yes.
- (7) Temporary window signs. Temporary window signs not exceeding 25% of the window area provided visibility into the building is maintained.
- (k) *Under canopy signs.*
- (1) Height: Minimum eight foot clearance under the sign.
 - (2) Maximum area: Four square feet.
 - (3) Permitted zones: All non-residential zones.
 - (4) Maximum number of signs: One per parcel or business.
 - (5) Sign permit needed: Yes
- (l) *Wall signs.*
- (1) Maximum height: Not to exceed the pitch of the roof.
 - (2) Maximum area: 100 square feet.
 - (3) Calculation of area: One-half square foot of sign area per lineal foot of building frontage of business being advertised.
 - (4) Permitted zones: MO, POM, CS, NS, CBD, GHC, M-I, M-2, HS, PUD, Specific Plan zones and applicable residential zones.
 - (5) Sign permit needed: Yes.
- (m) *Window signs.* One permanent window sign not exceeding four square feet in area.

10.08.4510 - Banner signs on public property.

- (a) *Purpose.* The purpose of this section is to establish the manner by which City banners may be displayed on City property to promote the City of Tracy, to promote co-sponsored, community-wide public events, and for beautification of the City.
- (b) *Definitions.* For the purpose of this section:
 - "Banner" means either of the following two (2) types:
 - (1) "Street light banner" means a City banner on a City street light pole, including a light pole on any City-owned property, and which is affixed by brackets.

- (2) *"Over-the-street banner"* means a City banner traversing the public right-of-way at one of three (3) locations as set forth in subsection (d)(2) below.

"City-sponsored" means the City alone (including a City Board or Commission) is sponsoring the public event.

"Co-sponsor" means the City is co-sponsoring a public event in one of the following ways:

- (1) The City has entered into a memorandum of understanding (MOU) with an organization to cooperate in putting on the event (pursuant to Council Resolution No. 2005-076, or the successor co-sponsorship guidelines); or
 - (2) The City has made a substantial contribution of money and or City services toward the event.
- (c) *City banners to promote or beautify the City.* The City may install street light banners throughout the City to promote the City or for beautification of the City. No sign permit is necessary.
- (d) *Banners for City-sponsored or co-sponsored events.* The City may install banners to advertise an upcoming community-wide event for which the City is a sponsor or co-sponsor. No sign permit is necessary. However, the applicant must obtain a special events permit from the Parks and Community Services Department, and the Parks and Community Services Director is authorized to approve the placement of banners and their conformance to the banner guidelines.
- (1) Street light banners for City-sponsored or co-sponsored, community-wide events may be placed in any one or more of the following zones:
 - (A) *Zone 1:* Eleventh Street between Lammers Road and Corral Hollow Road;
 - (B) *Zone 2:* Tenth Street between A and East Streets;
 - (C) *Zone 3:* Central Avenue between Eleventh and Sixth Streets.

These three (3) zones do not include the four (4) street corners at Tenth Street and Central Avenue, which are reserved for City banners.

- (2) Over-the-street banners for City-sponsored or co-sponsored, community-wide events may be placed in any one or more of the following locations, once the City has installed appropriate pole structures:
 - (A) In the center median of Eleventh Street between Lammers Road and Crossroads Drive;
 - (B) On Central Avenue between Eleventh Street and Tenth Street; and
 - (C) At Sixth Street and Central Avenue, upon completion of the Downtown Plaza.
- (3) The Director shall establish banner guidelines, including banner specifications, length of time banners may be displayed, scheduling and utilization of the special event permit process. The Director may revise the banner guidelines as necessary, as long as they conform to this section.
- (4) Banners shall be installed and removed by City staff.

10.08.4520 - Nonconforming signs.

The lawful use of signs existing prior to the adoption, or subsequent amendments of this article, although such use does not conform with the provisions of this article, may be continued; provided, however, a nonconforming sign which has been abandoned, or the use for which it is advertised has ceased to function for a period of 90 days or more, shall be brought into conformity with the provisions of this article.

- (a) No nonconforming sign shall be, in any manner, structurally altered, reconstructed, or moved without being made to comply in all respects with the provisions of this article; however, nothing in this subsection shall prohibit the painting, maintenance, or repairing of such sign, including the face and changing of copy, except that such repairs shall not exceed 50 percent of the value of such sign within any consecutive five year period.

- (b) If at any time any sign in existence or maintained prior to the adoption, or subsequent amendments of this article, which sign does not conform with the provisions of this article, is destroyed by fire, accident, explosion, or act of God to the extent of more than 50 percent of the value thereof, then, without further action of the City, such sign, from and after the date of such destruction, shall be subject to all the provisions of this article. For the purposes of this article, the value of any sign shall be the estimated cost and replacement of the sign in kind as determined by the Building Official.

10.08.4530 - Removal of signs.

A sign shall be removed under any of the following conditions:

- (a) The sign no longer qualifies as an on-site or off-site sign, and the sign exists 90 days after the cessation of such business;
- (b) The sign was installed or painted illegally;
- (c) The sign is a nonconforming sign and was destroyed in a manner reducing the value of such sign by 50 percent or more;
- (d) The sign is in violation of any part of this article;
- (e) The sign endangers the safety or welfare of citizens; and
- (f) The sign is dilapidated, decayed, or otherwise neglected.

10.08.4540 - Nature of removal.

- (a) A sign subject to removal shall be removed in a safe manner.
- (b) Any accessory structures or foundations or mounting materials which are unsightly or a danger to the safety and welfare of citizens shall be removed at the time of the sign removal.

10.08.4550 - Enforcement.

In the event a sign is found to not conform with this article, and such sign does not place citizens in immediate danger or peril, the City shall serve the business owner (or property owner if the business has ceased) a written certified notice explaining the nature of such violation and demand compliance with this article (by the modification or removal of such sign) within 30 days after the receipt of such notice. Should the business owner fail to comply with this article in the prescribed time, the City shall issue a citation to the business owner and the owner shall pay a fine prescribed by resolution, except when during the 30 day notice period the business owner or designee files a variance application with the Development Services Department.

In the absence of substantial evidence to the contrary, the person who is featured on a sign or who otherwise benefits from its display shall be presumed to be the person who both owns the sign and was responsible for the placement of the sign: (i) the real estate agent, broker, brokerage firm or other person whose name or telephone number appears on the sign is the person responsible for posting the sign promoting a property for sale, lease, or rent; (ii) the candidate seeking office is the person responsible for posting a sign promoting the candidate for public office; (iii) the owner, or lessee, if the property is leased, of property used for a yard or garage sale is the person responsible for posting a sign promoting a yard or garage sale; (iv) the person whose name, telephone number, or address appears as the person to contact on any sign posted is the person responsible for posting the same.

10.08.4560 - Signs placing citizens in immediate peril or signs in public rights-of-way and/or easements.

The City shall immediately cause the removal of any sign which is found to be within the public right-of-way and/or easements or found to place citizens in immediate peril by any or a combination of the following methods, using sound judgment under the circumstances:

- (a) The removal or modification of such sign by City staff with the business owner or party responsible for the sign to be billed for time and materials;
- (b) Notification in writing to the business owner or party responsible for the sign causing the removal of such sign within a 24 hour period or a lesser period of time, as prescribed by the Building Official or designee; or
- (c) The immediate citation of the business owner or party responsible for such sign.”

ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY AMENDING THE I-205 CORRIDOR SPECIFIC
PLAN SIGN REGULATIONS

WHEREAS, City Council, in September 2019 discussed the addition of digital freeway signs as an allowable sign type and directed staff to draft regulations to permit up to two such signs along the I-205 corridor, and

WHEREAS, Article 35, Signs, of Chapter 10.08, Zoning Regulations is concurrently being amended in conjunction with this Specific Plan Amendment for the allowance of digital freeway signs, and

WHEREAS, The Planning Commission considered this Ordinance at a notice public hearing held on September 22, 2021, and recommended _____, and

WHEREAS, The City Council considered this Ordinance at a noticed public hearing held on _____, 2021, and

WHEREAS, City Council adopted a Mitigated Negative Declaration for this project, in accordance with California Environment Quality Act Guidelines, on _____, 2021.

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: Chapter 4.1.2.2, Section (Signs) G, items 1 through 12 shall be removed and replaced to read as set forth in the attached Exhibit A.

SECTION 2: Chapter 4.1.2.4, Section C (Signs), shall be removed and the section reserved.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the Ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the Ordinance. (Gov't. Code §36933.)

* * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the ____ day of _____, 2021, and finally adopted on the ____ day of _____, 2021, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

Mayor

City Clerk

Exhibit A
Section 4.1.2.2

G. Signs

Signs must conform to minimum requirements of Signs, Article 35 of the Tracy Municipal Code as modified herein.

1. Wall Signs:

No wall sign shall extend above the dominant roofline of the building, except as approved by a Conditional Use Permit.

Size: The total sign area of all sign types shall not exceed one half square foot per lineal foot of building frontage. Where individually lettered wall signs comprise over 50 percent of the total signage, the total sign area shall not exceed 1.2 square feet per lineal foot of building frontage. The area of any single wall sign shall not exceed 100 square feet; however, a wall sign of up to 250 square feet may be allowed upon Conditional Use Permit approval which demonstrates that the size of the sign is appropriate in scale with the building face on which it is proposed.

Length: The length of any single sign shall not exceed 75 percent of the width of the building face on which the sign is proposed.

2. Monument signs: Monument signs shall be set back a minimum of five feet from the public right-of-way. Sign area shall not exceed 32 square feet and shall not exceed six feet in height.

3. Freeway Signs: The I-205 Specific Plan shall have no more than four freeway signs. A freeway sign may identify any tenant(s) located within the I-205 Specific Plan area.

4. Digital Freeway Signs:

Digital Freeway signs may be permitted upon the approval of a Conditional Use Permit in accordance with Tracy Municipal Code Section 10.08.4310 and shall comply with the regulations for Digital Freeway Signs contained in the Tracy Municipal Code Section 10.08.4500(b), except as modified herein. The City may approve a Conditional Use Permit for a Digital Freeway Sign that exceeds the maximum height and area requirements established in Tracy Municipal Code Section 10.08.4500(b) if such a sign is an existing freeway sign to be replaced with a digital display and remain the same size and height.

Permitted locations and spacing: Digital Freeway Signs are permitted on non-residentially designated land within the Mac Arthur Planning Area and the Grant Line North Planning Area. There shall be no more than one such Digital Freeway Sign for every two miles of freeway frontage within the areas listed above."

RESOLUTION _____

RECOMMENDING ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR A CITY-INITIATED ZONE TEXT AMENDMENT (ZA20-0001) AND I-205 SPECIFIC PLAN AMENDMENT (SPA20-0006) TO ADD DEFINITIONS AND REGULATIONS FOR DIGITAL FREEWAY SIGNS, AND TO AMEND THE CITY'S SIGN REGULATIONS TO REFLECT NEW CONTENT NEUTRAL INDUSTRY STANDARDS.

WHEREAS, City Council, in September 2019 discussed the addition of digital freeway signs as an allowable sign type and directed staff to draft regulations to permit up to two such signs along the I-205 corridor, and

WHEREAS, Article 35, Signs, of Chapter 10.08, Zoning Regulations is concurrently being amended in conjunction with this Specific Plan Amendment for the allowance of digital freeway signs, and

WHEREAS, An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared and published for public review on August 24, 2021, in accordance with the requirements of the California Environmental Quality Act (CEQA) and its implementing regulations (the CEQA Guidelines), and that public review period ended on September 13, 2021 with no comments received, and

WHEREAS, Based on the IS/MND, the City has determined that approval of the Zone Text Amendment and the I-205 Specific Plan Amendment will not result in any potentially significant environmental impacts, and the IS/MND is proposed for approval, and

WHEREAS, The Planning Commission considered this Resolution at a noticed public hearing held on September 22, 2021;

NOW, THEREFORE BE IT RESOLVED that the Tracy Planning Commission hereby recommends that the City Council adopt the Initial Study and Mitigated Negative Declaration for the Digital Freeway Signs project as shown in Exhibit 1, and adopt an ordinance amending Article 35, Signs as shown in Exhibit 2, and adopt an ordinance amending the I-205 Corridor Specific Plan sign regulations, as shown in Exhibit 3, attached and made part hereof.

The foregoing Resolution _____ was adopted by the Planning Commission on the 22nd day of September, 2021, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAIN:	COMMISSION MEMBERS:

Chair

ATTEST:

Staff Liaison

DRAFT
City of Tracy Digital Freeway Sign Project
Initial Study/Mitigated Negative Declaration
City of Tracy, San Joaquin County, California

Prepared for:
City of Tracy
300 Civic Plaza
Tracy, CA 95376
209.831.6400

Contact: Victoria Lombardo, Senior Planner

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
Tsui Li, Project Manager

Report Date: August 20, 2021

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

Acronyms and Abbreviations	v
Section 1: Introduction	1
1.1 - Purpose	1
1.2 - Overview	1
1.3 - Project Description.....	2
1.4 - Required Discretionary Approvals	4
1.5 - Intended Uses of this Document	4
Section 2: Environmental Checklist and Environmental Evaluation	13
2.1 Aesthetics	14
2.2 Agriculture and Forestry Resources	20
2.3 Air Quality.....	23
2.4 Biological Resources.....	41
2.5 Cultural Resources and Tribal Cultural Resources	48
2.6 Energy.....	56
2.7 Geology and Soils.....	60
2.8 Greenhouse Gas Emissions.....	66
2.9 Hazards and Hazardous Materials.....	85
2.10 Hydrology and Water Quality	90
2.11 Land Use and Planning	95
2.12 Mineral Resources.....	97
2.13 Noise.....	99
2.14 Population and Housing	105
2.15 Public Services	107
2.16 Recreation.....	110
2.17 Transportation.....	111
2.18 Utilities and Service Systems	114
2.19 Wildfire	118
2.20 Mandatory Findings of Significance	121
Section 3: List of Preparers	125
Appendix A: Proposed Sign Ordinance Amendment	
Appendix B: Proposed Interstate 205 Corridor Specific Plan Amendment	
Appendix C: Air Quality and Greenhouse Gas Emissions Analysis Supporting Information	
Appendix D: Biological Resources Supporting Information	
Appendix E: Cultural Resources Supporting Information	
Appendix F: Energy Supporting Information	

List of Tables

Table 1: Air Quality Monitoring Summary	24
---	----

Table of Contents

Table 2: Air Quality Index and Health Effects	25
Table 3: San Joaquin Valley Air Basin Attainment Status	26
Table 4: San Joaquin Valley Air Pollution Control District Significance Thresholds	34
Table 5: Proposed Construction Schedule	37
Table 6: Mitigated Annual Construction Emissions	37
Table 7: Mitigated Annual Operational Emissions.....	38
Table 8: Construction GHG Emissions.....	82

List of Exhibits

Exhibit 1: Regional Location Map	5
Exhibit 2: Local Vicinity Map	7
Exhibit 3: I-205 Corridor Specific Plan	9
Exhibit 4: Existing Billboard at the Tracy Outlets Site	11
Exhibit 5: Designated California Scenic Highways and Entry Corridors	15

ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ACM	asbestos-containing materials
Air Basin	San Joaquin Valley Air Basin
AQGGP	Air Quality Guidelines for General Plans
AQI	Air Quality Index
AQP	Air Quality Plan
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAU	Business as Usual
BERD	Built Environmental Research Directory
BMP	Best Management Practice
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CBC	California Building Standards Code
CBSC	California Building Standards Commission
CCIC	Central California Information Center
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFL	compact fluorescent light
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CPUC	California Public Utility Commission
CRHR	California Register of Historical Resources
dB	decibel

Acronyms and Abbreviations

dba	A-weighted decibel
DPR	California Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
EV	Electric Vehicle
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IPaC	Information for Planning and Consultation
ISO	Independent System Operator
JJWTP	John Jones Water Treatment Plant
kWh	kilowatt-hour
LCFS	Low Carbon Fuel Standard
L _{dn}	day/night sound level
LED	light-emitting diode
L _{eq}	equivalent continuous sound level
L _{max}	maximum instantaneous noise level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MMT	million metric tons
MND	Mitigated Negative Declaration
mph	miles per hour
MRF	Material Recovery Facility
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO ₂	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	oxides of nitrogen

NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
NSR	New Source Review
OAAA	Outdoor Advertising Association of America
PG&E	Pacific, Gas and Electric Company
PM ₁₀	particulate matter, including dust, 10 micrometers or less in diameter
PM _{2.5}	particulate matter, including dust, 2.5 micrometers or less in diameter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
SO ₂	sulfur dioxide
SOI	Sphere of Influence
SO _x	sulfur oxide
SRI	Solar Reflectance Index
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TPY	tons per year
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
Valley Air District	San Joaquin Valley Air Pollution Control District
VC	Village Center
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WWTP	Wastewater Treatment Plant

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is to identify any potential environmental impacts that would result from implementation of the City of Tracy Digital Freeway Sign Project (proposed project) located in the City of Tracy (City), in San Joaquin County, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City has discretionary authority over the proposed project and is the Lead Agency for the preparation of this Draft IS/MND and any additional environmental documentation required for the proposed project. The intended use of this document is to determine the level of environmental analysis required to adequately analyze the proposed project pursuant to the requirements of CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. Section 3 contains the List of Preparers.

1.2 - Overview

The City proposes to amend Title 10, Chapter 10.08, Article 35 (Signs or Sign Ordinance) of the Tracy Municipal Code. The City also proposes to revise the Interstate 205 (I-205) Corridor Specific Plan to ensure consistency with the new Municipal Code provisions.

The I-205 Corridor Specific Plan area is the only part within the City in which digital freeway signs would be allowed. Based on the restrictions that would be imposed by the zoning text amendments, the City anticipates that up to two digital freeway signs could be constructed within the Specific Plan area:

- An existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 (1005 East Pescadero Avenue) south of the I-205/MacArthur Boulevard interchange, would be converted to a digital freeway sign.
- A new digital freeway sign may be built in the vicinity of West Valley Mall, which is located north of the I-205/Naglee Road/Grant Line Road interchange.

Exhibits 1, 2, and 3 depict the proposed project's regional location (Exhibit 1), the boundaries of the I-205 Corridor Specific Plan (Exhibit 2), and the two locations where digital signs could potentially be located (Exhibit 3).

1.3 - Project Description

1.3.1 - Project Background

The City's Sign Ordinance is contained in Title 10, Chapter 10.08, Article 35 of the Tracy Municipal Code. The Sign Ordinance has not been updated comprehensively since 1978; accordingly, the City has now undertaken a comprehensive review and revision effort and the proposed text would replace the existing Article 35 in its entirety. The Sign Ordinance does not currently address digital freeway signs, and no digital freeway signs currently exist within the city limits.

1.3.2 - Sign Ordinance and I-205 Corridor Specific Plan Updates

The Sign Ordinance will include new regulations (to be contained in Ordinance 10.08.4500(b)) on digital freeway signs. The City is also planning to revise the I-205 Corridor Specific Plan to ensure conformity with the updated Sign Ordinance. The proposed amendments to the Sign Ordinance and Specific Plan are contained in Appendix A and Appendix B.

1.3.3 - Digital Freeway Sign Characteristics

Under the amended Sign Ordinance, a freeway sign is defined as a freestanding sign that is designed to be viewed from vehicles traveling on a freeway and is located within 350 feet of the freeway. A digital freeway sign is defined as a freeway sign "with a static message formed by selective internal illumination, and with a display that can be changed electronically. These may contain text or images and may be programmable."

Like freeway signs in general, digital freeway signs would have a maximum height of 15 feet measured from the crown of the nearest freeway or 45 feet (whichever is less) and a maximum area of 300 square feet. Two digital display faces would be allowed, with each one positioned to be visible from opposing directions of traffic. The sign face display would not be allowed to change more often than every 8 seconds, and messages would be static (i.e., not moving or animated).

The I-205 Corridor Specific Plan amendments may allow digital freeway signs to be larger/taller than is specified in Ordinance 10.08.4500(b), pursuant to a Conditional Use Permit, but only for the conversion of an existing sign with a digital display of the same size and height.

In addition to the other requirements set forth in the amended Sign Ordinance and the I-205 Corridor Specific Plan, digital freeway signs would comply with the requirements of the Outdoor Advertising Act and Regulations, California Business and Professions Code Section 5200 *et seq.*, and other State and federal statutes. Federal and State law would prevail in the case of any conflict between those laws, the ordinance, and the Specific Plan.

1.3.4 - Potential Digital Freeway Sign Locations

The I-205 Corridor Specific Plan area would be the only area in the City in which digital freeway signs would be allowed. Digital freeway signs would be permitted on "non-residentially designated land within the MacArthur Planning Area and the Grant Line North Planning Area," and no more than one digital freeway sign would be allowed for every 2 miles of freeway frontage in those areas. Based on

these parameters, the City anticipates that no more than two signs would be constructed, as described below.

Existing Freeway Sign at APN 213-060-40

As part of the proposed project, an existing freeway sign, located at 1005 East Pescadero Avenue, south of the I-205/MacArthur Boulevard interchange (the Tracy Outlets sign) would be converted to a digital freeway sign. The display would have the same dimensions as the existing sign. Only the billboard faces would be replaced; the pole would remain in place and no ground disturbance would be required for the conversion. Exhibit 4 depicts the existing freeway sign.

Potential Digital Freeway Sign at West Valley Mall

A second sign could be placed in the vicinity of West Valley Mall. Because this would be a new sign, some ground disturbance would be required.

Collectively, these sites are described as the “project sites.” In instances where the project sites need to be analyzed separately, the individual sites are described as the “Tracy Outlets site” and the “West Valley Mall site.”

1.3.5 - Relevant Lighting Regulations and Standards

The California Department of Transportation (Caltrans) Outdoor Advertising Act and Regulations 2011 Edition (Outdoor Advertising Act) addresses illumination generated by advertising displays by stating that displays may not “interfere with the effectiveness of, or obscure any official traffic sign, device, or signal . . . nor shall any advertising display cause beams or rays of light to be directed at the traveled ways if the light is of an intensity or brilliance as to cause glare or to impair the vision of any driver, or to interfere with any driver’s operation of a motor vehicle.” Caltrans regulations prohibit images on signs from changing more than once every four seconds.¹

With respect to the brightness of signs, Business and Professions Code Section 5403(g) defines the brightness standard for changeable electronic variable message billboards in relation to Vehicle Code Section 21466.5, which provides:

No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1½-degree photoelectric brightness meter placed at the driver’s point of view. The maximum measured brightness of the light source within 10 degrees from the driver’s normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver’s field of view, except that when the minimum

¹ California Department of Transportation (Caltrans). 2011. Outdoor Advertising Act and Regulations 2011 Edition. California Business Professional Code Sections 5200–5486.

measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

The Outdoor Advertising Association of America (OAAA), however, recommends more conservative lighting intensity standards for billboards of the proposed size. The project commits to a maximum ambient light output level of 0.3 foot-candle at a distance of 250 feet from the billboards, as recommended by the OAAA. The light levels emitted from the billboards would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime).

1.4 - Required Discretionary Approvals

As mentioned previously, the City has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Draft IS/MND. To implement the proposed project, the City would need to secure the following permits/approvals:

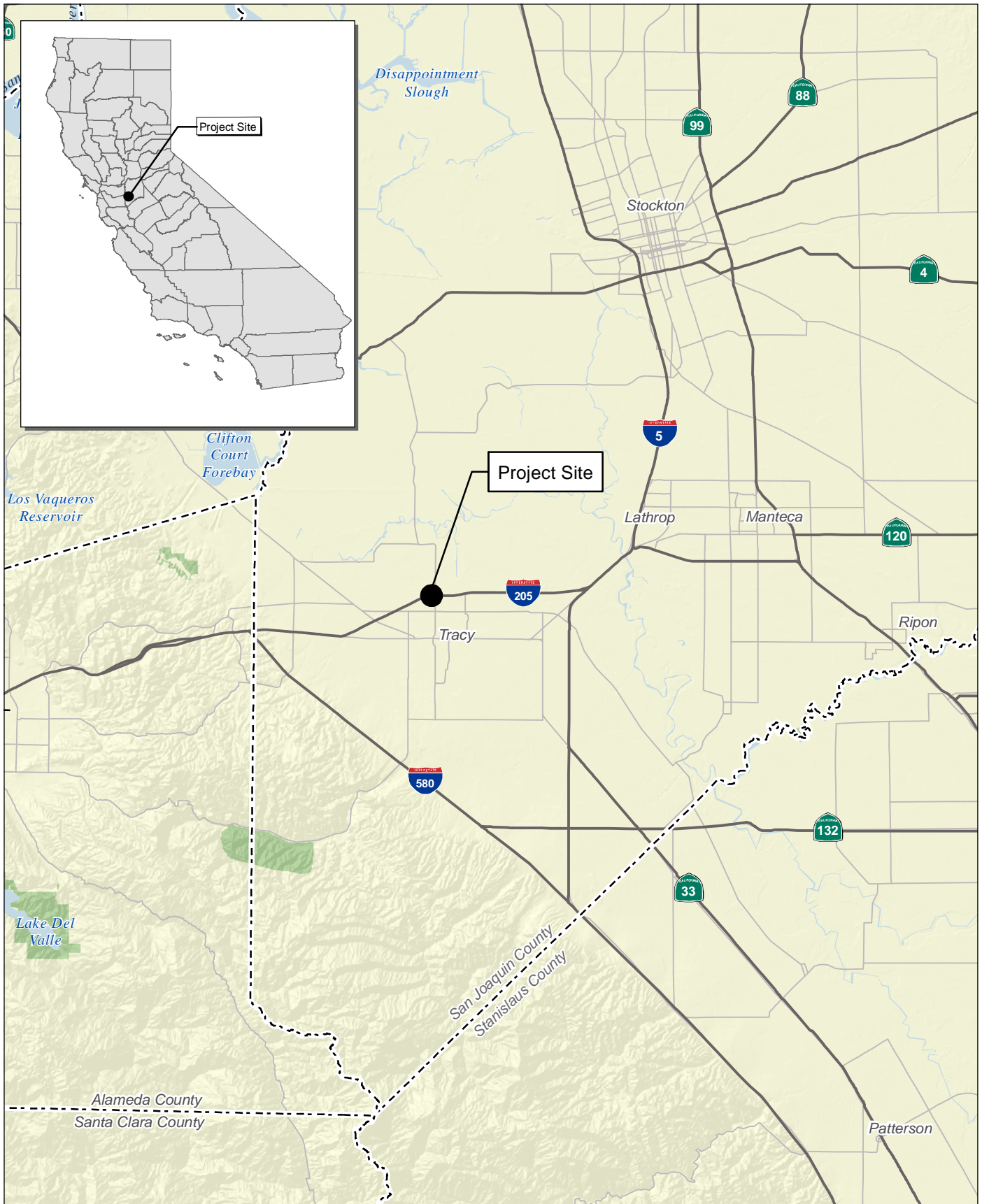
- Adoption of the Draft IS/MND
- Adoption of new Zoning Code Text for Chapter 10.08 Article 35 (Signs)
- Approval of corresponding amendments to the I-205 Specific Plan
- Encroachment Permits (if public right-of-way is used)
- Outdoor Advertising Permit/Relocation Agreement approval by Caltrans
- Conditional Use Permits
- Ministerial approvals, including building permits

Subsequent activities would be examined in light of the adopted Draft IS/MND to determine whether additional CEQA documentation would be required pursuant to Section 15162 of the CEQA Guidelines for subsequent approvals by the City and Caltrans, including the permits/approvals listed above.

1.5 - Intended Uses of this Document

This Draft IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from public agencies, organizations, and interested members of the public. The Draft IS/MND will be circulated for a minimum of 20 days, during which comments concerning the analysis contained in the Draft IS/MND should be sent to:

Victoria Lombardo, Senior Planner
City of Tracy
333 Civic Plaza
Tracy, CA 95376
Phone: 209.831.6428
Email: Victoria.Lombardo@cityoftracy.org



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

FIRSTCARBON
SOLUTIONS™

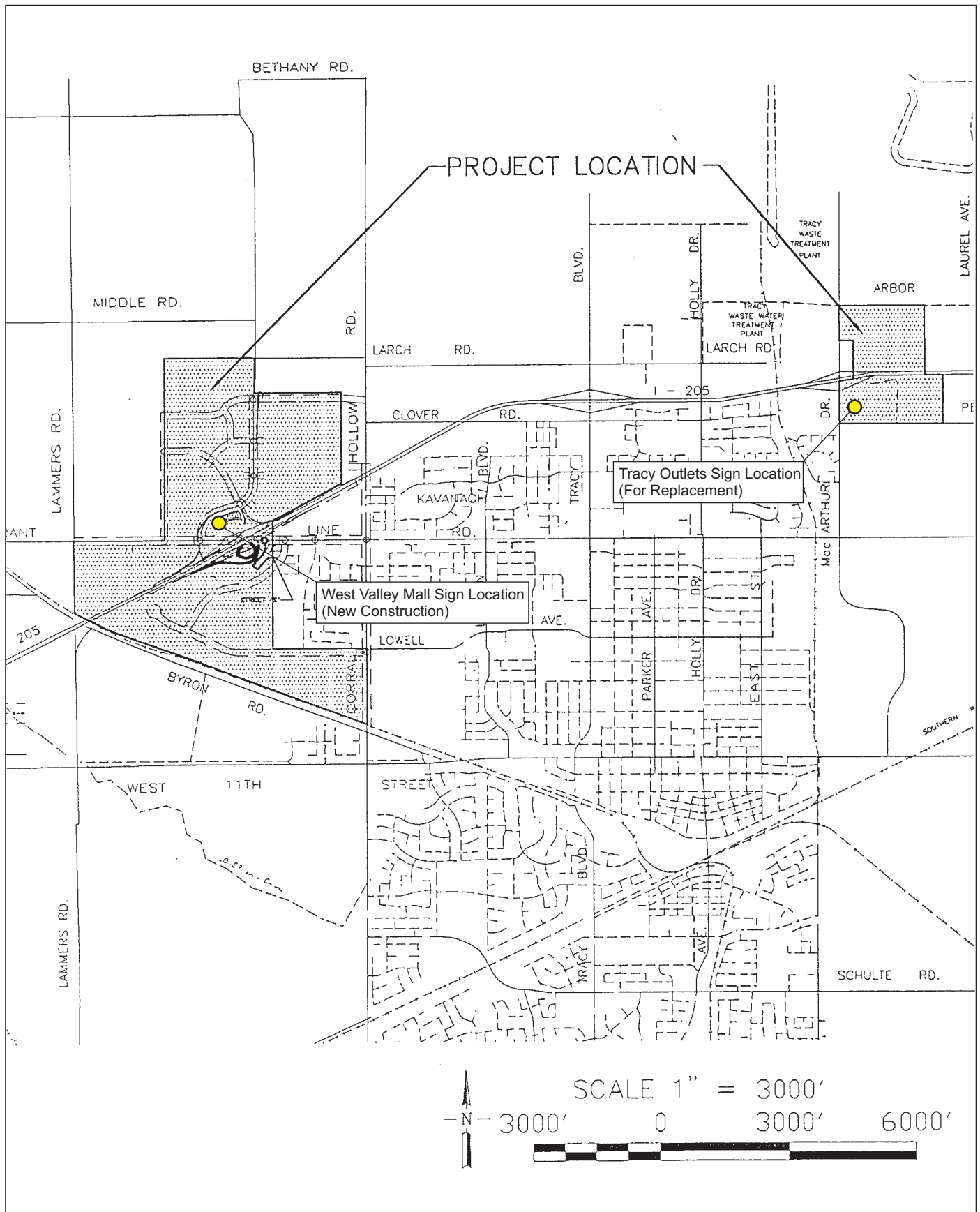


5 2.5 0 5
Miles

Exhibit 1 Regional Location Map

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



Source: City of Tracy I-205 Corridor Specific Plan Amendment.



THIS PAGE INTENTIONALLY LEFT BLANK



Existing Tracy Outlets Sign.



Existing Tracy Outlets Sign Viewed from I-205 (East Bound).

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality	
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy	
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials	
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources	
<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance	
Environmental Determination			

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: _____ Signed: _____

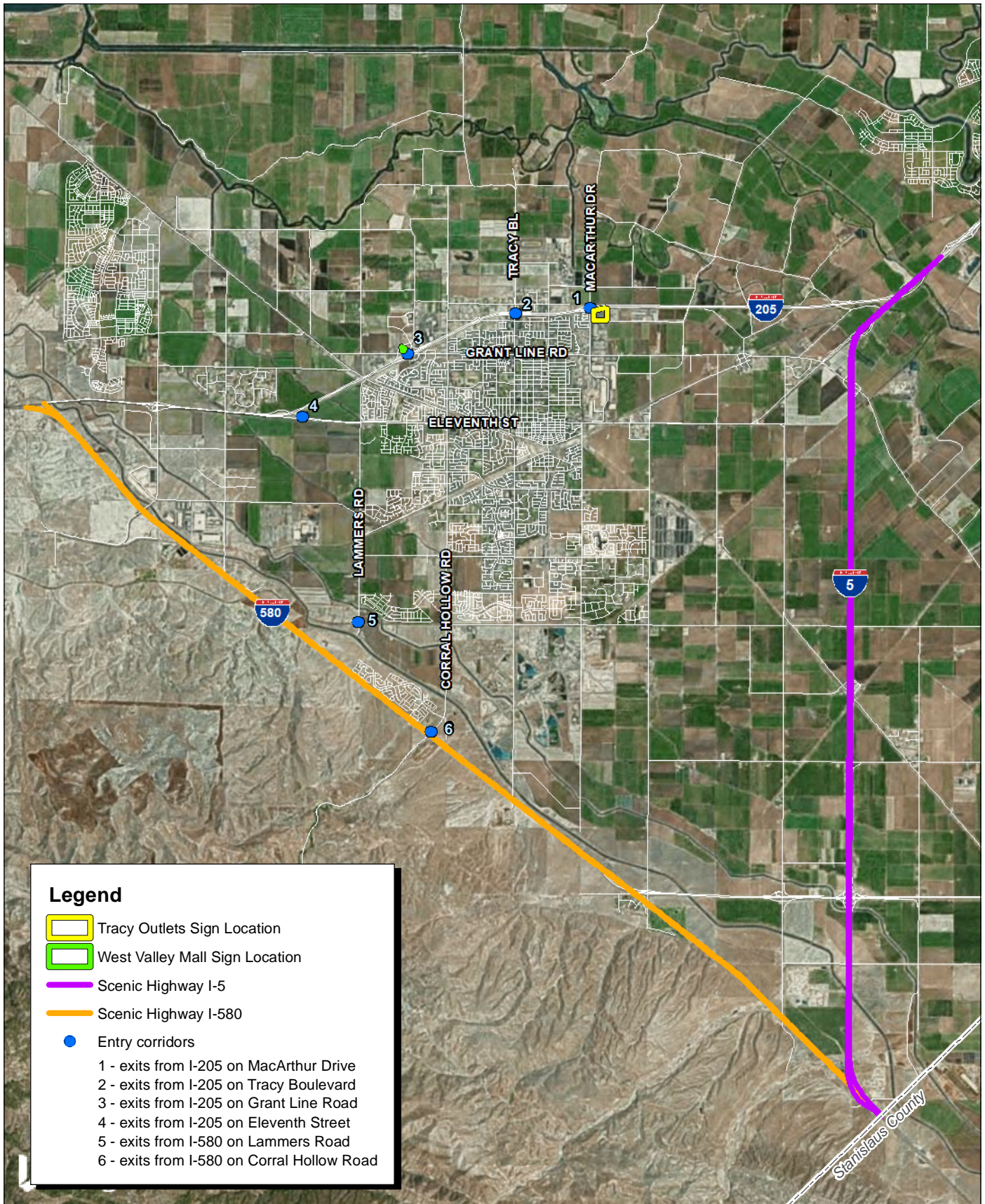
SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality	
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy	
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials	
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources	
<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance	
Environmental Determination			

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 8/24/2021 Signed: Viviana Limbado



Source: Bing Aerial Imagery.

FIRSTCARBON
SOLUTIONS™



2 1 0 2 Miles

Exhibit 5 Designated California Scenic Highways and Entry Corridors

THIS PAGE INTENTIONALLY LEFT BLANK

The I-205 Freeway is located approximately 500 feet north of the Tracy Outlet site. The segment of the I-580 that is a dedicated California Scenic Highway is located approximately 3.5 miles west of the site. The segment of the I-5 is that is a dedicated California Scenic Highway is located approximately 3.9 miles east of the site.

The I-205 is located approximately 450 feet south of the West Valley Mall site. The segment of the I-580 that is a dedicated California Scenic Highway is located approximately 4.5 mile west of the site. The segment of the I-5 is that is a dedicated California Scenic Highway is located approximately 6.6 miles east of the site.

The analysis in this section is based, in part, on the Caltrans Outdoor Advertising Act and the Business and Professions Code Section 5403(g) for construction of electronic, light-emitting diode (LED) billboards.

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. The proposed Sign Ordinance update would include new regulations related to digital billboards; corresponding revisions for the I-205 Corridor Specific Plan would ensure conformity to the updated Sign Ordinance. Specifically, height restrictions would be imposed as part of the Sign Ordinance and I-205 Corridor Specific Plan updates to ensure that billboards would not have an adverse impact on scenic vistas.

The proposed upgrade of the current billboard at the Tracy Outlets site would replace the existing billboard faces and therefore would not have new impacts to a scenic vista. The West Valley Mall site does not afford any views to scenic vistas. Therefore, construction of a new billboard would not have a substantial adverse impact on a scenic vista. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No impact. As previously described, under the amended I-205 Corridor Specific Plan, digital freeway signs would only be permitted on “non-residentially designated land within the MacArthur Planning Area and the Grant Line North Planning Area.” These Planning Areas are not part of a State Scenic Highway.

There are neither rock outcroppings nor historic buildings located on either of the project sites. None of the roadways located near the project sites are designated scenic highways. A segment of I-580 is a designated scenic highway and is located approximately 4.5 miles southwest of the West Valley Mall site and is approximately 3.5 miles southeast of the Tracy Outlets site. The proposed project involves an upgrade to digital faces for the existing billboard at the Tracy Outlets site and the installation of a two-faced digital billboard at the West Valley Mall site. The proposed project would not involve the removal of any trees. As a result, no impacts would occur.

- c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less than significant impact. The proposed Sign Ordinance and proposed updates to the I-205 Corridor Specific Plan would require the proposed billboards to be located on “non-residentially designated land” of the I-205 Corridor Specific Plan area. Additionally, pursuant to other requirements set forth in the amended Sign Ordinance and the I-205 Corridor Specific Plan, digital freeway signs would be required to comply with the requirements of the Outdoor Advertising Act and Regulations. As such, the impacts related to degrading the existing visual character or quality of public views would be less than significant.

The project sites are located in an urbanized area and the existing visual setting of the billboard sites consist of commercial uses adjacent to heavily traveled roadways. The proposed new digital billboard would be consistent with the standards in the Caltrans Outdoor Advertising Act, the proposed project would commit to a maximum ambient light output level of 0.3 foot-candle at 250 feet from the billboards, which is a more conservative lighting intensity standard for billboards of this proposed size when compared to State standards related to illumination intensity. Because the project involves amendments to the applicable zoning provisions, it would be consistent with applicable zoning and other local regulations. Therefore, impacts would be less than significant.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less than significant impact with mitigation incorporated. The nearest sensitive receptors to the Tracy Outlets site are residential units located approximately 370 feet west of the site, and the nearest sensitive receptors to the West Valley Mall site are residential units located approximately 530 feet south of the site.

As noted above, the Sign Ordinance update would require billboard projects to commit to a maximum ambient light output level of 0.3 foot-candle at 250 feet from the billboards, which is a more conservative lighting intensity standard for billboards of this proposed size when compared to State standards. For a frame of reference, 0.3 foot-candle is comparable in brightness to the light emanating from a computer monitor, and the light levels emitted from the proposed billboards would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime).

At a distance of 350 feet and 530 feet, respectively, the nearest residences would not be adversely affected by the proposed digital displays.

To ensure that the proposed billboards constructed as part of the Sign Ordinance and I-205 Corridor Specific Plan updates would not have a significant impact on the nearby sensitive uses, the proposed project would be required to implement Mitigation Measure (MM) AES-1 and MM AES-2. MM AES-1 would ensure that the proposed billboards would include an operating mechanism that turns off the

display or turns it all black in the event of a malfunction. MM AES-2 would require that the digital billboard signs' operational parameters be provided to the City for review and approval prior to initial operation. With implementation of MM AES-1 and MM AES-2, the proposed project would not adversely affect day or nighttime views within the project area. Thus, impacts would be less than significant with mitigation incorporated.

Analysis of Driver Distraction

Driver distraction could occur due to the changing of electronic messages on the proposed LED billboards. Several federal and State regulations apply to the operation of electronic billboards, as discussed below. This data is provided for information purposes; it is not a CEQA threshold.

- California law allows LED billboards to operate at a minimum dwell time of no less than four seconds before the display may transition to the next image. This requirement is set forth in Business and Professions Code Section 5405(d)(1), which provides, in pertinent part, “. . . no message center display may include any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds.”
- OAAA likewise recommends that billboards display a message for no less than 4 seconds.
- The Federal Highway Administration (FHWA), meanwhile, has approved of a similar dwell time standard. According to a FHWA memorandum, the acceptable range for the “[d]uration of each display is generally between 4 and 10 seconds—8 seconds is recommended.”

The proposed Sign Ordinance updates require that the sign face display would not be allowed to change more often than every 8 seconds, and messages would be static (i.e., not moving or animated). The proposed Sign Ordinance updates would therefore ensure that construction of digital billboards pursuant to the Ordinance would not exceed the relevant State and federal requirements, and would therefore avoid any significant distraction drivers.

Mitigation Measures

- MM AES-1** The plans for the light-emitting diode (LED) billboard to be approved by the City shall include an operating mechanism (hardware or software controlled) that turns off the display or turns it to all black in the event of a malfunction or failure in any system or subsystem that results in the display wholly or partly appearing to flash.
- MM AES-2** The signs' operational lighting parameters shall be provided to the City of Tracy Community Development Department for review and approval prior to the regular operation of the light-emitting diode (LED) billboards, and shall be implemented by the project proponent to ensure no drivers will be adversely affected or impacted by trespass glare lighting.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.2 Agriculture and Forestry Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and

forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Setting

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) produces maps that display farmland within the State. The Department of Conservation Inventory Map confirms that the project sites are classified as Urban and Built-Up Land.⁴ The nearest farmland is located approximately 820 feet north of the Tracy Outlets site and approximately 870 feet west of the West Valley Mall site.

Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan include new regulations related to digital freeway signs and would have no impacts regarding the conversion of farmland.

As discussed above, the project sites are designated as "Urban and Built-Up Land." Therefore, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan include new regulations related to digital freeway signs and would have no impacts regarding potential conflicts with agricultural zoning or a Williamson Act contract.

The project sites are not zoned for agricultural use. The West Valley Mall and the Tracy Outlets sites are both zoned for General Commercial within the I-205 Corridor Specific Plan. Neither project site is encumbered by a Williamson Act contract.⁵ No impact would occur.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

and

⁴ Department of Conservation. 2018. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed May 18, 2021.

⁵ Department of Conservation. 2017. State of California Williamson Act Contract Land. Website: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/EIR%20Schulte%20Road%20Logistics%20Center%20Draft/CDOC%202016_State%20of%20CA%20Williamson%20Act%20Map.pdf. Accessed July 15, 2021.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. According to the California Public Resources Code, “forest land” is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.⁶ As discussed above, The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan include new regulations related to digital freeway signs and would have no impacts regarding the loss or conversion of forest land.

The project sites are zoned as General Commercial, and are not zone for forest use. This condition precludes the possibility of a conflict with a forest zoning designation. The project sites do not contain nor are adjacent to any forested land. Therefore, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the proposed project. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only include new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment which could result in conversion of farmland or forest land. As a result, no impact would occur.

The project sites do not support commercial scale cultivated agricultural activities. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Forest Land on-site. This condition precludes the possibility of conversion of farmland to non-agricultural use, or forest land to non-forest use. No impact would occur.

Mitigation Measures

None required.

⁶ Thomson Reuters Westlaw. 2019. California Code, Public Resources Code 12220.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Setting

The proposed project is located in the City of Tracy in San Joaquin County, within the San Joaquin Valley Air Basin (Air Basin). Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The following section describes these conditions as they pertain to the Air Basin.

Existing Air Quality Conditions

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. Table 1 summarizes 2017 through 2019 published monitoring data, which is the most recent 3-year period available. The table displays data from the Tracy Airport monitoring station (located approximately 5 miles southeast of the West Valley Mall site) for ozone, nitrogen dioxide, and particulate matter, including dust, 10 micrometers or less in diameter (PM₁₀) concentrations. As particulate matter, including dust, 2.5 micrometers or less in diameter (PM_{2.5}) concentrations were not available at the Tracy Airport monitoring station, the next closest station with PM_{2.5} was used to provide PM_{2.5} concentrations representative of the project area. Table 1 provides PM_{2.5} concentrations from the Manteca-530 Fishback Road monitoring station, located approximately 7.5 miles northeast of the Tracy Outlets site. No CO or SO₂ concentrations were available at any nearby monitoring station. The data shows that during the past 3 years, the project area has exceeded the

national ozone and PM_{2.5} standards and the State ozone and PM₁₀ standards. The data in the table reflects the concentration of the pollutants in the air, measured using air monitoring equipment. This differs from emissions, which are calculations of a pollutant being emitted over a certain period.

Table 1: Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Item	2017	2018	2019
Ozone ¹	1 Hour	Max 1 Hour (ppm)	0.093	0.099	0.095
		Days > State Standard (0.09 ppm)	0	1	1
	8 Hours	Max 8 Hours (ppm)	0.082	0.081	0.079
		Days > State Standard (0.07 ppm)	7	8	3
		Days > National Standard (0.075 ppm)	3	3	1
Carbon monoxide ³	8 Hours	Max 8 Hours (ppm)	ND	ND	ND
		Days > State Standard (9 ppm)	ND	ND	ND
		Days > National Standard (9 ppm)	ND	ND	ND
Nitrogen dioxide ¹	Annual	Annual Average (ppm)	0.004	0.005	0.004
	1 Hour	Max 1 Hour (ppm)	0.041	0.049	0.037
		Days > State Standard (0.18 ppm)	0	0	0
Sulfur dioxide ³	Annual	Annual Average (ppm)	ND	ND	ND
	24 Hours	Max 24 Hours (ppm)	ND	ND	ND
		Days > State Standard (0.04 ppm)	ND	ND	ND
Inhalable coarse particles (PM ₁₀) ¹	Annual	Annual Average (µg/m ³)	22.6	24.7	19.4
	24 Hours	24 Hours (µg/m ³)	152.0	250.2	241.4
		Days > State Standard (50 µg/m ³)	ID	ID	ID
		Days > National Standard (150 µg/m ³)	0	2	1
Fine particulate matter (PM _{2.5}) ²	Annual	Annual Average (µg/m ³)	11.1	13.4	ID
	24 Hours	24 Hours (µg/m ³)	50.0	180.0	42.4
		Days > National Standard (35 µg/m ³)	9	15	ID

Source: California Air Resources Board (ARB). 2021. Website: <https://www.arb.ca.gov/adam/trends/trends1.php>. Accessed June 2, 2021.

Notes:

> = exceed ppm = parts per million µg/m³ = micrograms per cubic meter
ND = no data max = maximum **Bold** = exceedance

State Standard = California Ambient Air Quality Standard

National Standard = National Ambient Air Quality Standard

¹ Ozone, PM₁₀, and NO₂ concentrations and exceedances were drawn from the Tracy Airport monitoring station.

² PM_{2.5} concentrations and exceedances were drawn from the Manteca-530 Fishback Rd monitoring station.

³ No concentrations of SO₂ and CO were unavailable for monitoring sites in the project area.

The health impacts of the various air pollutants of concern can be presented in a number of ways. The clearest in comparison is to the State and federal ozone standards. If concentrations are below the standard, it is safe to say that no health impact would occur to anyone. When concentrations exceed the standard, impacts will vary based on the amount the standard is exceeded. The United States Environmental Protection Agency (EPA) developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. Table 2 provides a description of the health impacts ozone at different concentrations.

Table 2: Air Quality Index and Health Effects

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI—0–50 (Good) Concentration 0-54 parts per billion (ppb)	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: None.
	Cautionary Statements: None.
AQI—51–100 (Moderate) Concentration 55-70 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms.
	Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI—101–150 (Unhealthy for Sensitive Groups) Concentration 71-85 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI—151–200—(Unhealthy) Concentration 86-105 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI—201-300(Very Unhealthy) Concentration 106-200 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.
Source: airnow.gov. AQI Calculator. Website: https://www.airnow.gov/aqi/aqi-calculator/ . Accessed May 16, 2021.	

Based on the AQI scale for the 8-hour ozone standard, Tracy experienced 18 days in the last 3 years that would be categorized as unhealthful for sensitive groups (AQI 150), as measured at the Tracy Airport monitoring station.

Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or “form” of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring measurement exceeds the threshold per year. In contrast, the federal annual PM_{2.5} standard is met if the 3-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the Air Basin are shown in Table 3. The Air Basin is designated as nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 3: San Joaquin Valley Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone—1 Hour	Nonattainment/Severe	No Standard
Ozone—8 Hour	Nonattainment	Nonattainment/Extreme
Carbon monoxide	Attainment/Unclassified	Merced, Madera, and Kings Counties are unclassified; others are in Attainment
Nitrogen dioxide	Attainment	Attainment/Unclassified

Pollutant	State Status	National Status
Sulfur dioxide	Attainment	Attainment/Unclassified
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	No Designation/Classification
Source: California Air Resources Board (ARB). 2021. Maps of State and Federal Area Designations. Website: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations . Accessed May 28, 2021.		

Regulatory Setting

Air pollutants are regulated primarily to protect human health and for secondary effects such as visibility and property damage from pollutant deposition. The Clean Air Act of 1970 tasks the EPA with setting air quality standards. The State of California also sets air quality standards that are in some cases more stringent than federal standards and address additional pollutants. The following section describes these State and local standards and the health effects of the regulated pollutants.

San Joaquin Valley Air Pollution Control District

Ozone Plans

The Air Basin is designated nonattainment of State and federal health-based air quality standards for ozone. To meet Clean Air Act requirements for the one-hour ozone standard, the San Joaquin Valley Air Pollution Control District (Valley Air District) adopted an Extreme Ozone Attainment Demonstration Plan in 2004, with an attainment date of 2010. Although the EPA revoked the federal 1-hour ozone standard effective June 15, 2005, and replaced it with an 8-hour standard, the requirement to submit a plan for that standard remained in effect for the San Joaquin Valley.

The planning requirements for the 1-hour plan remain in effect until replaced by a federal 8-hour ozone attainment plan. The EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan, including revisions to the plan, on March 8, 2010, effective April 7, 2010. However, the Air Basin failed to attain the standard in 2010 and was subject to a \$29 million Clean Air Act penalty. The penalty is being collected through an additional \$12 motor vehicle registration surcharge for each passenger vehicle registered in the Air Basin that will be applied to pollution reduction programs in the region. The Valley Air District also instituted a more robust ozone episodic program to reduce emissions on days with the potential to exceed the ozone standards. On July 18, 2016, the EPA published in the Federal Register a final action determining that the San Joaquin Valley has attained the 1-hour ozone national ambient air quality standard. This determination is based on the most recent 3-year period (2012–2014) of sufficient, quality-assured, and certified data.⁷

The EPA originally classified the Air Basin as serious nonattainment for the 1997 federal 8-hour ozone standard with an attainment date of 2013. On April 30, 2007, the Valley Air District Governing Board adopted the 2007 Ozone Plan, which contained analysis showing a 2013 attainment target to be

⁷ California Air Resources Board (ARB). 2016. Fact Sheet, Final Rule for San Joaquin Valley Determination of Attainment of the 1-Hour Ozone National Ambient Air Quality Standards. June 30. Website: <https://www.federalregister.gov/documents/2016/07/18/2016-16792/determination-of-attainment-of-the-1-hour-ozone-national-ambient-air-quality-standard-in-the-san>. Accessed June 1, 2021.

infeasible. The 2007 Ozone Plan details the plan for achieving attainment on schedule with an “extreme nonattainment” deadline of 2024. At its adoption of the 2007 Ozone Plan, the Valley Air District also requested a reclassification to extreme nonattainment. ARB approved the plan in June 2007, and the EPA approved the request for reclassification to extreme nonattainment on April 15, 2010.

The 2007 Ozone Plan contains measures to reduce ozone and particulate matter precursor emissions to bring the Basin into attainment with the federal 8-hour ozone standard. The 2007 Ozone Plan calls for a 75 percent reduction of NO_x and a 25 percent reduction of reactive organic gases (ROG). Figure 1, below, displays the anticipated NO_x reductions attributed in the 2007 Ozone Plan.⁸ The plan, with innovative measures and a “dual path” strategy, assures expeditious attainment of the federal 8-hour ozone standard for all Air Basin residents. The Valley Air District Governing Board adopted the 2007 Ozone Plan on April 30, 2007. The ARB approved the plan on June 14, 2007. The 2007 Ozone Plan requires yet to be determined “Advanced Technology” to achieve additional reductions after 2021, in order to attain the standard at all monitoring stations in the Air Basin by 2024 as allowed for areas designated extreme nonattainment by the Clean Air Act.

The Air Basin is designated as an extreme ozone nonattainment area for the EPA’s 2008 8-hour ozone standard of 75 ppb. The plan to address this standard was developed for the region to attain EPA’s 2008 8-hour ozone standard by December 31, 2031.

State ozone standards do not have an attainment deadline but require implementation of all feasible measures to achieve attainment at the earliest date possible. This is achieved through compliance with the federal deadlines and control measure requirements.

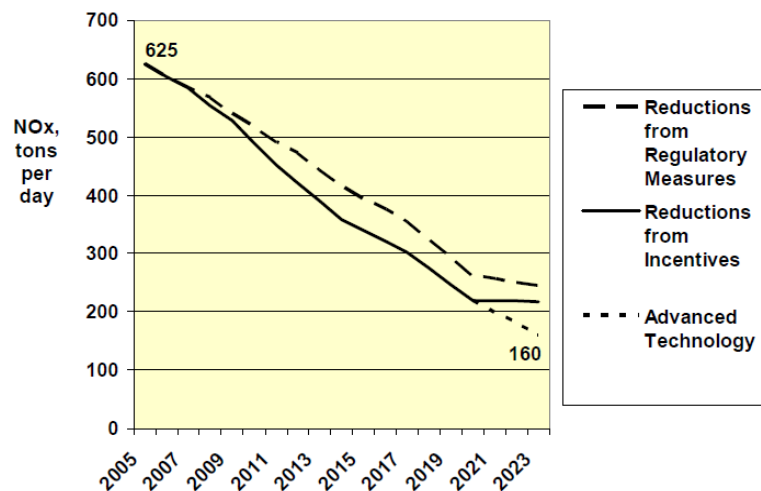


Figure 1: San Joaquin Valley NO_x Emissions Forecast⁹

⁸ San Joaquin Valley Air Pollution Control District (Valley Air District). 2007. 2007 8-Hour Ozone Plan. Website: http://www.valleyair.org/air_quality_plans/docs/AQ_Ozone_2007_Adopted/2007_8HourOzone_CompletePlan.pdf. Accessed May 27, 2021.

⁹ San Joaquin Valley Air Pollution Control District (Valley Air District). 2007. 2007 8-Hour Ozone Plan. Website: http://www.valleyair.org/air_quality_plans/docs/AQ_Ozone_2007_Adopted/2007_8HourOzone_CompletePlan.pdf. Accessed May 27, 2021.

Particulate Matter Plans

The Air Basin was designated nonattainment of State and federal health-based air quality standards for PM₁₀. The Air Basin is also designated nonattainment of State and federal standards for PM_{2.5}.

To meet Clean Air Act requirements for the PM₁₀ standard, the Valley Air District adopted a PM₁₀ Attainment Demonstration Plan (Amended 2003 PM₁₀ Plan and 2006 PM₁₀ Plan), which has an attainment date of 2010. The Valley Air District adopted the 2007 PM₁₀ Maintenance Plan in September 2007 to assure the San Joaquin Valley's continued attainment of the EPA's PM₁₀ standard. The EPA designated the Valley as an attainment/maintenance area for PM₁₀ on September 25, 2008. Although the San Joaquin Valley has exceeded the standard since then, those days were considered exceptional events that are not considered a violation of the standard for attainment purposes.

The 2008 PM_{2.5} Plan builds upon the comprehensive strategy adopted in the 2007 Ozone Plan to bring the Air Basin into attainment of the 1997 national standards for PM_{2.5}. The EPA has identified NO_x and sulfur dioxide as precursors that must be addressed in air quality plans for the 1997 PM_{2.5} standards. The 2008 PM_{2.5} Plan is a continuation of the Valley Air District's strategy to improve the air quality in the Air Basin. The EPA issued final approval of the 2008 PM_{2.5} Plan on November 9, 2011, which became effective on January 9, 2012. The EPA approved the emissions inventory, the reasonably available control measures/reasonably available control technology demonstration, reasonable further progress demonstration, attainment demonstration and associated air quality modeling, and the transportation conformity motor vehicle emissions budgets. The EPA also granted California's request to extend the attainment deadline for the San Joaquin Valley to April 5, 2015, and approved commitments to measures and reductions by the Valley Air District and the ARB. Finally, it disapproved the State Implementation Plan's contingency provisions and issued a protective finding for transportation conformity determinations.

In December 2012, the Valley Air District adopted the 2012 PM_{2.5} Plan to bring the San Joaquin Valley into attainment of the EPA's 2006 24-hour PM_{2.5} standard of 35 µg/m³. The ARB approved the Valley Air District's 2012 PM_{2.5} Plan for the 2006 standard at a public hearing on January 24, 2013.¹⁰ This plan seeks to bring the Valley into attainment with the standard by 2019, with the expectation that most areas will achieve attainment before that time.

The 2015 Plan for the 1997 PM_{2.5} Standard, approved by the Valley Air District Governing Board on April 16, 2015, will bring the Valley into attainment of EPA's 1997 PM_{2.5} standard as expeditiously as practicable, but no later than December 31, 2020. The Plan was required to request reclassification to Serious nonattainment and to extend the attainment date from 2018 to 2020.¹¹

¹⁰ San Joaquin Valley Air Pollution Control District (Valley Air District). 2012. 2012 PM_{2.5} Plan. Website: https://www.valleyair.org/Air_Quality_Plans/PM25Plan2012/CompletedPlanbookmarked.pdf. Accessed May 27, 2021.

¹¹ San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. 2015 Plan for the 1997 PM_{2.5} Standard. Website: http://www.valleyair.org/air_quality_plans/docs/pm25-2015/2015-PM2.5-plan_bookmarked.pdf. Accessed May 21, 2021.

San Joaquin Valley Air Pollution Control District Rules and Regulations

The Valley Air District rules and regulations that may apply to projects that will occur during buildout of the project include, but are not limited to the following:

Rule 4102—Nuisance. The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641.

Rule 4901—Wood Burning Fireplaces and Wood Burning Heaters. The purposes of this rule are to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices, and to establish a public education program to reduce wood burning emissions. All development that includes woodburning devices are subject to this rule.

Regulation VIII—Fugitive PM₁₀ Prohibitions. Rules 8011-8081 are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9510—Indirect Source Review. This rule reduces the impact of NO_x and PM₁₀ emissions from growth within the Air Basin. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site Valley Air District -administered projects, or a combination of the two.

CEQA

The Valley Air District has three roles under CEQA:

1. **Lead Agency:** Responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the Valley Air District where the District has primary approval authority over the project.
2. **Responsible Agency:** The discretionary authority of a Responsible Agency is more limited than a Lead Agency; having responsibility for mitigating or avoiding only the environmental effects of those parts of the project which it decides to approve, carry out, or finance. The Valley Air District defers to the Lead Agency for preparation of environmental documents for land use projects that also have discretionary air quality permits, unless no document is prepared by the Lead Agency and potentially significant impacts related to the permit are possible. The

Valley Air District regularly submits comments on documents prepared by Lead Agencies to ensure that Valley Air District concerns are addressed.

3. *Commenting Agency:* The Valley Air District reviews and comments on air quality analyses prepared by other public agencies (such as the proposed project).

The Valley Air District also provides guidance and thresholds for CEQA air quality and greenhouse gas (GHG) emissions analyses. The result of this guidance, as well as State regulations to control air pollution, is an overall improvement in the Air Basin. In particular, the Valley Air District's 2015 Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) states the following:

1. The Valley Air District's Air Quality Attainment Plans include measures to promote air quality elements in county and city general plans as one of the primary indirect source programs. The general plan is the primary long range planning document used by cities and counties to direct development. Since air districts have no authority over land use decisions, it is up to cities and counties to ensure that their general plans help achieve air quality goals. Section 65302.1 of the California Government Code requires cities and counties in the San Joaquin Valley to amend appropriate elements of their general plans to include data, analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality in their next housing element revisions.
2. The Air Quality Guidelines for General Plans (AQGGP), adopted by the Valley Air District in 1994 and amended in 2005, is a guidance document containing goals and policy examples that cities and counties may want to incorporate into their General Plans to satisfy Section 65302.1. When adopted in a general plan and implemented, the suggestions in the AQGGP can reduce vehicle trips and miles traveled and improve air quality. The specific suggestions in the AQGGP are voluntary. The Valley Air District strongly encourages cities and counties to use their land use and transportation planning authority to help achieve air quality goals by adopting the suggested policies and programs.

City of Tracy

The City of Tracy adopted its 2011 General Plan on February 1, 2011. The City's applicable air quality goals and policies from the Air Quality Element and Circulation Element are listed below.¹²

City of Tracy Air Quality Goals and Policies

Air Quality Element

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions.

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

¹² City of Tracy. 2011. City of Tracy General Plan. February 1. Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed May 27, 2021.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policies

P3 Developers shall implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

P4 New development projects should incorporate energy-efficient design features for HVAC, lighting systems and insulation that exceed Title 24.

P5 Use of solar water and pool heaters is encouraged.

P6 Installation of solar voltaic panels on new homes and businesses shall be encouraged.

P7 Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.

P9 New developments shall follow the current requirements of the SJVAPCD [Valley Air District] with respect to wood burning fireplaces and heaters.

Objective AQ-1.3 Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.

Objective AQ-1.4 Support local and regional air quality improvement efforts.

Circulation Element

Goal CIR-1 A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.

Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

P3 The City shall continue to apply traffic mitigation fee programs to fund transportation infrastructure, based on a fair share of facility use.

P6 The Roadway Master Plan update shall identify necessary improvements to various intersections on I-205 and I-580 based on land use designations and with particular attention to Terminal Access Routes in accordance with Surface Transportation Assistance Act of 1982 (STAA).

Objective CIR-1.2 Provide a high level of street connectivity.

Policies

P3 New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

P5 New development shall be designed with a grid or modified grid pattern to facilitate traffic flows and to provide multiple connections to arterial streets.

Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Objective CIR-1.8 Minimize transportation-related energy use and impacts on the environment.

Goal CIR-3 **Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the city.**

Objective CIR-3.1 Achieve a comprehensive system of citywide bikeways and pedestrian facilities.

Policies

P6 New development shall include pedestrian and bicycle facilities internal to the development and that connect to citywide facilities, such as parks, schools, and recreational corridors, as well as adjacent development and other services.

P7 New development sites for commercial, employment, educational, recreational, and park and ride land uses shall provide bicycle parking and/or storage facilities.

Goal CIR-4 A balanced transportation system that encourages the use of public transit and high occupancy vehicles.

Objective CIR-4.1 Promote public transit as an alternative to the automobile.

Economic Development Element

Goal ED-1 A diversified and sustainable local economy.

Objective ED-1.2 Support and encourage a sustainable local economy.

Policies

P1 The City shall encourage businesses that use green practices.

P2 The City shall conduct public education and outreach to support employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to mixed-use development strategies.

Objective ED-6.2 Support infill development of commercial and industrial properties within the City limits.

Policies

- P1** The City shall promote the development and redevelopment of City infill areas.
- P2** A balanced mix of retail, restaurant, and other services should be encouraged throughout the city.

Approach to Analysis

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the Valley Air District recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the proposed project should be considered to have significant air quality impacts. The applicable Valley Air District thresholds and methodologies are contained under each impact statement below.

Thresholds of Significance

This analysis was performed consistent with the guidance and methodologies provided by Valley Air District 's GAMAQI.¹³ Based on Valley Air District New Source Review (NSR) offset requirements for stationary sources, the Valley Air District has established thresholds of significance for criteria pollutant emissions, shown in Table 4.

Table 4: San Joaquin Valley Air Pollution Control District Significance Thresholds

Pollutant	Construction Thresholds (TPY)	Operational Thresholds (TPY)	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
ROG	10	10	10
NO _x	10	10	10
CO	100	100	100
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

Notes:

TPY = tons per year; ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide;

SO_x = oxides of sulfur

PM₁₀ = particulate matter, including dust, 10 micrometers or less in diameter

PM_{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter

Source: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impact. Website: http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf Accessed January 28, 2021.

¹³ San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impact. Website: http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf Accessed May 28, 2021.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following significance determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards is discussed below.

The General Plan does not provide specific guidance on analyzing conformity with the Air Quality Plan (AQP). Therefore, this document proposes the following criteria for determining project consistency with the current AQPs:

- **Criterion 1:** Does the proposed project support the primary goals of the AQP?
- **Criterion 2:** Does the proposed project include applicable control measures from the AQP?
- **Criterion 3:** Does the proposed project disrupt or hinder implementation of any AQP control measures?

AQPs are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine whether the Air Basin can reach attainment for the ambient air quality standards. To show attainment of the standards, the Valley Air District analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The Valley Air District then formulates a control strategy to reach attainment that includes both State and Valley Air District regulations and other local programs and measures.

Criterion 1

A measure for determining whether the proposed project supports the primary goals of the AQP is if the proposed project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. The development of the AQP is based in part on the land use general plan determinations of the various cities and counties that constitute the Air Basin. The proposed project's changes to the zoning ordinance and subsequent construction of electronic billboards would be consistent with the General Plan because the proposed project would not change existing General Plan land use designations and would be consistent with allowable uses under the zoning ordinance. Moreover, as further discussed under Impact 3(b), Impact 3(c), and Impact 3(d), the proposed project would not create a localized violation of State or federal air quality standards, significantly contribute to cumulative nonattainment pollutant violations, or expose sensitive receptors to substantial pollutant concentrations.

Criterion 2

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. The proposed project would comply with all applicable Valley Air District rules and regulations. Therefore, the proposed project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan.

Criterion 3

A measure of determining whether the proposed project is consistent with the AQPs is if the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs. Because of the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if project-generated emissions of either of the ozone precursor pollutants (ROG and NO_x), PM₁₀, or PM_{2.5} would exceed the Valley Air District's significance thresholds, then the proposed project would be considered to conflict with the attainment plans.

As discussed in Impact 3(b), emissions of ROG, NO_x, PM₁₀, and PM_{2.5} associated with the construction and operation of the proposed project would not exceed the Valley Air District's significance thresholds.

As discussed in Impact 3(b), the proposed project would implement all Best Management Practices (BMPs) for construction activities, which would be consistent with the assumptions in the AQP. The proposed project would not include any special features that would disrupt or hinder implementation of the AQP control measures. Therefore, the proposed project would not obstruct implementation of the 2007 Ozone Plan and the 2015 PM_{2.5} Plan. The impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards is discussed below.

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The Air Basin is in nonattainment for PM₁₀, PM_{2.5}, and ozone. Therefore, if the proposed project exceeds the regional thresholds for PM₁₀ or PM_{2.5}, then it would contribute to a cumulatively considerable impact for those pollutants. If the proposed project exceeds the regional threshold for NO_x or ROG, then it follows that the proposed project would contribute to a cumulatively considerable impact for ozone.

Regional emissions include those generated from all on-site and off-site activities. Regional significance thresholds have been established by the Valley Air District because emissions from projects in the Air Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards. Projects within the Air Basin with regional emissions that exceed any of the thresholds presented previously are considered to have a significant regional air quality impact.

Construction Emissions

Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. Construction of the proposed project is anticipated to occur over 24 total workdays. The proposed project's 24-day construction schedule would generate emissions from construction equipment exhaust, worker vehicle travel, and earthmoving activities. Additionally, the project would result in approximately 25 square feet of ground disturbance in order to construct one new billboard structure at the West Valley Mall site. These construction emissions include criteria air pollutants and ozone precursors principally from the operation of heavy construction equipment. As shown in Table 5, the proposed construction schedule illustrates that no construction activities would overlap.

Table 5: Proposed Construction Schedule

Construction Activity	Start Date	End Date	Days per Week	Total Workdays
Demolition	9/1/2021	9/3/2021	5	2
Grading	9/4/2021	9/5/2021	5	1
Building Construction	9/6/2021	9/25/2021	5	19
Paving	9/27/2021	9/29/2021	5	2

As shown in Table 6, no criteria pollutant emissions would exceed Valley Air District thresholds of significance during mitigated construction for ROG_s and NO_x during construction of the proposed project. It should be noted that mitigated construction emissions incorporate the basic dust control measures required under District Rule 8201, which requires that vehicle speeds on unpaved roads and surfaces be reduced to no more than 15 miles per hour and exposed construction areas are watered during earthmoving activities.

Table 6: Mitigated Annual Construction Emissions

Project Phase/Year/Construction Activity	Emissions (Tons)					
	ROG	NO _x	CO	SO _x	PM ₁₀ (Total)	PM _{2.5} (Total)
2021	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Valley Air District Annual Thresholds	10	10	100	27	15	15

Project Phase/Year/Construction Activity	Emissions (Tons)					
	ROG	NO _x	CO	SO _x	PM ₁₀ (Total)	PM _{2.5} (Total)
Do Construction Emissions Exceed Thresholds?	No	No	No	No	No	No
Notes: ROG = reactive organic gases, NO _x = oxides of nitrogen, CO = carbon monoxide, SO _x = oxides of sulfur PM ₁₀ = particulate matter, including dust, 10 micrometers or less in diameter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter Source: Appendix C						

Operational Emissions

The proposed project would entail the operation of two electronic billboards. The operation of electronic billboards would consume electricity to illuminate the sign and would result in regional operational emissions. It is anticipated that maintenance requirements would involve infrequent trips to the sites, usually involving only one light-duty truck occurring as frequent as once every one to two months. As a result, operational mobile emissions are not considered to be a substantial contribution to operational emission estimates and were not included in the emissions modeling for this analysis. Table 7 illustrates the proposed project's operational emissions.

Table 7: Mitigated Annual Operational Emissions

Project Phase/Year/Construction Activity	Emissions (Tons)					
	ROG	NO _x	CO	SO _x	PM ₁₀ (Total)	PM _{2.5} (Total)
Operation	< 0.1	0.1	0.1	< 0.1	< 0.1	< 0.1
Valley Air District Annual Thresholds	10	10	100	27	15	15
Do Construction Emissions Exceed Thresholds?	No	No	No	No	No	No
Notes: ROG = reactive organic gases, NO _x = oxides of nitrogen, CO = carbon monoxide, SO _x = oxides of sulfur PM ₁₀ = particulate matter, including dust, 10 micrometers or less in diameter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter Source: Appendix C						

As shown in Table 7, the proposed project would not have the potential to exceed any significant threshold adopted for this project. Therefore, proposed project operations would have a less than significant cumulative impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

The Valley Air District considers a sensitive receptor to be any facility or land use that includes members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. If a project is likely to be a place where people live, play, or convalesce, it should be considered a receptor. It should also be considered a receptor if sensitive individuals are likely to spend a significant amount of time there. Examples of receptors include residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. Playgrounds could be play areas associated with parks or community centers. The project sites are located in the vicinity of sensitive receptors, including single-family homes. The closest sensitive receptors are existing homes located approximately 1,300 feet to where the billboard would be converted to a digital sign.

The following analysis evaluates whether the proposed project would result in construction or operational-period impacts to sensitive receptors. To result in a less than significant impact with respect to exposing sensitive receptors to a substantial concentration of pollutants, the proposed project would need to meet the following three criteria:

- **Criterion 1:** Construction of the proposed project would not result in localized emissions that, if when combined with background emissions, would result in exceedance of any health-based air quality standard.
- **Criterion 2:** Operation of the proposed project would not result in localized emissions that, if when combined with background emissions, would result in exceedance of any health-based air quality standard.
- **Criterion 3:** Construction of the proposed project would not result in an exceedance of asbestos exposure.

Criterion 1: Project Construction Localized Emissions

Emissions occurring at or near the project sites have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. As discussed in Impact 3(b), emissions during construction would not exceed the Valley Air District significance thresholds and would not be expected to result in concentrations that would exceed ambient standards or contribute substantially to an existing exceedance of an ambient air quality standard. Therefore, construction of the proposed project would not result in localized emissions that, if when combined with background emissions, would result in exceedance of any health-based air quality standard. Impacts relating to Criterion 1 would be less than significant.

Criterion 2: Project Construction Localized Emissions

The proposed project would entail the operation of electronic billboards, which have no localized emissions. Maintenance would involve irregular and infrequent vehicle trips to the sites, usually involving only one light-duty truck. As discussed under Impact 3b, emissions during operations would not exceed the Valley Air District significance thresholds and would not be expected to result in concentrations that would exceed ambient standards or contribute substantially to an existing exceedance of an ambient air quality standard. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during operation or result in localized emissions that, when combined with background emissions, would result in an exceedance of any health-based air quality standard. Impacts relating to Criterion 2 would be less than significant.

Criterion 3: Asbestos from Demolition

The proposed project does not involve demolition but would include replacement of an existing static billboard faces with electronic ones. Since the existing billboard is constructed between 1993 and 2005, it is unlikely to contain asbestos materials. However, the proposed project would still be subject to California Code of Regulations, Section 66261.24; Title 8, California Code of Regulations, Section 1532.1; and Title 40, Code of Federal Regulations, Part 745, which are intended to limit asbestos emissions from demolition or renovation of structure and the associated disturbance of asbestos-containing waste material generated or handled during these activities. The rule addresses the national emissions standards for asbestos along with some additional requirements. Therefore, projects that comply with these regulations would ensure that asbestos-containing materials would be removed and disposed of appropriately and safely. By complying with these existing regulations, thereby minimizing the release of airborne asbestos emissions, demolition activity would not result in a significant impact to air quality. Impacts relating to Criterion 3 would be less than significant.

d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. The proposed project would consist of updates to the City's Sign Ordinance and the I-205 Corridor Specific Plan to allow for a digital freeway sign at the West Valley Mall site and conversion of an existing billboard sign to a digital freeway sign at the Tracy Outlets site. The proposed project would not be a source of odor during operations since it generates no local emissions other than the occasional maintenance vehicle trip, which is anticipated to be gasoline-fueled. During construction, a limited number of diesel engines would be operated on the project sites for limited durations. Diesel exhaust and VOCs from these diesel engines would be emitted during construction of the proposed project, which are objectionable to some; however, emissions would disperse rapidly from the project site. Furthermore, the duration of construction activities is expected to be short (two to four weeks) and nearby single-family homes are located approximately 1,300 feet away. Considering this information, construction of the would not create objectionable odors affecting a substantial number of people; impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

This section evaluates potential effects on biological resources that may result from project implementation. Prior to the field survey, a FirstCarbon Solutions (FCS) Biologist reviewed the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDb), a special-status species and plant community account database; the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system; and the California Native

Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the Union Island, California, United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles (Appendix D). An on-site assessment of biological resources was completed by FCS on May 20, 2021.

Tracy Outlets Site

This location is composed of developed land with numerous retail stores and an associated parking lot that constitute the former Tracy Outlets. This location is bounded by I-205 to the north, a vacant lot and residential developments to the west, a mix of vacant land and industrial developments to the east, and industrial developments to the south. An off-site engineered drainage channel populated with cattails (*Typha* sp.) is located approximately 300 feet to the north of the billboard sign, adjacent to I-205. The billboard sign is situated within a planter on the western edge of the former Tracy Outlets development. Vegetation is limited to planted ornamental trees and shrubs.

West Valley Mall Site

This location is also composed of developed land with numerous retail stores that comprise the southwestern portion of the West Valley Mall. The proposed site is generally located between 2512 Naglee Road and 2422 Naglee Road. The proposed site includes an active traffic circle, numerous restaurants, and a City monitoring well. This site is bounded by the West Valley Mall to the north and west, a mix of vacant land and the eastern portion of West Valley Mall to the east, and Grant Line Road and I-205 to the south. Vegetation was limited to planted ornamental trees and shrubs with ruderal vegetation on the periphery.

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

Less than significant impact with mitigation incorporated. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

Special-status plant and wildlife species typically occur in undeveloped areas. Although it is less likely, it is also possible for them to occur within developed areas. The sites are infill sites located in an area that has undergone an extensive history of development built out with industrial and commercial uses. The project site contains characteristics of land that has been developed or disturbed, including disturbed soils and large areas of impervious surfaces.

Special-status Plant Species Potentially Occurring Within the Project Site

A plant species potential to occur on the project site was based on the presence of suitable habitats, soil types, and occurrences recorded by the USFWS, CNPS, or CNDDDB within 5 miles of the project sites, and a site survey conducted by a qualified Biologist. A total of three special-status plant species were evaluated for their potential to occur within the project site. These plants include big tarplant (*Blepharizonia plumosa*), Mason's lilaeopsis (*Lilaeopsis masonii*), and caper-fruited tropidocarpum (*Tropidocarpum capparideum*). Based on the absence of suitable habitat due to past development of the sites, all special-status plant species have no potential to occur on-site. The project sites lack alkaline clay soils, grassland, marshes, and riparian scrub habitats where these special-status plant species are found. Because of the highly disturbed nature of the project site and overall lack of suitable habitat, no special-status plant species have the potential to occur within the project sites; therefore, no special-status plant species would be impacted by project construction.

Special-status Wildlife Species Potentially Occurring Within the Project Site

Based upon the types of habitat that each special-status wildlife species requires, 15 special-status wildlife species were evaluated for their potential to occur within the project sites. Because of the highly urbanized nature of the project sites and previous development efforts coupled with an overall lack of suitable habitat on-site (marshes, meadows, grasslands, etc.), special-status wildlife species with the potential to occur the project sites is limited to potential nesting birds. Potential impacts to nesting birds would be considered significant given their status under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503.5.

The project sites and their adjacent areas contain ornamental trees and shrubs that may provide potential habitat for special-status birds. Additionally, the off-site channel at the Tracy Outlets site may provide additional nesting opportunities. These species include tricolored blackbird (*Agelaius tricolor*) as well as bird species protected by the MBTA and other special-status birds covered by Fish and Game Code Section 3503.5 and/or California Endangered Species Act (CESA).

Tricolored Blackbird (Tracy Outlets Site)

This analysis is only relevant at the Tracy Outlets site, as the West Valley Mall site lacks any potential habitat for this species.

Emergent vegetation within the off-site channel at the Tracy Outlets site represent potential nesting habitat, albeit marginal. No tricolored blackbird were observed during the site visit. The presence of a tricolored blackbird nesting colony adjacent to the Tracy Outlets site before or during construction is unlikely, but cannot be ruled out. If construction of the Tracy Outlets sign is proposed to be conducted during the nesting season, the project applicant shall implement MM BIO-1a, which requires a pre-construction survey and, if any active nests are identified, minimization measures specific to tricolored blackbird nesting colonies as defined in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Section 5.2.4.16, which require that a setback of 500 feet from colonial nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave the nest(s). This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be

marked by nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape to ensure maintenance of the buffer. Implementation of MM BIO-1a would reduce potential impacts to tricolored blackbird to a less than significant level under CEQA.

Nesting Birds (Tracy Outlets and West Valley Mall Sites)

Potential direct and indirect impacts could occur to resident and migratory species during project construction, which would render the project temporarily unsuitable for birds because of the noise, vibrations, and increased activity levels associated with various construction activities. These activities could potentially subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities have dissipated or ceased. Relocation, in turn, could cause hunger or stress among individual birds by displacing them into adjacent territories belonging to other individuals.

Construction activities that occur during the nesting season (generally February 1 to August 31) could disturb nesting sites for birds protected by the MBTA and Fish and Game Code. No action is necessary if no active nests are found or if construction occurs during the nonbreeding season (generally September 1 through January 31).

Implementation of MM BIO-1b, which requires the applicants for development on both project sites to conduct a pre-construction survey and implement further avoidance and minimization measures (if necessary and required by the survey), would reduce potential impacts to nesting birds to a less than significant level under CEQA. (Note that potential impacts to tricolored blackbird, are addressed separately above.)

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

The project sites do not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. The project sites are infill site within the urbanized context of the City of Tracy and contain impervious surfaces disturbed soils, and ruderal vegetation. The proposed project would not have a substantial adverse effect on any riparian habitat; therefore, there would be no impacts from project construction.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text

would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

The project sites do not contain jurisdictional drainages, wetlands, or hydrophytic vegetation; therefore, no United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or CDFW jurisdictional areas are located on either site. As such, the proposed project would not directly or indirectly remove, fill, or hydrologically interrupt State or federally protected wetlands. No impacts would result from project construction.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

An impact to fish or wildlife movement would be considered significant if the proposed construction or operation resulted in a substantial, adverse change in any of the physical conditions (such as the interruption of a channel or terrestrial movement corridor) within the area affected by the proposed plan. Fish or wildlife movement that have the potential to be impacted are discussed in detail below.

FCS Biologists evaluated the project sites for evidence of wildlife movement corridors during the biological resources survey. The project sites are surrounded by a mix of residential, retail, and industrial developments and are situated in urban landscapes with high amounts of traffic from local industrial operations. Further, I-205 is located in close proximity to both project sites. These barriers further constrain non-volant wildlife movement. Neither project site is part of or within a wildlife movement corridor and construction-related impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

The City of Tracy Municipal Code, Chapter 7.08, pertains to the alteration or removal of street trees, which are not present on either project site. The City does not have an adopted Tree Protection Ordinance relating to alteration or removal of trees on private property. The project sites contain planted ornamental trees and shrubs from previous developments. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. As such, no impacts related to construction would occur and no mitigation is necessary.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

The project sites are located within the SJMSCP Planning Area and the City is a signatory to the SJMSCP. Participation in the SJMSCP ensures that potential impacts are mitigated below a level of significance in compliance with CEQA as well as the Federal Endangered Species Act (FESA) and CESA. Compliance with the SJMSCP may include payment of development fees for the conversion of lands that may provide habitat for covered special-status species. The project applicant and the City shall consult with San Joaquin Council of Governments (SJCOG) and determine coverage of the project pursuant to the SJMSCP. Implementation of mitigation and minimization measures (as identified above in Impact BIO-1) would ensure the proposed project complies with the requirements of the SJMSCP, would not conflict with any applicable habitat conservation plans, and would reduce specific impacts to listed species to a less than significant level under CEQA.

Mitigation Measures

MM BIO-1a Tricolored Blackbird Mitigation (Tracy Outlets Site)

Implementation of the following avoidance and minimization measures would avoid or minimize potential effects to tricolored blackbird in and adjacent to the project site. These measures shall be implemented for construction work that occurs during the nesting season (February 1 through August 31):

- If construction or habitat removal is proposed during the breeding/nesting season (typically February 1 through August 31), a qualified Biologist shall conduct pre-construction surveys for tricolored blackbird within potential nesting habitat of the construction area, (special attention should be paid to the off-site cattail channel) including a 500-foot survey buffer for tricolored blackbird, no more than 7 days prior to the start of ground-disturbing activities in the construction area. If no active nests are detected on the project site or within the buffer survey area, then no additional measures are required.
- If an active nest is located during pre-construction surveys, the California Department of Fish and Wildlife (CDFW) shall be notified regarding the status of the nest. A setback of 500 feet shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned, or a qualified Biologist deems disturbance potential to be minimal.

Restrictions shall include consultation with a qualified Biologist to determine appropriate exclusion zones or alteration of the construction schedule.

- The project applicant shall delineate the buffer using nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently.

MM BIO-1b Migratory Birds (Tracy Outlets Site and West Valley Mall Site)

- To prevent impacts to Migratory Bird Treaty Act (MBTA)-protected birds, nesting raptors, and their nests, removal of trees shall be limited to only those necessary to construct the proposed project.
- If any tree removal is necessary, then it should occur outside the nesting season between September 1 through January 31. If trees cannot be removed outside the nesting season, pre-construction surveys shall be conducted no more than 7 days prior to tree removal to verify the absence of active nests.
- If an active nest is located during pre-construction surveys, the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned, or the agencies deem disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest and an appropriate radius around an active migratory bird nest depending on the species) or alteration of the construction schedule.
- A qualified Biologist shall delineate the buffer using nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the California Native American Heritage Commission (NAHC), Central California Information Center (CCIC), National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historic Landmarks list, California Points of Historical Interest list, Built Environmental Research Directory (BERD), and the California Historical Resources Inventory. Non-confidential records search results and other correspondence is included in Appendix E.

Central California Information Center

A record search and literature review for the project sites and its 0.5-mile radius were conducted on May 28, 2021, at the CCIC, located at California State University, Turlock, California. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, historic aerial photographs, and historic maps and evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project area. The results of the record searches for the two project sites are as follows:

Tracy Outlets Site

The results from the CCIC indicated that there are no known archaeological or historic resources located within the project site. There are two resources, both of which are historic, located within a 0.5-mile radius of this project area. In addition, there are eight area-specific survey reports on file with the CCIC for the 0.5-mile search radius of the project area but none within the project site. A records search map identifying the project boundaries and 0.5-mile search radius and the relevant non-confidential records search results are included in Appendix E.

West Valley Mall Site

The results from the CCIC indicated that there are no known archaeological or historic resources located within this site. There are 14 resources located within a 0.5-mile radius of this project area. All of the resources are historical. In addition, there are four area-specific survey reports on file with the CCIC for project site and another six for the 0.5-mile search radius of the project area. A records search map identifying the project boundaries and 0.5-mile search radius and the relevant non-confidential records search results are included in Appendix E.

Pedestrian Survey and Site Visit

On July 13, 2021, FCS conducted a pedestrian survey to determine the presence of any unrecorded cultural resources within the Tracy Outlets site and the West Valley Mall site. During the pedestrian survey of both sites, all areas of the exposed ground surface were examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of proposed development were inspected for culturally modified soils or other indicators of potential historic or prehistoric resources.

The Tracy Outlets site was completely hardscaped with intermittent landscaping elements. Visibility of native soils was non-existent. The area is comprised of commercial properties with a parking lot, suggesting that the project site has been previously excavated. The proposed project involves replacement of the existing billboard with a digital billboard, which would not involve any earth-disturbing activities. Therefore, the possibility of inadvertent discovery of archaeological or cultural resources would be negligible.

The West Valley Mall site was surveyed using north/south transects spaced at 15-meter intervals. The survey began in the northwest corner of the project area and moved south and east using transects spaced at 15-meter intervals. Due to the high level of vegetation growth in the project area, visibility of native soils was extremely poor, approximately averaging only 10 percent across the site. Approximately 45 percent of the site was composed of soil and fill brought in from outside of the area, most likely from the construction of the West Valley Mall and I-205. Visibility of native soils showed evidence of gravel, quartz, and elements of Franciscan Chert. Examination of the Franciscan Chert showed no signs of it being previously worked into tools. In addition, the soil did not contain artifacts or any materials consistent with prehistoric midden soils. No unrecorded archaeological or cultural resources were found in the survey of the project site.

Pedestrian survey photos for both sites can be found in Appendix E.

Native American Heritage Commission

On June 20, 2021, FCS contacted the NAHC to determine whether any sacred sites were located within the site or project vicinity. A response was received on June 28, 2021, indicating that the Sacred Lands File search failed to indicate the presence of Native American cultural resources within the project site. The NAHC included a list of 12 tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by the proposed project are addressed, a letter containing project information was sent to each tribal representative on June 29, 2021. No responses have been received to date. NAHC correspondence and copies of the NAHC letters can be found in Appendix E.

Assembly Bill 52

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to defined TCRs may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the proposed project. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCRs. AB 52 makes the above provisions applicable to projects that have a Notice of Preparation (NOP) or a Notice of Intent (NOI) to adopt an ND/MND circulated on or after July 1, 2015. AB 52 amends Public Resource Code Section 5097.94 and adds Public Resource Code Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3, relating to Native Americans.

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

No Impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

CEQA Guidelines Section 15064.5 defines “historical resources” as resources listed in the CRHR, a local register, determined significant by the lead agency, or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the National Historic Preservation Act of 1966, which established the NRHP, and which recognizes properties that are significant at the federal, State, and local levels. To be eligible for listing in the NRHP and CRHR, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture.¹⁴ In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

The records search conducted at the CCIC for the Tracy Outlets site determined that there are no historic resources within the project site. There are two historic resources located within a 0.50-mile radius of the site. Of the two resources, the closest historical resource is a road/trail or railroad grade. The proposed project would not impact these resources, or any other historical resources located within a 0.5-mile radius of the project boundaries.

The records search conducted at the CCIC for the West Valley Mall site indicated that there are no known historic resources within the site. There are 14 historical resources located within a 0.5-mile radius of the project area, none of which would be impacted by the proposed project. Therefore, there would be no impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant impact with mitigation incorporated. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

¹⁴ National Register of Historic Places (NRHP). 2021. Publications of the National Register of Historic Places. Website: <https://www.nps.gov/subjects/nationalregister/publications.htm>. Accessed May 1, 2021.

The proposed project includes replacing the existing billboard at the Tracy Outlets site with a digital billboard, which would not involve any earth-disturbing activities. Therefore, the impact to archaeological resources or the potential for inadvertent discovery is negligible.

Although the proposed billboard construction at the West Valley Mall site would require subsurface construction activities, the CCIC record search results indicate that there are no known archaeological resources within the site or the 0.5-mile radius of the project area. The pedestrian survey did not find any evidence of potential undiscovered resources. In addition, the location of the project site adjacent to the West Valley Mall and I-205 indicates that it and the surrounding area have been previously excavated, therefore, the potential for the project to result in a significant impact of this type is low. Nonetheless, implementation of MM CUL-1 would ensure that this potential impact is reduced to a less-than-significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact with mitigation incorporated. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

As noted above, the Tracy Outlets site has been significantly disturbed and developed. Therefore, the potential for the disturbance of any human remains is negligible given that no earth-disturbing would occur.

The proposed billboard construction at the West Valley Mall site would require subsurface construction activities. While it is highly unlikely that human remains exist within or near the project site, there is always a possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of a discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. MM CUL-2 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-2 would reduce potential impacts on human remains to a less-than-significant level.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- d) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or**

Less than significant impact with mitigation incorporated. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction of the two proposed billboards are discussed below.

A review of the CRHR, local registers of historic resources, the CCIC records search results, and NAHC Sacred Lands File search results failed to identify any previously listed TCRs that may be adversely affected by both of the proposed projects. As such, no known eligible or potentially eligible TCRs would be adversely affected. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, which address the inadvertent discovery of cultural resources and human remains, would reduce potential impacts on TCRs to a less than significant level.

- e) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than significant impact with mitigation incorporated. In compliance with AB 52, the City distributed letters to Native American tribes that have previously requested notification for AB 52 consultation, notifying each tribe of the opportunity to consult with the City regarding the proposed project. Consultation letters were mailed on August 10, 2021. The tribes have 30 days from receipt of the letter to respond to the City's consultation invitation. As of the date of this document, no responses had been received. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, which address the inadvertent discovery of cultural resources and human remains, would reduce potential impacts on TCRs to a less than significant level.

Mitigation Measures

MM CUL-1 Discovery of Cultural Resources. In the event that significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The Lead Agency shall require the standard inadvertent discovery clause to be included on the grading plans to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the Lead Agency concerning

appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA Guidelines.

MM CUL-2

Discovery of Human Remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. During the course of project development, if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for appropriate treatment and disposition of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project site, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or

disposing of, with appropriate dignity, the human remains, and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 Energy <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

Energy Basics

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate GHG emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

2.1.1 - Regulatory Framework

Local

City of Tracy

City of Tracy Sustainability Action Plan

The City of Tracy Sustainability Action Plan was adopted in 2011 to achieve sustainability in numerous sectors including GHG emissions, energy, and transportation and land use. The Sustainability Action Plan includes specific measures to be implemented that the City estimates will reduce GHG emissions by 378,461 to 482,154 metric tons of carbon dioxide equivalent (CO₂e). These reductions would come in part from reductions in Vehicle Miles Traveled (VMT) and energy consumption. None of the measures contained in the plan would apply to the project's energy consumption.

Would the project:

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan updates would only relate to new digital billboard requirements and regulations. A discussion of the proposed project's energy use related to the construction and operation of the two proposed billboards is presented below.

Energy use consumed by the proposed project is primarily based on comparison with similar digital billboard development projects and empirical studies that are publicly available. For the purpose of this energy analysis, the anticipated operational electricity consumption relies on Digital Billboard Energy Use in California, a study prepared for San Diego Gas and Electric Company for the estimation of typical electricity demand for digital billboards in California.¹⁵ This study assumed that all data reflected electronic billboards operating at maximum brightness with an all-white display, which provided a maximum amount of energy use possible. However, any electronic billboard would not operate in this manner and as a result this analysis presents a conservative estimate. Energy calculations and supporting information are included as part of Appendix F of this Draft IS/MND.

Construction

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, and building construction activities. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include electrically driven equipment such as pumps and other tools.

Based on the California Emissions Estimator Model (CalEEMod) estimates for the proposed project, (see modeling output files in Appendix C), construction-related vehicle trips would consume an estimated 1,561 gallons of diesel and gasoline combined during the construction phase (Appendix F). Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Single-wide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 415 kilowatt-hour (kWh) during the 24-day construction phase (Appendix F).

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3)

¹⁵ San Diego Gas and Electric Company. 2014. Digital Billboard Energy Use in California. July. Website: https://www.etc.com/sites/default/files/reports/et14sdg8011_digitalbillboardreport_2014-7.pdf. Accessed June 3, 2021.

and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for developers and contractors to implement energy-efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impact related to fuel and electricity consumption would be less than significant.

Operation

Electricity and Natural Gas

Building operations for the proposed project would involve energy consumption for lighting and cooling fans. Based on publicly available information, the average 14-foot by 48-foot electronic billboard uses approximately 29,000 to 94,000 kWh of electricity per year.¹⁶ Therefore, the proposed project could reasonably consume up to 94,000 kWh of electricity per year. Nonetheless, the proposed project would be designed and constructed in accordance with Article 35 of the Tracy Municipal Code. The proposed project is not anticipated to result in wasteful, inefficient, or unnecessary electricity consumption as the electronic billboards would require electricity to operate and would not facilitate greater electricity consumption beyond that required for their passive operative design. Moreover, the electronic billboards would not consume natural gas. Therefore, the operational impact related to building electricity and natural gas consumption would be less than significant.

Fuel

Long-term operational energy consumption related to fuel consumption would be very minimal because the only vehicle trips would be from irregular and infrequent maintenance vehicle trips. Maintenance vehicle trips associated with the proposed project are anticipated to occur once every 1 to 2 months at most and would not result in wasteful, inefficient, or significant energy use. This impact would be less than significant.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. A discussion of the proposed two billboards' potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency is presented below.

Construction

As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 which limit idling from both on-road and off-road diesel-powered equipment

¹⁶ San Diego Gas and Electric Company. 2014. Digital Billboard Energy Use in California. Website: https://www.etcc-ca.com/sites/default/files/reports/et14sdg8011_digitalbillboardreport_2014-7.pdf. Accessed June 1, 2021.

and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project.

Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, impacts would be less than significant.

Operation

Additionally, California's Renewables Portfolio Standard (RPS) requires that 33 percent of electricity retail sales be served by renewable energy sources by 2020. PG&E would provide the delivery of electricity to the proposed project through the existing grid. Senate Bill (SB) 32 mandates a Statewide GHG emissions reduction goal to 40 percent below 1990 levels by the year 2030. PG&E's power mix in 2018 consisted of 38.9 percent eligible renewable sources, including 18.2 percent from solar, 10.0 percent from wind, 3.7 percent from geothermal, 4.3 percent from biomass and waste, and 2.7 percent from eligible hydroelectric.¹⁷ PG&E continues to add more renewable energy into their power mix under California's RPS and have a goal to reach 50 percent renewables by the end of 2030. Therefore, the proposed project would receive electricity from a utility company that meets California's RPS requirements as well as the State requirements for 2030.

In addition, the proposed project would be designed and constructed in accordance with the applicable State's Title 24 energy efficiency standards. Part 11, Chapter 4 and 5 of the State's Title 24 energy efficiency standards establishes mandatory measures for nonresidential buildings, including material conservation and resource efficiency. The proposed project would be required to comply with these mandatory measures and would be constructed in accordance with City standards. Thus, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This impact would be less than significant.

Mitigation Measures

None required.

¹⁷ Pacific Gas and Electric Company (PG&E). 2019. Corporate Responsibility and Sustainability Report 2019.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology and Soils <i>Would the project:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The City of Tracy is located in the southwest portion of San Joaquin County and, according to the California Geological Survey, the project sites are not located in any earthquake fault zones nor do

The project sites are not located within the vicinity of any Alquist-Priolo Earthquake Fault Zone. As previously stated, the nearest Alquist-Priolo Earthquake Fault Zone is the Calaveras Fault Zone, and it is approximately 25 miles west of the West Valley Mall site and more than 28 miles west of the Tracy Outlets site. To ensure the project upgrade and installation are conducted safely, construction and design would be undertaken using standard engineering and seismic safety design techniques in accordance with the 2019 CBC. Note that only the billboard faces would be replaced with digital displays on the existing Tracy Outlets sign and no ground disturbance would occur. As such, the impacts related to potential rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Impacts specific to the construction and operation of the two proposed billboards are discussed below.

The project sites are located within a seismically active region and strong shaking would be expected during the lifetime of the project, which could damage future improvements on the site and expose people to injury. As the City lies primarily within Seismic Zone 3 with parts of the Tracy Hills Specific Plan area in Zone 4, the four major nearby earthquake faults historically have produced the earthquakes felt in the City.²⁴ The Calaveras Fault historically has created seismic activity in the City, but activity has lessened over time, with earthquake magnitudes ranging from 5.6 to 6.9.²⁵ To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project shall be built using standard engineering and seismic safety design techniques in accordance with the 2019 CBC. As stated above, no ground disturbance would be required for the digital billboard upgrade of existing Tracy Outlets sign. Therefore, the impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The project sites are located in the Tracy Planning Area, which is subject to moderate potential for liquefaction. Liquefaction is the result of seismic activity and is characterized as the transformation of loosely water-saturated soils from a solid state to a liquid state after ground shaking. Variables that contribute to liquefaction include age of the soil, soil type, soil cohesion, soil density, and groundwater level. Soils most susceptible to liquefaction are loose, uniformly graded, fine-grained sands. The site is in an urbanized area. However, the proposed project would involve the construction of the West Valley Mall sign, but would not require any ground disturbance for the

²⁴ City of Tracy. 2011. City of Tracy General Plan, Safety Element. Page 8-2.

²⁵ Rogers, J and Halliday, J. Tracking the elusive Calaveras Fault from Sunol to San Ramon. Website: https://web.mst.edu/~rogersda/forensic_geology/calaveras_fault/calaveras_fault.htm. Accessed July 13, 2021.

upgrade of the existing Tracy Outlets sign. The proposed digital freeway signs would not be intended for human occupancy. With adherence to the 2019 CBC, this impact would be less than significant.

iv) Landslides?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The project sites are relatively flat and are surrounded by commercial buildings. Furthermore, the Tracy Outlets sign is an existing sign. Only the billboard faces would be replaced, and no ground disturbance would occur. Due primarily to the existing developed condition of the area and relatively flat topography, the probability of landslides occurring during a seismic event is low. Therefore, a landslide-related impact would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The digital billboard upgrade at the Tracy Outlets site would not consist of any earth-disturbing activities and therefore, would not result in soil erosion or the loss of topsoil. Construction of the digital billboard at the West Valley Mall site would include limited excavation for the installation and foundation of the billboard. The billboard area of the West Valley Mall sign is estimated to be approximately 300 square feet or less. Standard construction practices would be followed to minimize soil erosion during construction of the West Valley Mall sign. As a result, the impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Lateral spreading typically occurs as a form of horizontal displacement of a relatively flat-lying alluvial material toward an open or “free” face such as an open body of water, channel, or excavation. There are no creeks or open bodies of water adjacent to the proposed site area of the West Valley Mall sign, and the Tracy Outlets sign would only be an upgrade to a digital sign and no

ground disturbance would be required. Therefore, the potential for lateral spreading to affect the site is low.

As previously stated, the proposed digital billboard would be implemented using standard engineering and seismic safety design techniques in accordance with the 2019 CBC. As stated above, no ground disturbance would be required for the digital billboard upgrade of existing Tracy Outlets sign. As such, the proposed project would be compliant with all applicable State and local requirements. Therefore, the impact associated with unstable geologic unit or soil would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. The proposed project does not include construction of any structures intended for human occupancy, which precludes substantial risks to life or property as a result of expansive soils. According to the Web Soil Survey by United States Department of Agriculture, the project sites are not located on expansive soil.²⁶ As previously stated, the proposed project would be implemented in accordance with the 2019 CBC. As such, the proposed project would be compliant with all applicable State and local requirements. Therefore, the impact associated with expansive soils would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The proposed project does not require the use of any septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would not require ground disturbance for the digital billboard upgrade of the existing Tracy Outlets sign and therefore would have no potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature at this location. For the billboard construction at the West Valley Mall site, no paleontological resources or geologic features are anticipated to be encountered during the project's construction phase due to the disturbed nature of the site and the limited amount of excavation that would be required to implement the project. Therefore, no impact would occur.

²⁶ United States Department of Agriculture. Web Soil Survey. Website: <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed July 13, 2021.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

Energy Basics

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate GHG emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

2.1.2 - Regulatory Framework

California

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any State in the nation, much of which is centered on energy efficiency and clean fuels. Legislation such as Title 24 and Title 20 energy standards were adopted for energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

AB 1493 Pavley Regulations and Fuel Efficiency Standards. California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the

requested waiver in 2009, which was upheld by the by the United States District Court for the District of Columbia in 2011.²⁷ The standards were to be phased in during the 2009 through 2016 model years.²⁸

The second phase of the implementation for the Pavley Bill was incorporated into Amendments to the Low-emission Vehicle Program referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation is anticipated to reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules will reduce pollutants from gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The regulations will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. “Greenhouse gases” as defined under AB 32 include CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs.

The ARB is the State agency charged with monitoring and regulating sources of GHGs. The ARB approved the 1990 GHG emissions level of 427 million metric tons (MMT) CO₂e on December 6, 2007.²⁹ Therefore, to meet the State’s target, emissions generated in California in 2020 are required to be equal to or less than 427 MMT CO₂e. Emissions in 2020 in a Business as Usual (BAU) scenario were estimated to be 596 MMT CO₂e, which do not account for reductions from AB 32 regulations.³⁰ At that rate, a 28 percent reduction was required to achieve the 427 MMT CO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. Under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels.³¹

ARB Scoping Plan. The ARB Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State’s emissions to 1990 levels by the year 2020 to comply with AB 32.³² The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different

²⁷ California Air Resources Board (ARB). 2013. Clean Car Standards—Pavley, Assembly Bill 1493. Website: <http://www.arb.ca.gov/cc/ccms/ccms.htm>. Accessed June 14, 2021.

²⁸ California Air Resources Board (ARB). 2013. Facts About the Clean Cars Program. Website: http://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed June 14, 2021.

²⁹ California Air Resources Board (ARB). 2007. Staff Report. California 1990 Greenhouse Gas Level and 2020 Emissions Limit. November 16, 2007. Website: www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf. Accessed June 14, 2021.

³⁰ California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed June 14, 2021.

³¹ California Air Resources Board (ARB). 2010. 2020 Greenhouse Gas Emissions Projection and BAU Scenario Emissions Estimate. Website: http://www.arb.ca.gov/cc/inventory/archive/captrade_2010_projection.pdf. Accessed June 14, 2021.

³² California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed June 14, 2021.

emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS); and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the proposed cap-and-trade program. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.³³

The ARB approved the First Update to the Scoping Plan on May 22, 2014. The First Update builds upon the Initial Scoping Plan with new strategies and recommendations.

SB 375—the Sustainable Communities and Climate Protection Act of 2008. SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits more than 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 1078—Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078, requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold

³³ California Air Resources Board (ARB). 2008 (includes edits made in 2009). Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed June 14, 2021

Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23.

SB 350—Clean Energy and Pollution Reduction Act of 2015. The legislature recently approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies toward a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum Statewide were removed from the Bill due to opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce Statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

SB 100—The 100 Percent Clean Energy Act of 2018. The legislation directs the CPUC, CEC, and ARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. This act amends Sections 399.11, 399.15, and 399.30 of, and adds Section 454.53 to, the Public Utilities Code, relating to energy.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce energy consumption through the use of Executive Orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies.

Executive Order S-01-07—Low Carbon Fuel Standard. The Governor signed Executive Order S 01-07 on January 18, 2007. The order mandates that a Statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a LCFS and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. The ARB adopted the LCFS on April 23, 2009.

The LCFS was subject to legal challenge in 2011. Ultimately, on August 8, 2013, the Fifth District Court of Appeal (California) ruled that ARB failed to comply with CEQA and the Administrative Procedure Act when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal directed that Resolution 09-31 and two Executive Orders of ARB approving LCFS regulations promulgated to reduce GHG emissions be set aside. However, the Court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while ARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, the ARB was required to bring a new LCFS Regulation to the Board for consideration in February 2015. The proposed LCFS Regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The second public hearing for the new LCFS Regulation was held on September 24, 2015, and September 25, 2015, where the LCFS Regulation was adopted. The Final Rulemaking Package adopting the regulation was filed with the Office of Administrative Law on October 2, 2015. The OAL approved the regulation on November 16, 2015.

Executive Order N-79-20. On September 23, 2020, Governor Gavin Newsom issued an executive order establishing a goal that 100 percent of new passenger cars and trucks sold in California shall be zero-emission by 2035. The executive order also sets a goal that, where feasible, all operations include zero-emission medium- and heavy-duty trucks by 2045, and drayage trucks by 2035. Off-road vehicles have a goal to transition to 100 percent zero-emission vehicles by 2035, where feasible.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.³⁴

Title 24 Energy Efficiency Standards. California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are

³⁴ Bay Area Air Quality Management District (BAAQMD). 2017. CEQA Air Quality Guidelines. May. Website: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed June 1, 2021

updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The newest version of Title 24 adopted by the CEC went into effect on January 1, 2017.³⁵ The 2019 Building Energy Efficiency Standards are scheduled to go into effect on January 1, 2020. One of the notable changes in the 2019 Title 24 Standards includes the solar photovoltaic systems requirement for new low-rise residential homes.

Title 24 California Green Building Standards Code. California Code of Regulations, Title 24, Part 11 is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011. The code is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017.³⁶ Local jurisdictions are permitted to adopt more stringent requirements, as State law provides methods for local enhancements. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy, which is generally enforced by the local building official.

Local

City of Tracy

City of Tracy Sustainability Action Plan

The City of Tracy Sustainability Action Plan was adopted in 2011 to achieve sustainability in numerous sectors including GHG emissions, energy, and transportation and land use. The Sustainability Action Plan includes specific measures to be implemented that the City estimates will reduce GHG emissions by 378,461 to 482,154 metric tons of CO₂e. These reductions would come in part from reductions in VMT and energy consumption, with the relevant sustainability measures listed below.

E-1 Green Building Ordinance.

Develop an incentives-based Green Building Ordinance that promotes energy-efficient design for new buildings.

E-2 Energy Efficiency in Site Planning and Design.

Amend the Zoning Ordinance, City Standards, or Subdivision Guidelines to do the following:

- a. Establish measures that reduce energy use through solar orientation by taking advantage of landscaping and sunscreens.

³⁵ California Energy Commission (CEC). 2016. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Website: http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf. Accessed June 1, 2021

³⁶ California Building Standards Commission (CBSC). 2016. Green Building Standards. Website: https://www.ladbs.org/docs/default-source/publications/code-amendments/2016-calgreen_complete.pdf?sfvrsn=6. Accessed June 27, 2021

- b. Allow increased height limits and greater development flexibility in exchange for incorporating energy-efficient green building practices. Provide permitting-related and other incentives for energy-efficient building projects, for example by giving green projects priority in plan review, processing, and field inspection services.
- c. Establish guidelines for cool pavements and strategically placed shade trees.
- d. Require all new development and major rehabilitation (i.e., additions of 25,000 square feet of office/retail commercial or 100,000 square feet of industrial floor area) projects to incorporate any combination of the following strategies to reduce heat gain for 50 percent of the non-roof impervious site landscape, which includes sidewalks, courtyards, parking lots, and driveways: shaded within five years of occupancy; use of paving materials with a Solar Reflectance Index (SRI) of at least 29; open grid pavement system; or locating parking spaces under deck, under roof, or under a building.
- e. Require outdoor lighting fixtures to be energy-efficient. Require parking lot light fixtures and light fixtures on buildings to be on full cut-off fixtures, except emergency exit or safety lighting, and all permanently installed exterior lighting shall be controlled by adjustable timers. Prohibit continuous all night outdoor lighting in sports stadiums, construction sites, and rural areas unless they are required for security reasons.
- f. Where feasible, increase solar access by requiring that new streets be designed so that the blocks have one axis within plus or minus 15 degrees of geographical east/west, and the east/west length of those blocks are at least as long, or longer, as the north/south length of the block. Areas with topological constraints, among others, may be excluded from this requirement.

E-3 Green Building and Energy Efficiency Design and Education.

- a. Amend the City of Tracy Design Goals and Standards to do the following:
 - i. Integrate guidelines from the Green Building Ordinance.
 - ii. Integrate guidelines related to cool pavements in the City Standards.
 - iii. Balance tradeoffs between solar access and landscape tree shading.
- b. Conduct the following public education and outreach campaigns:
 - i. Provide information about green building, marketing, training, and technical assistance to property owners, development professionals, schools, and special districts.
 - ii. Develop an "energy efficiency challenge" campaign for community residents or businesses.
 - iii. Provide public education and publicity about renewable resources, energy efficiency and emissions reduction programs and incentives.

E-4 Energy-Efficient Products and Retrofits.

- a. Partner with PG&E to do the following, using outside funds:

- i. Promote the use of energy-efficient appliances that meet Energy Star standards when higher than Title 24.
- ii. Distribute compact fluorescent light (CFL) bulbs and/or fixtures to community members.
- iii. Offer a halogen torchiere lamp exchange to community members.
- iv. Promote energy efficiency audits of existing buildings to check, repair, and readjust heating, ventilation, air conditioning, lighting, water heating equipment, insulation, and weatherization.
- v. Encourage energy audits to be performed when residential and commercial buildings are sold. Energy audits will include information regarding the opportunities for energy efficiency improvements, and will be presented to the buyer. Commercial buildings are encouraged to be “benchmarked” using EPA’s ENERGY STAR Portfolio Manager Tool.
- vi. Encourage individualized energy management planning and related services for large energy users. vii. Fund and schedule energy efficiency retrofits or “tune-ups” of existing buildings.
- b. Support San Joaquin Valley Unified Air Pollution Control District’s lawnmower exchange program for residents to exchange conventional gas-powered lawnmowers for electric and rechargeable battery-powered lawnmowers.
- c. Encourage new development to provide exterior electrical outlets so that electric lawnmowers and other landscaping equipment can be sufficiently powered.
- d. Encourage the installation of programmable thermostat timers.
- e. Encourage the installation of energy-efficient boilers.

E-5 Weatherization Assistance.

Continue to fund weatherization projects for households that meet the income eligibility criteria by utilizing the Community Development Agency’s Downtown Rehabilitation Loan and Grant programs.

E-6 Financing for Energy Efficiency and Renewable Energy Projects.

Develop a program under AB 811 to offer innovative, low-interest financing for energy efficiency and renewable energy projects for existing and new development, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation, weatherization, and solar.

E-7 Energy Efficient Retrofits for City Street Lights.

Retrofit City streetlights to LED or induction lighting.

E-8 Solar Panel Installations on Municipal Facilities.

Install solar panels on municipal facilities.

E-9 Energy Efficiency Settings for City Desktop Computers.

Change the settings for all City desktop computers to achieve the following:

- a. All monitors shall go into sleep mode after 15 minutes of inactivity.
- b. All computers shall go into sleep mode after 90 minutes of inactivity Install solar panels on municipal facilities.

T-1 Live-Work and Work-Live Uses.

Amend the Zoning Ordinance to allow live-work and work-live uses in existing and future residential development and adopt more flexible home occupation requirements.

T-2 Reduced Parking Requirements.

Amend the Zoning Ordinance to allow a reduction in parking requirements under the following circumstances:

- a. Multiple uses with staggered parking demand
- b. Actual demand lower than as required in code as demonstrated by a parking study
- c. Proximity to bus stop/transit
- d. Mixed-use project
- e. In-lieu fee in Downtown

T-3 Support for Bicycling.

Promote bicycle usage through the following:

- a. Continue to require bicycle parking for nonresidential and multi-family uses.
- b. Amend the Zoning Ordinance to require shower facilities and dressing areas for significant new or redevelopment of nonresidential uses.
- c. Create a bicycle-sharing program.
- d. Provide bicycle parking near transit.

T-4 Support for Transit.

Promote transit ridership through the following:

- a. Add to the Transportation Master Plan, where justified by ridership and funding availability, an increase transit route coverage to within ½ mile of all residents in the developed city and to within ¼ mile of 75 percent of residents within new development areas.

- b. Continue to implement the City's program to provide covered and partially enclosed shelters that are adequate to buffer wind and rain and with at least one bench at each existing public transit stop and to provide local public transit information in transit shelters.
- c. Provide information to city employees through the Human Resources Department and the City's Transit Coordinator on commute alternatives and incentives, including carpool/vanpool programs, transit service schedules, transit vouchers, alternative work week plans, telecommuting options, and incentives that can be used to increase employee use of alternative modes or work schedules.
- d. Work with the San Joaquin Regional Rail Commission to study the feasibility of creating rail service in Tracy's downtown.
- e. Continue to provide citywide door to door service for ADA customers and seniors on the City's Tracer service.
- f. Continue to run Tracer along commuter routes during peak times, providing remaining service to all the middle and high schools and high employment areas, such as the West Valley Mall.
- g. Encourage affordable housing to be located in transit-oriented development whenever feasible.

T-5 Smart Growth, Urban Design and Planning.

Promote pedestrian safety, neighborhood connectivity and walkable neighborhoods through the following:

- a. Create development standards for commercial, office, and retail zones to promote a principal functional entry that faces a public street. In the Zoning Code, evaluate more restrictive parking requirements to achieve greater pedestrian connections between streets and building entrances. Require all new buildings within the Corridor Overlay Zone and the Village Center (VC) Zone to be located an appropriate distance from the street to promote walkability, such as 10 feet. Within these zones, increase use of windows or storefronts with views into the building along a minimum of portion of the ground floor building walls fronting the primary street, depending on the building context.
- b. Amend the Municipal Code or create subdivision design standards to require all new development within applicable areas to do the following:
 - i. Include an interconnected grid of collectors and arterials within the developed city and connecting to and through new development areas with the goal of ¼-mile to ½-mile minimum spacing of two- and four-lane roadways and minimal reliance on six-lane arterials.
 - ii. Include at least one through-street and/or nonmotorized right-of-way (nonmotorized rights-of-way may count for no more than 10 percent of the total) intersecting the project boundary at least every 400 feet, or at existing abutting street intervals, whichever is less.

- iii. Have internal connectivity such that there are at least 200 intersections per square mile.
- c. Amend the Zoning Ordinance to require adequate pedestrian access through all commercial, residential, and mixed-use development.
- d. Amend the Zoning Ordinance or create new subdivision standards to require new projects to include a pedestrian or bicycle through-connection in any new cul-de-sacs, except where prohibited by topographical conditions.
- e. Add to the Transportation Master Plan a program to close sidewalk gaps on key routes within the developed city, contingent on grant funding.
- f. Establish a ½-mile walkability standard for residents to access goods, services, and recreational facilities.

T-6 Traffic Smoothing Through Congestion Management.

Add to the Transportation Master Plan a program to implement traffic smoothing and congestion reduction at intersections along Eleventh Street, Grant Line Road, Schulte Road, Lammers Road, Tracy Boulevard, MacArthur Drive, and Chrisman Road corridors.

T-7 San Joaquin County Park and Ride Lot Master Plan Implementation.

Implement the County’s Park and Ride Lot Master Plan, which identifies key locations for park and ride lots in Tracy.

T-8 Alternative Transportation Choices for Students.

Promote alternative transportation choices for students through the following:

- a. Continue to provide free or reduced bus passes for school students.
- b. Work with school districts to expand “Safe Routes to Schools” programs.
- c. Work with school districts to create ridesharing or “walking school bus” programs for students.

T-9 Comprehensive Signal Coordination Program.

Continue to implement a comprehensive signal coordination program for key routes in the developed city, connecting to and through new development areas and to the Interstate-205 interchanges. Include Intelligent Transportation System (ITS) elements to maximize effectiveness, such as adaptive traffic control, synchronized signals, transit and emergency signal priority, and other traffic flow management techniques.

T-10 Ramp Metering on Interstate 205.

Work with Caltrans and SJCOG to implement ramp metering on Interstate 205 to minimize congestion-related GHG emissions from both through trips and trips generated by Tracy that use Interstate 205.

T-11 Increased Transit to Bay Area Cities and San Joaquin Valley Employment Centers.

Work with regional transit agencies to increase the frequency and capacity of inter-city buses connecting Tracy to Bay Area cities, Stockton, and other San Joaquin Valley employment centers.

T-12 Altamont Route Approval and Transit-Oriented Development Around Rail.

Work with ACE and the High Speed Rail Authority to approve the Altamont Route and achieve successful integration of rail transit into a transit-oriented development zone, including an intra-city feeder bus system.

T-13 Reduce Commute Trips.

Support regional efforts to reduce commute trips, including the following:

- a. Support San Joaquin Valley Unified Air Pollution Control District requirements that large employers establish employee trip reduction programs such as Rule 9410.
- b. Promote the San Joaquin Council of Governments Commute Connection program, which provides information about commute options and connects commuters for carpooling, ridesharing and other activities.

T-14 Parking Cash-Out Programs for Employees.

Encourage businesses to offer parking cash-out programs and offer incentives to employees for giving up their employee provided parking space.

T-15 Reduced Commuting from Out of the Region.

Develop a program that will do the following:

- a. Encourage and support the development of satellite office space or “hoteling” space for use by employees of Bay Area firms who may be assigned to work temporarily in Tracy by offering development incentives to these types of projects. Incentives may include less restrictive height limit, setback, and parking requirements.
- b. Conduct public education and outreach to promote telecommuting and/or offices/businesses from home.

T-16 Transit Passes for Residents and Employees of New Developments.

The City shall provide transit passes valid for at least one year to each resident or employee of new development projects for a period of at least the first three years of project occupancy.

T-17 Increased Use of Low Carbon Fueled Vehicles.

Conduct the following to promote the use of low carbon fueled vehicles:

- a. Use the Zoning Ordinance to allow no/low carbon fueling stations as part of the “gas and service station” land use category.
- b. Amend the Zoning Ordinance or City Standards to require new projects to provide parking spaces reserved for hybrid or electric vehicles (EVs), carpool, or car share vehicles.
- c. Require dedicated parking spots for alternative fuel, hybrid, carpool, or car share vehicles in City parking lots and consider installing charging connections.
- d. Encourage employers to create vanpool or shuttle programs for employees.
- e. Encourage the use of hybrid and electric construction equipment and the use of alternative fuels for construction equipment.
- f. Convert the municipal automotive fleet to cleaner fuels and lower emissions. Convert the municipal nonautomotive fleet to cleaner fuels and lower emissions where technologically possible.

T-18 Carbon Sequestration on Municipal Property.

Develop a City program for maximizing carbon sequestration on municipal property through tree-planting.

T-19 Mixed-Use and Traditional Residential Development.

Continue City efforts to develop specific areas of the city as follows:

- a. Redevelop the Bowtie area with mixed-use development.
- b. Where appropriate, develop new neighborhoods based on traditional residential development patterns and mixed-use in a variety of densities with a pedestrian-friendly network of streets and parks.

T-20 Employment-Generating and High-Density Infill Projects.

Promote smart growth in Tracy through the following:

- a. Increase the development of employment-generating uses, in particular in West Tracy areas.

- b. Require mixed-use nodes surrounded by high-density development that transition to lower density development.
- c. In keeping with the City's Growth Management Ordinance Guidelines, prioritize high-density infill projects within Redevelopment Areas and Village Centers that have a high level of vehicular and pedestrian connectivity both internally and externally to the project through the allocation of Residential Growth Allotments.
- d. Develop each phase of Tracy Hills with an appropriate mix of density and uses consistent with the Tracy Hills Specific Plan.
- e. Develop each phase of new development in Tracy as close to existing development as practical and maximize the density and range of uses for each phase of development in a manner consistent with the applicable General Plan and Zoning designations.

T-21 Compressed Natural Gas Buses for the City's Fleet.

Continue to use compressed natural gas buses for the City's bus fleet and evaluate the conversion of the bus fleet to diesel-electric hybrid.

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not generate greenhouse gas emissions. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The location of the project sites is regulated by the Valley Air District jurisdiction. Projects generate GHG emissions during construction and operation (e.g., mobile emissions, emissions from generation of electricity for operations, emissions of and from the manufacturing and transport of building materials).

The City of Tracy has not adopted its own GHG thresholds or prepared a Climate Action Plan that can be used as a basis for determining project significance, although it has a Sustainability Action Plan, which is a non-qualifying GHG reduction plan for the purposes of tiered analyses under CEQA Section 15183.5. The Valley Air District's Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels.³⁷ This level of GHG reduction is based on the target established by ARB's AB 32 Scoping Plan, approved in 2008.

³⁷ San Joaquin Valley Air Pollution Control District (Valley Air District). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." December 2009. Website: <https://www.valleyair.org/Programs/CCAP/12-17-09/1%20CCAP%20-%20FINAL%20CEQA%20GHG%20Staff%20Report%20-%20Dec%2017%202009.pdf>. Accessed June 29, 2021.

The 2010 Cap and Trade Inventory Update provided revised inventory projections to reflect slower growth in emissions during the recession and lower future year projections. The State's 2020 BAU inventory was reduced from 596 MMT CO₂e to 545 MMT CO₂e. The new GHG reduction level for the State to reach 1990 emission levels by 2020 is 21.7 percent from BAU in 2020. The First Update to the Climate Change Scoping Plan confirmed that the State is on track to achieve the 2020 target and to maintain and continue reductions beyond 2020 as required by AB 32.³⁸ In addition, the State has reported that the 2016 GHG inventory was below the 2020 target for the first time. Furthermore, the 2017 Scoping Plan states that California was on track to achieve the 2020 target at the time of its preparation. The proposed project is expected to become operational in 2021, which is beyond the AB 32 target year. Until a new threshold is identified for projects constructed after 2020, significance is based on making continued progress toward the SB 32 2030 target.

Consistency with the SB 32 targets and the 2017 Scoping Plan Update is also addressed with an assessment of the project's reduction from BAU based on emissions in 2030 compared with the 21.7 percent reduction. This approach considers project emissions in the context of the 21.7 percent reduction in the 2030 milestone year.

Newhall Ranch

On November 30, 2015, the California Supreme Court issued its decision in *Newhall Ranch* invalidating the GHG analysis for a large master planned residential development in Los Angeles County consisting of more than 20,000 residential dwelling units and other uses. In particular, the Court upheld: (1) use of the statewide emissions reduction goal in AB 32 as a significance criterion (pp. 15–19), (2) use of the Scoping Plan's BAU model "as a comparative tool for evaluating efficiency and conservation efforts" of the Project (pp. 18–19), and (3) a comparison of the project's expected emissions to a BAU model rather than a baseline of pre-project conditions (pp. 15–19). The Court invalidated the GHG analysis on the grounds that the "administrative record discloses no substantial evidence that the Newhall Ranch's project-level reduction of 31 percent in comparison to [BAU] is consistent with achieving AB 32's statewide goal of a 29 percent reduction from [BAU]." The Court indicated that a lead agency may use a BAU comparison based on the Scoping Plan's methodology if it also substantiates the reduction a particular project must achieve to comply with statewide goals. The Court suggested a lead agency could examine the "data behind the Scoping Plan's business as usual model" to determine the necessary project-level reductions from new land use development at the proposed location (p. 25). "Second, a lead agency might assess consistency with AB 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities."

The substantial evidence needed to support a project BAU threshold can be derived from data used to develop the Scoping Plan inventory and control strategy and from analysis conducted by the ARB to track progress in achieving the AB 32 2020 target. The critical factor in determining the appropriate project threshold is whether the State requires additional reductions beyond that achieved by regulations to achieve its target. If no additional reductions are required from individual

³⁸ California Air Resources Board (ARB). 2014. First Update to the Climate Change Scoping Plan. May. Website: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed June 29, 2021.

projects, no nexus exists to require a project to mitigate its emissions. In that case, the percentage reductions achieved by projects is the amount needed to reach the AB 32 target.

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

The Supreme Court was concerned that new development may need to do more than existing development to reduce GHGs to demonstrate that it is doing its fair share of reductions. As will be shown below, new development does do more than existing development and, due to the nature of the sources of GHG emissions related to development, existing development is equally responsible for reducing emissions from the most important sources of emissions. It is important to note that most of the State's regulatory program applies to new and existing development.

The Scoping Plan reduction from BAU accounts for growth projected in the State and assumes that existing development would continue to emit GHGs at the same rate that occurred in the base year (2002–2004 average). The California Department of Finance Report E-5 estimates population growth in California from 2005 to 2020 to be 13.2 percent. This means that development that existed in 2005 will produce nearly 87 percent of the State's emissions in 2020. Conversely, new development is only responsible for about 13 percent of the emissions generated during this timeframe. If measures to reduce emissions from existing development were not available, new development could not provide sufficient reductions to reach the 2020 target even if their emissions were reduced to net zero.

The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users. The reduction strategy where new development is required to do more than existing development is building energy efficiency and energy use related to water conservation regulations. For example, new projects are subject to Title 24 Energy Efficiency standards and CALGreen Code requirements. Buildings constructed to the 2013 Title 24 standards use 30 percent less energy than buildings complying with the 2008 standards, with continued improvement expected under the new 2016 standards. New buildings are much more energy-efficient than the development that has been built over the past decades and will require much less energy.

In summary, as previously discussed, the State requires an average reduction from all sources of the emission inventory of about 22 percent. The Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture.

Construction GHG Emissions

During project construction, GHGs would be generated by construction activities such as site clearing, the operation of heavy-duty construction vehicles, materials and debris hauling, paving, and construction worker vehicle trips. These emissions would be considered short-term in duration. The Bay Area Air Quality Management District (BAAQMD) does not have an adopted threshold of significance for construction-related GHG emissions; however, the Valley Air District does not recommend assessing the significance of construction-related emissions.

Nonetheless, construction emissions were estimated using CalEEMod (Version 2016.3.2) and displayed in Table 8 for informational purposes. As shown in Table 8, the proposed project is estimated to generate approximately 15 metric ton (MT) CO₂e. As the Valley Air District does not have construction-related thresholds and the BAU analysis approach is principally intended to measure operational GHG emissions, construction-related GHG impacts would be less than significant.

Table 8: Construction GHG Emissions

Construction Year	MT CO ₂ e per year ^{1,2}
Project Construction—2021	15
Total Construction Emissions	15
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent ¹ Emissions are rounded to the nearest whole number. ² Emissions were estimated assuming diesel fuel to represent a reasonably worse-case scenario in the absence of project-specific information that would be needed to override the CalEEMod default assumptions. Source: CalEEMod Output (Appendix C).	

Operational GHG Emissions

Operational or long-term GHG emissions occur over the life of the project. Sources for operational emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site for sporadic maintenance.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project.

As previously discussed, the proposed project would develop and operate LED digital billboards. LED digital billboards (programmable electronic signs) are subject to energy efficiency requirements under Title 24 of the California Code of Regulations. The billboard is required to be dimmable, which would reduce energy use and GHG emissions associated with the generation of electricity. The proposed LED digital billboard would be illuminated 24 hours per day, 365 days per year. The light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime). PG&E would supply the electrical energy needed to illuminate each billboard. It is unclear how much electricity currently is used to power the one illuminated, traditional billboard face that the proposed project would be removing; therefore, this existing energy usage is not factored into the environmental baseline. Based on publicly available information, the average 14' by 48' electronic billboard uses approximately 29,000 to 94,000 kWh of electricity per year.³⁹

Billboards require occasional upkeep and maintenance activities, which generate vehicle trips and resulting GHG emissions. The updates to the Specific Plan allow for up to two billboards to exist in the plan area, one of which would be the existing billboard that would be converted to a digital freeway sign. GHG emissions related to the maintenance and upkeep of the new billboard would not increase.

As previously discussed, the State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. Because the proposed project's operational GHG emissions would principally be generated from electricity consumption and vehicle use, which both activities are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction, the proposed project would be consistent with the State's AB 32 and SB 32 GHG reduction goals. Nonetheless, operational emissions were estimated using CalEEMod (Version 2016.3.2) for informational purposes. As modeled, the proposed project is expected to generate 24 MT CO₂e per year.

As the proposed project's GHG-generating activities would experience the necessary reductions through fuel efficiency and electricity procurement from increased fuel standards and SB 100 RPS

³⁹ San Diego Gas and Electric Company. 2014. Digital Billboard Energy Use in California. July. Website: https://www.etc.com/sites/default/files/reports/et14sdg8011_digitalbillboardreport_2014-7.pdf. Accessed June 3, 2021.

requirements, respectively, GHG impacts related to the operation of the proposed project would be less than significant.

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not conflict with any applicant GHG reduction plans. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

As previously discussed, the proposed project's operational GHG emissions would be consistent with the reduction goals established by AB 32 and SB 32. The proposed electronic billboards would comply with Goal E-4 of the Sustainability Action Plan by including LED or similar energy-efficient products to reduce energy use and associated greenhouse gas emissions. As a result, the proposed project would not conflict with the policies, regulations or guidelines in the City of Tracy Sustainability Action Plan or any other applicable plan and/or regulations adopted for the purposes of reducing GHG emissions. Furthermore, as discussed in Impact 7(a), the proposed project would not generate substantial GHG emissions during either construction or operations. Considering this information, this impact would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The area surrounding the project sites contain commercial and residential land uses as well as transportation corridors. The surrounding land uses utilize some hazardous materials such as cleaning products, paints, and pesticides. Trucks could also transport hazardous materials along the I-205 and adjacent roadways to the project sites. The Tracy Outlets existing billboard was constructed between 1993 and 2005, which was after the date when the use of asbestos-containing materials (ACM) and/or lead-based paint was generally banned.

According to the Hazardous Waste and Substances Site List from the Department of Toxic Substances Control (DTSC), there are no known Cortese List (Section 65962.5(a)), sites located in the City of Tracy.⁴⁰

The nearest potential hazardous site to the Tracy Outlets site is a gas station approximately 400 feet southwest of the site at 8715 Grant Line Road – its cleanup status is complete as of December 1991.⁴¹ The nearest potential hazardous site to the West Valley Mall site is also a gas station approximately 530 feet east of the site at 2375 Grant Line Road—its cleanup status is complete as of January 2011.⁴² The closest airport to the project sites is the Tracy Municipal Airport, a private airport located approximately 4.2 miles south of the West Valley Mall site and approximately 4.8 miles south of the Tracy Outlets site. Finally, the project sites are in urban environments and are not located near wildlands.

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would have no impacts regarding the creation of significant hazards through transport, use or disposal of hazardous materials. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The digital billboard upgrade of the existing Tracy Outlets billboard and the addition of a new billboard at the West Valley Mall site may involve the use, transport, and disposal of hazardous materials such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances used during construction. Construction of the West Valley Mall sign would also require the use of gasoline- and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors. If not appropriately managed, accidental spills of these hazardous materials could result in a significant impact. No ground disturbance would be required for the digital billboard upgrade of the Tracy Outlets billboard.

Any handling of hazardous materials would be limited in both quantity and concentrations. Furthermore, the digital board upgrade at the Tracy Outlets site, and the addition of a new billboard

⁴⁰ EnviroStor. 2021. DTSC Hazardous Waste and Substances Site List. Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocioerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=upper%28business%5Fname%29. Accessed June 15, 2021.

⁴¹ California State Water Resources Control Board (State Water Board). 2021. GeoTracker – Interland Corp (T0607700404). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607700404. Accessed July 13, 2021.

⁴² California State Water Resources Control Board (State Water Board). 2021. GeoTracker – Shell Service Station (T0607724298). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607724298. Accessed July 13, 2021.

at the West Valley Mall site would be required to conform to Title 49 of the Code of Federal Regulations, United States Department of Transportation (USDOT), State of California, and local laws, ordinances, and procedures.

Finally, operation of the project would require sporadic maintenance, but would not involve the use of any hazardous materials with the potential to significantly impact the public. Therefore, with adherence to applicable State, local, and federal requirements, impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would have no impacts related to the release of hazardous materials into the environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

As described prior, construction activities would require the use and transport of potentially hazardous materials including oils and combustible fuels, but would not be stored in large quantities on-site at either project site. The applicant and its contractors are required to implement and comply with all relevant local, State, and federal regulations related to the handling, transport, and storage of hazardous materials.

Disturbance of on-site soils at the West Valley Mall site would be limited to soil removal in the immediate area required to install a foundation for the billboard. There would be no ground disturbance required for the digital billboard upgrade of the existing Tracy Outlets sign. The faces of the existing sign would be dismantled, transported, and disposed of in compliance with applicable regulations.

Finally, operation of the proposed project, which entails the changing of messages on electronic billboard faces and sporadic maintenance, but would not involve the use of any hazardous materials with the potential to significantly impact the public. Impacts from operation of the signs would be less than significant.

Based on the above, impacts associated with the release of hazards materials into the environment through reasonably foreseeable upset and accident conditions would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

There are no schools within one-quarter mile of the project sites. The distance to the nearest schools are as follows:

Tracy Outlets site:

- North Elementary School is approximately 0.78 mile southwest of the project site.
- Duncan Russell Community Day School is approximately 0.97 mile southwest of the project site.

West Valley Mall site:

- Art Freiler School is approximately 0.46 mile south of the project site.
- Merrill F. West High School is approximately 0.87 mile southeast of the project site.
- Jacobson Elementary School is approximately 0.96 mile east of the project site.

Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within 0.25 mile of an existing or proposed school, and no impact would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. As discussed under the Setting section, the results of a database search determined that there are no Cortese sites located on or in the vicinity of the project sites. The Cortese List contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. The Envirostor database indicated that there are no known Cortese sites located within the City.⁴³ As a result, no impacts would occur.

⁴³ California State Water Resources Control Board (State Water Board). 2021. GeoTracker – Shell Service Station (T0607724298) Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607724298. Accessed July 13, 2021.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. Both project sites are located further than 2 miles from the closest airport. Both project sites are located more than 4 miles north of the Tracy Municipal Airport. This condition precludes the possibility of the project resulting in a safety hazard. There would be no impact.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations,, and would not interfere with any adopted emergency response plan or emergency evacuation plan. At no time would the surrounding roadways of the Tracy Outlets site be closed to traffic as it does not involve the construction of a new sign, only upgrade of the billboard faces, therefore construction activities would be limited to the West Valley Mall site.

Though project plans are unknown at this time, it is anticipated that the potential digital billboard at the West Valley Mall site could, as a worse-case scenario, involve a temporary roadway closure in the roundabout of the project site. A construction plan would be prepared which would identify specific provisions for the regulation of construction vehicle ingress and egress to the site during billboard installation. As a result, impacts would be less than significant.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would not expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, because there are no wildlands on or surrounding the project sites. The project area has an extensive history of development, including residential and commercial buildings with minimal landscaping. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

Within the City, rainfall totals can vary widely over a distance with windward mountain areas west of the City averaging more than 24 inches of rain annually, and shadow areas, such as the City proper, averaging about 10 inches annually.⁴⁴ The existing local stormwater network collects precipitation and drainage in the project area. The only surface bodies of water that exists in the surrounding

⁴⁴ City of Tracy. 2011. Sustainability Action Plan. February 1. Website: https://www.ci.tracy.ca.us/documents/Sustainability_Action_Plan.pdf. Accessed July 15, 2021.

project area is the Old River and the San Joaquin River. The Tracy Outlets site is approximately 1.1 miles south of the Old River and approximately 5.6 miles east of the San Joaquin River. The West Valley Mall site is approximately 2.1 miles south of the Old River and approximately 8.5 miles east of the San Joaquin River. No surface bodies of water traverse the project sites.

Would the project:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment and therefore would not violate any water quality standards or waste discharge requirements. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

No ground disturbance would be required for the Tracy Outlets site, while minimal ground disturbance would be involved at the West Valley Mall site. Construction activities at the West Valley Mall site could allow surface water to carry small quantities of pollutants (e.g., oil or fuel used in construction equipment) off-site, thereby potentially affecting local waterways by degrading water quality, however, the proposed project would only include construction activities for short durations and would not substantially affect water quality standards. Excavated soils would be hauled to a landfill and no exposed soils would remain on-site. As such, a limited amount of soil would be exposed during the brief construction period associated with excavation activities. Construction of the proposed project would result in less than significant impacts related to water quality standards.

Furthermore, the proposed project would not change the amount of impervious surfaces compared with current conditions at the Tracy Outlets site since this site is already paved and developed with an existing billboard sign. Once the West Valley Mall site billboard is constructed, the proposed project would not affect water quality or result in a violation of waste discharge requirements thereafter. Proper operation and maintenance of the digital billboards would continue to ensure that such structures do not contribute pollutants to stormwater runoff. Therefore, impacts would be less than significant.

- b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would not utilize groundwater sources, and there would be no need to drill wells to supply water for the proposed project. Since both sites are currently paved and would be

paved post construction, operation of the proposed project would not impact groundwater supplies or interfere with groundwater recharge. Therefore, no impact would occur.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not have erosion, surface runoff, or flood flow impacts. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed upgrade at the Tracy Outlets site would occur using the pole structure that already exists and would not require ground disturbance. As such, the proposed upgrade would not alter existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

The West Valley Mall site is mostly paved and consists of impervious surfaces. Construction of the billboard's foundation structure would result in a small footprint that would not result in substantial erosion or siltation on- or off-site. Therefore, the impact would be less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than significant impact. As discussed in Impact 2.10(a), the proposed upgrade at the Tracy Outlets site would only upgrade the existing billboard faces and would not affect the ground surface.

At the West Valley Mall site, construction of the billboard's foundation structure would result in a small footprint that would not substantially impact the amount of runoff from the site, nor would it increase the amount of impervious surfaces compared to existing conditions. Therefore, the proposed project would not substantially increase the rate of runoff water that would result in flooding on- or off-site. The impact would be less than significant.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant impact. The Tracy Outlets site would upgrade the traditional billboard faces to digital faces on the existing billboard structure. The upgrade would utilize the pole structure that already exists and would not increase the amount of impervious surfaces on the project site. Therefore, the upgrade would not create or contribute runoff water that would exceed the capacity of existing or planned drainage systems or provide additional sources of polluted runoff. Therefore, impacts would be less than significant.

The West Valley Mall site is mostly paved. Construction of the billboard's foundation structure would result in a small footprint that would not substantially impact the amount of runoff from the site, nor would it increase the amount of impervious surfaces compared to existing conditions. Therefore, development of the West Valley Mall site would not substantially contribute to runoff water that could exceed the capacity of existing drainage systems or provide sources of polluted runoff. Impacts would be less than significant.

(iv) impede or redirect flood flows?

No impact. The Federal Emergency Management Agency (FEMA) flood maps identify areas that are prone to flooding. According to the FEMA Flood Insurance Rate Map (FIRM), 06077C0595F,⁴⁵ the Tracy Outlets site is designated as Zone AE—Areas subject to inundation by the 1 percent annual-chance flood. The potential location at the West Valley Mall site corresponds to FIRM 06077C05950F, is designated as Zone X—areas of 0.2 percent annual chance of flood.⁴⁶ Although the Tracy Outlets site is located within a flood hazard zone, the proposed project would not alter existing ground condition since only the billboard faces would be upgraded at that location. Therefore, there would be no impact related to flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

A seiche is a seismically or wind-induced wave on an enclosed body of water such as a lake or reservoir. The nearest lake is Oakwood Lake located approximately 6.4 miles east of the Tracy Outlets site. There are no lakes in the vicinity of the West Valley Mall site, so there would be no seiche hazard. The nearest reservoirs are the Bethany Reservoir, located approximately 7.4 miles west of the West Valley Mall site, and the Clifton Court Forebay located approximately 7.1 miles northwest of the West Valley Mall site. Both reservoirs are more than ten miles west of the Tracy Outlets site. Due to the distance of the project sites the identified lake and reservoirs, impacts from seiches would be less than significant.

Tsunami inundation would not occur because the project sites are more than 11 miles from the Pacific Ocean. The project sites are located in a relatively flat area, so mudflows are unlikely to occur. Therefore, no impacts related to tsunami inundation or mudflows would occur.

As discussed above, although the Tracy Outlets site is located within Flood Zone AE, the proposed project would only include upgrade of the existing billboard faces at that location. There would not

⁴⁵ Federal Emergency Management Agency (FEMA). 2020. FEMA Flood Map Service Center. Website: <https://msc.fema.gov/portal/search#searchresultsanchor>. Accessed July 22, 2021.

⁴⁶ Ibid.

be any ground disturbance and the site would remain paved. Therefore, there would not be a risk of release of pollutants due to project inundation. Impacts would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would result in minimal ground disturbance at the West Valley Mall site and none at the Tracy Outlets site. Development of the West Valley Mall site would not substantially change the amount of impervious surface area, and the digital billboards would not utilize any materials or equipment that could lead to surface water pollution. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

The project sites are within an established urban community that has a history of development. The West Valley Mall site is approximately 355 feet west of the I-205 Freeway. The Tracy Outlets site is approximately 60 feet east of the Tracy Outlets building and approximately 400 feet south of the I-205 Freeway.

Would the project:

a) Physically divide an established community?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The physical division of an established community typically refers to the construction of a physical feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a community and outlying area. The proposed new digital freeway sign at the West Valley Mall site is surrounded by Naglee Road and Grant Line Road, in an established urban area. The Tracy Outlets sign is an existing freeway sign located next to Tracy Outlets. The construction of digital billboards would not result in the division of an established community. Thus, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The City of Tracy Municipal Code Sign Ordinance, (Article 35, Signs, Title 10, Chapter 10.08) does not currently address digital freeway signs, and no digital freeway signs currently exist within the city limits. As part of the proposed project, Article 35, Section 10.084500(b)

would include new regulations to address the location, height, area, number of faces, display characteristics and other requirements for digital freeway signs. The I-205 Corridor Specific Plan would also be revised to address the location and other design standards governing digital freeway signs in conformity with the updated Sign Ordinance. The I-205 Corridor Specific Plan area would be the only area in the City where digital freeway signs would be allowed. (See Appendix A and B for the proposed amendments to the Sign Ordinance and I-205 Corridor Specific Plan.)

Digital freeway signs would be permitted on “non-residentially designated land within the MacArthur Planning Area and Grant Line North Planning Area,” and no more than one digital freeway sign would be allowed for every two miles of freeway frontage. Based on these parameters, it is anticipated that only two digital freeway signs would be allowed with the City: one at the Tracy Outlets site and one at the West Valley Mall site. The operation of the digital freeway signs would also require a Conditional Use Permit. The two digital signs would conform to the requirements of the amended Sign Ordinance and all other local regulations.

In addition, the proposed project would be subject to the Caltrans Outdoor Advertising Act, Section 5403(g) of the Business and Professions Code, and OAAA regulations and standards, which govern the illumination and brightness of electronic message billboards. The project’s compatibility with these regulations and standards is discussed further in the Project Description and in Impact 1(d) of this Draft IS/MND. Therefore, impacts regarding conflict with an existing land use plan, policy, or regulation adopted for the purpose of avoiding or would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

According to the City of Tracy General Plan, the project sites do not contain nor are they adjacent to any mineral deposits.⁴⁷

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

According to the Tracy General Plan, known mineral resources in the County of San Joaquin are sand and gravel deposits located in the southern portion of the Tracy Planning Area, along the Corral Hollow alluvial fan.⁴⁸ The mineral deposits along the alluvial fan are not in the vicinity of either project site. Therefore, the proposed project would not result in the loss of a known mineral resource that would be of value to the region and the residents of the State. Thus, no impact would occur.

- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text

⁴⁷ City of Tracy. 2011. General Plan, Open Space and Conservation Element. Page 6-7.

⁴⁸ Ibid.

would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

As discussed above, known mineral resources in the Planning Area are in the most southern portion of the Tracy Planning Area while the project sites are located in the northern portion of the Planning Area. The project sites are also not zoned for mineral resources extraction or recovery. Therefore, the proposed upgrade at the Tracy Outlets site and the addition of a billboard at the West Valley Mall site would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The project areas contain major highways and other roadways. The consistent use of these roadways by vehicles results in steady ambient noise levels. The proposed new digital billboard sites are located adjacent to I-205 and associated on- and off-ramps, where there is ambient noise from regular vehicle trips.

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the dB. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the

frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and L_{max} is the maximum instantaneous noise level occurring over a sample period.

Regulatory Framework

The project sites are located within the City of Tracy. The City of Tracy addresses noise in the Noise Element of the General Plan⁴⁹ and in the Municipal Code.⁵⁰

City of Tracy General Plan

The Noise Element establishes standards to provide compatible noise environments for new development or redevelopment projects and to control excessive noise exposure of existing developments. Goals, policies, actions, and standards provided in the Noise Element provide the basis for decision-making on determining land use compatibility with noise sources associated with the proposed project, as well as mitigation requirements.

The Noise Element policies that address noise include the requirement that mitigation measures shall be required for new development projects that exceed the following criteria:

- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the “normally acceptable” level.
- Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain “normally acceptable.”
- Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.

Furthermore, all construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating construction equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and other construction-related stationary noise sources where such technology exists.

⁴⁹ City of Tracy. 2011. City of Tracy General Plan. February 1. Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed July 9, 2021.

⁵⁰ City of Tracy. 2019. City of Tracy Municipal Code. December 16. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT4PUWEMOCO_CH4.12MIRE_ART9NOCO. Accessed July 9, 2021.

Tracy Municipal Code

Title 4, Chapter 12, Article 9 of the Tracy Municipal Code also contains guidance with the intent to control noise and vibration to promote and maintain the health, safety, and welfare of its residents. The Municipal Code generally prohibits certain activities that have the potential to result in loud, excessive, or unreasonable noise levels. According to Section 4.12.750, the general sound level limits for industrial districts, no person shall cause or allow the creation of any noise to the extent that the 1-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced to exceed 75 dBA $L_{eq(h)}$.

Noise Ordinance Section 4.12.820 prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m. Section 4.12.830 requires that all equipment and machinery powered by internal combustion engines shall be equipped with a proper muffler and air intake silencer in good working order.

Would the project result in:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Short-term Construction Noise Impacts. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the permissible hours for construction (7:00 a.m. to 7:00 p.m.) that would result in annoyance or sleep disturbance of nearby sensitive receptors.

Tracy Outlet Site

The existing billboard sign at this location would be converted to a digital sign. The display would have the same dimensions as the existing sign. Only the billboard faces would be replaced; the pole would remain in place and no ground disturbance would be required for the conversion.

The heaviest types of construction equipment expected to be used to replace the billboard display would be a crane. According to the FHWA Highway Construction Noise Handbook,⁵¹ the typical maximum noise level generated by a crane is approximately 85 dBA L_{max} at 50 feet.

The nearest off-site residential receptor to the proposed construction footprint are the single-family residences located more than 380 feet west of the existing sign location. At this distance,

⁵¹ Federal Highway Administration (FHWA) 2006. Highway Construction Noise Handbook. August.

construction noise levels from operation of the crane as measured at the nearest residential property line would attenuate to below 73 dBA L_{max} intermittently when the crane equipment is operating at maximum power.

West Valley Mall Site

This location does not currently contain an existing sign, so as part of the project a new sign would be constructed which would result in ground disturbance within the project boundaries.

The site preparation phase, which includes excavation and foundation construction activities, would generate the highest noise levels, because that is the phase in which the noisiest construction equipment would operate at the site. The heaviest types of construction equipment expected to be used in construction of this project include an auger drill rig, a backhoe, and a crane. The use of impact equipment, such as pile drivers, is not expected to be used during construction of the project. According to the FHWA Highway Construction Noise Handbook, the typical maximum noise level generated by an auger drill rig is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each backhoe would generate 80 dBA L_{max} at 50 feet. The maximum noise level generated by cranes is approximately 85 dBA L_{max} at 50 feet.

Due to the size of the construction footprint and the methods for installation, it is expected that only one of these heaviest pieces of construction would operate at a single time during the construction process (i.e., simultaneous operation of multiple pieces of these pieces of construction equipment would not occur). Therefore, a reasonable worst-case noise level during construction would be 85 dBA L_{max} at a distance of 50 feet from the construction footprint.

The nearest residential receptors to the proposed construction boundaries are the single-family residence located more than 570 feet south of the project's boundaries, across I-205 (the elevation of which blocks the line of sight). At this distance and assuming minimal noise reduction due to the terrain shielding of I-205, reasonable worst-case construction noise levels from operation of the crane as measured at the nearest residential property line would attenuate to below 60 dBA L_{max} intermittently when the crane equipment is operating at maximum power. These noise levels would not result in annoyance or sleep disturbance of these residential sensitive receptors.

All of these reasonable worst-case construction noise levels would be intermittent as the equipment would typically only operate at full power for 2- to 3-minutes at a time. Furthermore, the proposed project shall comply with Noise Ordinance Section 4.12,820 which prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m. Therefore, the effect of construction activity on hourly or daily ambient noise levels, as measured at the nearest sensitive receptors, would not result in a substantial increase in ambient noise levels in excess of established standards, and impacts would be less than significant.

Long-term Operational Noise Impacts The proposed new digital billboards are not designed to emit any sound, and the proposed project would not generate any regular vehicle trips. Therefore, the

proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project. No impact would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of applicable standards. The City of Tracy has not adopted criteria for construction groundborne vibration impacts or for operational groundborne vibration impacts that would be applicable to this project. Therefore, for purposes of this analysis, the Federal Transit Administration's (FTA's) construction vibration impact criteria are utilized.⁵² For operational impacts, a significant impact would occur if proposed project ongoing activities would produce groundborne vibrations that are perceptible without instruments by a reasonable person at the property lines of the site.

Short-term Construction Vibration Impacts. For purposes of this analysis, a significant impact would occur if the project would generate groundborne vibration or groundborne noise levels in excess of the FTA impact assessment criteria for construction (0.2 in/sec peak particle velocity [PPV] for non-engineer timber and masonry buildings).

Of the variety of equipment that would be used during construction, cranes would produce the greatest groundborne vibration levels. Cranes can produce groundborne vibration levels ranging up to 0.051 in/sec PPV at 25 feet from the operating equipment.⁵³ Impact equipment (e.g., pile drivers) is not expected to be used during construction of the proposed project.

Tracy Outlet Site

The existing billboard sign at this location would be converted to a digital sign. The display would have the same dimensions as the existing sign. Only the billboard faces would be replaced; the pole would remain in place and no ground disturbance would be required for the conversion.

The crane used to replace the billboard faces could operate as close as 15 feet from the nearest façade of the adjacent commercial building. At this distance, groundborne vibration levels from operation of the crane would attenuate to less than 0.11 in/sec PPV. This is below the FTA's damage threshold criteria of 0.2 in/sec PPV for the adjacent type of structure, a building of non-engineered timber and masonry construction. Therefore, impacts resulting from construction-related groundborne vibration levels would be less than significant.

⁵² Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

⁵³ Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. August.

West Valley Mall Site

This location does not currently contain an existing sign, so as part of the project a new sign would be constructed which would result in ground disturbance within the project boundaries.

The crane used to install the new billboard could operate as close as 35 feet from the nearest façade of any existing structure within or adjacent to the project boundaries. At this distance, groundborne vibration levels from operation of the crane would attenuate to less than 0.07 in/sec PPV. This is well below the FTA's damage threshold criteria of 0.2 in/sec PPV for adjacent structures, buildings of non-engineered timber and masonry construction. Therefore, impacts resulting from construction-related groundborne vibration levels would be less than significant.

Operational Vibration Impacts. Implementation of the project would not include any permanent sources of vibration that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the vicinity of the project site. Therefore, operational groundborne vibration impacts would be less than significant.

- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

Neither the Tracy Outlet nor the West Valley Mall project site is located within the vicinity of a private airstrip. Additionally, there is not a private airstrip located within a 5-mile radius of the project sites. The closest public airport is the Tracy Municipal Airport located more than 4 miles south of the proposed project sites. The project sites are also not located within the 65 dBA CNEL airport noise contours of any public or public use airport. As such, operation of the project would not expose people working at the project site to excessive noise levels associated with public airport or public use airport noise. Therefore, no impact related to exposure of persons residing or working at the project site to excessive noise levels associated with airport activity would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing <i>Would the project:</i>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

According to the California Department of Finance, the City of Tracy's estimated population for 2021 is approximately 98,601.⁵⁴

Would the project:

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No impact. The proposed project involves updates to the Sign Ordinance and the I-205 Corridor Specific Plan and construction of two billboards, and therefore would not involve the construction of homes or the extension of infrastructure. Therefore, the proposed project would not induce population growth directly or indirectly. No impact would occur.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No impact. The proposed project involves updates to the Sign Ordinance and the I-205 Corridor Specific Plan and construction of two billboards, and therefore would not displace any existing housing. Therefore, project implementation would not necessitate the construction of replacement housing. No impact would occur.

⁵⁴ Department of Finance. 2021. E-1 Population Estimates for Cities, Counties, and the State — January 1, 2020 and 2021. Website: <https://dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>. Accessed May 18, 2021.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

Fire service for the City of Tracy is provided by the Tracy Fire Department and law enforcement services are provided by the Tracy Police Department.⁵⁵ The project area is served by the Tracy Unified School District. There are no fire, police, schools, or other public facilities located on the Tracy Outlets site or West Valley Mall site.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Tracy Fire Department Station No. 92 is the closest station to the Tracey Outlets site, located approximately 0.9 mile south of the site. Station No. 96 is the closest station to the West Valley Mall site, located approximately 1.1 miles southeast of the site. The proposed project may increase the need for fire protection at the project sites, since LED billboards (or digital message signs) present a

⁵⁵ City of Tracy General Plan. 2011. https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed on May 19, 2021.

potential fire hazard due to the thermal heat that accumulates in the screen system.⁵⁶ The danger is relatively low, because although outdoor LED displays generate a great amount of heat, the LED lights maintain a relatively low temperature and produce much less heat than traditional bulbs (i.e., compact fluorescent lamp or incandescent bulbs).⁵⁷ Furthermore, the upgraded billboard faces for the Tracy Outlets site and the new billboard for the West Valley Mall site would be constructed in conformance with the current codes (i.e., CBC, California Electrical Code, and the California Fire Code) that would reduce potential fire hazards. The proposed billboards would not involve the construction of homes or the extension of infrastructure. As such, the project would not increase the population and thus would not result in the need for new or expanded fire protection facilities. This impact would be less than significant.

b) Police protection?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The Tracy Police Department North Annex Substation is located closest to the Tracy Outlets site, at 1325 North MacArthur Drive, approximately 1.8 miles south of the site. The main Tracy Police Department is located closest to the West Valley Mall site, at 1000 Civic Center Drive, approximately 3.9 miles southeast of the site. The proposed project, which would allow for a billboard upgrade to a digital freeway sign (Tracy Outlets site) and the construction of a new digital freeway sign (West Valley Mall site), would not result in an increase in population, although the new digital freeway sign could create a potential target for graffiti, which could incrementally increase the need for service. This impact would be less than significant.

c) Schools?

No impact. The project sites are served by the Tracy Unified School District. The proposed project would not result in an increase in population, and thus would not result in an increased demand for school facilities. No impact would occur.

d) Parks?

No impact. The proposed project would not result in an increase in population, and thus would not result in an increased demand for existing parks and recreational facilities. Therefore, this project would not necessitate the construction of new parks and recreational facilities. No impact would occur.

⁵⁶ Viewpointec Blogs. 2021. LED Screen Fire Analysis. <https://www.viewpointec.com/analyze-fireproof-led-display/>. Accessed on May 19, 2021.

⁵⁷ Viewpointec Blogs. 2021. LED Screen Fire Analysis. <https://www.viewpointec.com/analyze-fireproof-led-display/>. Accessed on May 19, 2021.

e) Other public facilities?

No impact. The proposed project would not result in an increase in population, and thus would not result in an increased demand for other public facilities. Therefore, this project would not necessitate the construction of new public facilities. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The project sites are located in urbanized environments that are adjacent to the I-205.

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No impact. The proposed project would not generate new residents that could increase the demand and use of nearby parks or recreational facilities. Therefore, the proposed project would not result in any physical deterioration of recreational facilities.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No impact. As discussed above, the proposed project would not generate new residents that could increase the demand and use of nearby parks or recreational facilities. Therefore, construction or expansion of recreational facilities would not be required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation <i>Would the project:</i>				
a) Conflict with a program plan, ordinance, or policy of the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The Tracy Outlets site is traversed by the I-205 and the MacArthur Boulevard interchange. The West Valley Mall site is along the I-205, Naglee Road, and the Grant Line Road interchange.

Would the project:

- a) **Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Construction-related traffic, including truck and construction worker trips, would be minimal and would not substantially affect traffic conditions during the short duration of project construction required for the upgrade of the existing freeway sign and the construction of the new digital freeway sign. The crane used for the upgrade of the existing freeway sign and construction of a new digital freeway sign and other construction activities would be staged on the respective project sites and would not occur within public right-of-way, nor require the need for street closures. Because the digital freeway signs would not require manual change of images like the static billboards require, it is anticipated these maintenance trips would be less frequent and of shorter duration than the trips necessary to service the existing Tracy Outlets sign. These trips would occur only as needed (less than once per month and likely only one vehicle). Therefore, the proposed project would not

increase traffic congestion on the surrounding roadways or freeways or affect level of service standards at nearby intersections and would not conflict with a program plan, ordinance, or policy addressing the circulation system. Thus, no impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Analysis specific to the construction and operation of the two proposed billboards is discussed below.

According to CEQA Guidelines Section 15064.3, subdivision (b)(1), VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact. Due to the nature of the proposed project, there would not be any change in the traffic distribution over existing conditions. CEQA Guidelines Section 15064.3 subdivision (b)(2) focuses on impacts that result from certain transportation projects. The proposed project is not a transportation project. Therefore, no impact would occur.

CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. The only vehicle trips that would be generated would be those during the upgraded of the existing Tracy Outlets sign and the construction of the new West Valley Mall sign, which would involve negligible traffic, generated largely during off peak-hours. In terms of project operation, periodic maintenance would be required at the project sites, which would also generate negligible traffic. As a result, the proposed project would not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines and no impact would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations, and would include design criteria to ensure public safety. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project involves the construction of one new digital freeway sign and the replacement of an existing freeway sign with a digital freeway sign. Therefore, the proposed project would not require the alteration or construction of roadways, therefore no impact would occur, related to sharp curves or dangerous intersections. The digital billboards would be required to adhere to Caltrans Outdoor Advertising Act requirements and OAAA recommendations that govern illumination so as not to interfere with drivers' visibility. Furthermore, in accordance with the Sign Ordinance and I-205 Corridor Specific Plan, no more than one digital freeway sign would be allowed

for every 2 miles of freeway frontage. These requirements are designed to reduce hazards from digital freeway signs to the drivers on the surrounding roadways at both project sites, thus, the impacts would be less than significant.

d) Result in inadequate emergency access?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment and therefore would not result in inadequate emergency access. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project involves the construction of one new digital freeway sign and the replacement of an existing freeway sign with a digital freeway sign. The existing freeway sign at Tracy Outlets does not interfere with emergency access, and the new digital freeway sign at West Valley Mall would not block or impede emergency access. The crane used for the upgrade of the existing freeway sign and construction of the new digital freeway sign would be staged on the respective project sites and would not occur within public right-of-way. Once operational, due to the nature of the proposed project, the digital freeway signs would not have impacts related to emergency access. Therefore, no impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

According to the General Plan, the City of Tracy Utilities Department provides wastewater services within the Tracy Planning Area. The City uses the Tracy Wastewater Treatment Plant (WWTP) to treat and dispose of sewage collected from within the City. In addition, the John Jones Water Treatment Plant (JJWTP) operates the City's Water Treatment Plant and well system to provide a water supply from the Delta-Mendota Canal and distributes it to the City.

In addition, the Tracy Material Recovery Facility (MRF) and the Foothill Landfill serve the project area. The City of Tracy contracts with Tracy Disposal Service for solid waste collection a disposal and these services are under the supervision of the Parks and Community Services Department.⁵⁸

⁵⁸ City of Tracy. 2011. General Plan, Public Facilities and Services Element, page 7-17.

The proposed new digital billboard site does not contain water or wastewater infrastructure and does not generate a demand for water supply, wastewater collection, or solid waste disposal. The existing freeway sign at the Tracy Outlets site does not generate demand for water supply, wastewater collection, or solid disposal.

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not require or result in relocation or construction of new or expanded water, wastewater treatment or stormwater drainage. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The City of Tracy provides water and wastewater services and utilizes the WWTP to treat and dispose of sewage within the project area. Stormwater runoff sheet flows to the street where it is collected by the local storm drain system. The existing Tracy Outlets sign, and new West Valley Mall sign would use electrical power service that is currently provided by PG&E. The proposed project would not construct habitable structures. In addition, it would not generate significant employment, as no additional employees are anticipated to be required to maintain the new digital freeway signs above the current level of maintenance workers required for the existing Tracy Outlets sign. Furthermore, construction of the digital freeway signs would require minimal demand on water, wastewater, stormwater, and other facilities due to the nature of the project, short-term duration of construction activities, and small area of the project sites. No ground disturbance would be required for the Tracy Outlets sign. The proposed digital billboard would be installed pursuant to current electrical codes, including Title 24 of the State Building Code. These standards would ensure that electrical energy would be used efficiently. Operation of the proposed project would not generate any wastewater, nor would the project require a supply of potable water. No new or expanded electrical, natural gas, or telecommunications facilities would be required as a result of the proposed project. Thus, no impact would occur.

- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would not result in the construction of any habitable structures. In addition, the project would not generate significant employment, as no additional employees are anticipated to be required to maintain the new digital freeway signs above the current level of maintenance

workers required for the existing Tracy Outlets sign. Therefore, the proposed project would not generate demand for water. Construction and operation of the proposed project would not result in existing water systems exceeding capacity during normal, dry, or multiple dry years, or require the construction of new facilities or expansion of existing facilities. Therefore, there would be no impact.

- c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would not result in the construction of habitable structures. In addition, the proposed project would not generate significant employment, as no additional employees are anticipated to be required to maintain the new digital freeway signs the current level of maintenance workers required for the existing Tracy Outlets sign. Therefore, the proposed project would not generate demand for wastewater services, and would not require the construction of new wastewater treatment facilities or expansion of existing facilities. Thus, no impact would occur.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The upgrade of the billboard faces at the Tracy Outlets site and the construction of a new digital billboard sign at the West Valley Mall site would generate some construction and demolition debris. The MRF and Foothill Landfill both accept construction and demolition debris. Minimal solid waste generation would occur during operation at both sites. AB 939, the Integrated Waste Management Act, requires a 50 percent of diversion of solid waste from landfills. San Joaquin County also requires all applicable projects to divert 50 percent of all construction and demolition debris in accordance with the Construction, Demolition and Landscaping Debris Recycling and Diversion Ordinance.⁵⁹ There is sufficient capacity at the Foothill Landfill to receive solid waste materials that have not been diverted for resource recovery. Therefore, through compliance of AB 939 and the Ordinance, the proposed project would not generate excess solid waste or impair the attainment of solid waste reduction goals during construction and operation. The project would have a less than significant impact.

⁵⁹ County of San Joaquin. 2009. Ordinance No. 4310.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

Solid waste disposal would follow the requirements of the franchised waste hauler (Tracy Disposal Service), which must adhere to federal, State, and local statutes and regulations related to the collection of solid waste. As discussed above, the proposed project would comply with all State and local waste diversion requirements. The proposed project would be consistent with policies and actions stated in the City of Tracy General Plan Public Facilities and Services Element regarding solid waste collection and disposal. As such, impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 Wildfire <i>If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

According to California Department of Forestry and Fire Protection (CAL FIRE), the proposed sites are not located in a State Responsibility Area.⁶⁰ There are no very high or high fire hazard severity zones in the City of Tracy. Only some areas in the southern portion of the City of Tracy are listed as moderate fire hazard severity zones. The project sites are not located in any fire hazard severity zones.⁶¹

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment and would not impair any

⁶⁰ California Department of Forestry and Fire Protection (CAL FIRE). State Responsibility Area Viewer. Website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>. Accessed July 16, 2021.

⁶¹ California Department of Forestry and Fire Protection (CAL FIRE). San Joaquin County Fire Hazard Severity Zones in LRA. 2007. Website: https://osfm.fire.ca.gov/media/6794/fhszl06_1_map39.pdf. Accessed May 19, 2021.

adopted emergency response plans or emergency evacuation plans. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

According to CAL FIRE's Fire Hazard Severity Zones map, the proposed project is not located near any Local Responsibility Areas in the City of Tracy. Neither the San Joaquin County Local Hazard Mitigation Plan nor the City of Tracy Local Hazard Mitigation Plan include evacuation routes. However, I-205 would serve as an evacuation route in case of emergency. Given there are several alternate routes that provide access to I-205, construction of the proposed project would not impede the evacuation route. With adherence to the procedures of the San Joaquin County Local Hazard Mitigation Plan and the City of Tracy Local Hazard Mitigation Plan, the proposed project would not conflict with the General Plan safety policies. During operation, the proposed billboards would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to emergency response and evacuation would be less than significant.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The project sites are not located in or near any State Responsibility Areas or very high fire hazard severity zones. The area surrounding the project sites are characterized by urban development, and the sites are relatively flat, without steep terrain or unmanaged open space areas that would be prone to wildfires.

The ARB monitors air quality in the San Joaquin Valley at a number of stations. The closest station to the project sites is located at the Tracy Airport Station, at 5749 South Tracy Boulevard, approximately 5 miles southeast of the West Valley Mall site and approximately 5.2 miles southwest of the Tracy Outlets site. According to the ARB, the maximum wind speed ranged from approximately 6 to 33 miles per hour (mph) in 2020.⁶² In addition, the project sites have not previously experienced wildfire. Given that the project sites do not experience consistent high winds and they are not located in or near an area of steep terrain or an area experiencing historical wildfire, the project site would not be prone to greater wildfire risk. Therefore, impacts would be less than significant.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Less than significant impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The

⁶² California Air Resources Board (ARB). 2021. Quality Assurance Air Monitoring Site Information. Website: https://ww3.arb.ca.gov/qaweb/site.php?s_arb_code=39271. Accessed June 9, 2021.

updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The proposed project would not involve the installation of new roads or power lines. The proposed project would include the installation of new electric utility lines to power the LED displays. The lines would be located below ground, which would reduce the likelihood of fire. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. The proposed Sign Ordinance and the proposed updates to the I-205 Corridor Specific Plan would only relate to new digital billboard requirements and regulations. The updated text would not involve changes in the existing environment. Analysis specific to the construction and operation of the two proposed billboards is discussed below.

The project sites are located within a completely urbanized area and are not located in a landslide zone. Therefore, the proposed project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.20 Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. As described in Section 2.4, Biological Resources, the proposed project would not result in significant environmental impacts to wildlife or plant species. The proposed project would not affect any riparian habitat or other sensitive natural community, nor would it impact any State or federally protected wetlands or interfere with wildlife movement, wildlife corridors, or wildlife nursery sites. Though this analysis provides for mitigation in the event any nests are encountered, MM BIO-1a, regarding tricolored blackbird mitigation, is only relevant to the Tracy Outlets site, as the West Valley Mall site lacks any potential nesting habitat. MM BIO-1b regarding migratory birds applies to both project sites. With the implementation of mitigation, the proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, potential impacts to biological resources would be less than significant with mitigation incorporated.

Based on the discussion provided in Section 2.5, Cultural Resources, the proposed project would not cause a substantial adverse impact to historical or archaeological resources. MM CUL-1 and MM CUL-2 specify the procedures to follow in the event archaeological, historical, or human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-1 and CUL-2 would reduce potential impacts on cultural resources to a less-than-significant level.

In addition, the proposed project would not adversely affect geology and soils or hydrology and water quality in any significant matter. The proposed project includes mitigation and avoidance measures to reduce construction-related impacts related to archaeological and paleontological resources. Therefore, with implementation of MM BIO-1a, MM BIO-1b, MM CUL-1, and MM CUL-2, the proposed project would not substantially degrade the quality of the environment at a project- or cumulative-level in terms of biological resources, geology and soils, hydrology and water quality, or cultural resources.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less than significant impact The combined effects of past, current, and future projects in the project area in combination with the proposed project—installation of a new electronic billboard and the upgrade of an existing billboard in an urban area of the City of Tracy—would not result in significant cumulative impacts.

Operation of the proposed project would involve the display of messages on two electronic billboards near I-205. Operation entails no noise production, minimal maintenance traffic, and no emissions. The project’s lighting would have the potential to cumulate with other reasonably foreseeable projects, but the proposed project’s lighting specifications (limiting operation to a maximum of 0.3 foot-candle at 250 feet) takes account of existing ambient lighting. Separately, there are no reasonably foreseeable development projects in the immediate vicinities of the project site that would have lighting impacts that could cumulate with the proposed project’s lighting. With respect to electricity usage, the LED lighting used in the proposed billboard would meet Title 24 requirements for energy efficiency. While the signs electricity usage is associated with off-site emissions where power is generated, the Draft IS/MNDs analysis of GHG emissions demonstrates the proposed project falls well below applicable BAAQMD thresholds, which account for cumulative impacts of climate change. Therefore, the proposed project, because of its size and utilization of energy-efficient lighting, would not make a cumulatively considerable contribution to cumulative GHG emissions or result in an overall impact to local and regional levels of GHG emissions.

With respect to construction, the construction activities necessary to construct one new LED sign at the West Valley Mall site and upgrade the existing billboard at the Tracy Outlets site, require very little equipment and occur within a short timeframe. The proposed project would have less than significant impacts related to air quality, GHG emissions, and noise. The proposed project,

individually, would not have a significant impact, and it would not make a considerable contribution to any cumulative impact. Meanwhile, the proposed project does not contemplate activities within close proximity of any reasonably foreseeable construction projects (i.e., at least 1,000 feet), and so the potential for cumulative impacts to occur is low to non-existent. Therefore, with implementation of the foregoing mitigation measures, the proposed project would not result in adverse impacts at a project- or cumulative-level in terms of air quality or GHG emissions. See analyses under Impact 18(a) and Impact 18(c) for further discussions with regard to cumulative impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. The proposed project would be consistent with the City's goals set forth in the I-205 Corridor Specific Plan and would ensure consistency with revisions made to the Sign Ordinance of the Tracy Municipal Code.

The proposed project would include mitigation measures (MM AES-1 and MM AES-2) to minimize light and glare and traffic hazards for vehicle drivers along I-205. The proposed project would not make sizable contributions to traffic or noise or substantially change land uses. In addition, the proposed project would not affect public services, utilities, recreation, mineral resources, agriculture and forestry resources, or population and housing balance. The proposed project would not cause direct or indirect substantial adverse effects on human beings at a project- or cumulative-level in terms of aesthetics, light, and glare, traffic and traffic safety, noise, land use, public services, utilities, recreation, mineral resources, agriculture and forestry resources, population and housing, or hazards and hazardous materials. See analyses under Impact 18(a) and 18(b) for further discussions with regard to geology and soils, hydrology and water quality, air quality, biological resources, cultural resources, and GHG emissions that can result in indirect substantial adverse effects on human beings.

Mitigation Measures

See MM AES-1, MM BIO-1a, MM BIO-1b, MM CUL-1, and MM CUL-2.

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 3: LIST OF PREPARERS

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
Phone: 925.357.2562

Project Director	Mary Bean
Project Manager	Tsui Li
Environmental Services Analyst	Regan Del Rosario
Senior Air Quality and Noise Scientist	Phillip Ault
Air Quality Specialist	Lance Park
Air Quality Scientist	Kimberly Johnson
Air Quality Analyst	Spencer Pignotti
Director of Cultural Resources	Dana DePietro
Archaeologist	Stefanie Griffin
Archaeologist	Ti Ngo
Senior Biologist	Kevin Derby
Biologist	Robert Carroll
Publications Manager	Susie Harris
Word Processor	Melissa Ramirez
GIS/Graphics	Karlee McCracken

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix A: Proposed Sign Ordinance Amendment

THIS PAGE INTENTIONALLY LEFT BLANK

Article 35. - Signs

10.08.4430 - Purpose.

The purpose of this article is to provide standards to safeguard the health, safety and welfare of the community by regulating and controlling the type, number, area, height, structural design, quality of materials, construction, illumination, location and maintenance of all signs and sign structures. The sign regulations of this article are intended to accomplish the following results:

- A. Implement the purposes, policies and programs of the General and Specific Plans.
- B. Make the city attractive to residents, visitors, and commercial, industrial and professional businesses while maintaining economic stability through attractive and effective signage.
- C. Protect and enhance the character of residential neighborhoods, commercial areas, and property values by preventing visual clutter caused by excessive and obtrusive signage.
- D. Provide a reasonable system of sign control throughout the city consisting of sign type, number, area, height, structural design, quality of materials, construction, illumination, location and maintenance of signs.
- E. Attract and direct the public to available activities, goods and services.
- F. Encourage a desirable community character, which has a minimum of visual clutter.
- G. To not subject citizens of the City to excessive competition for their visual attention.
- H. Reduce and, to the extent permissible and practicable, eliminate traffic and safety hazards posed to motorists and pedestrians by outdoor advertising structures and other signs that may distract motorists and pedestrians.
- I. Ensuring that the constitutionally guaranteed right of free speech is protected.

10.08.4440 - Definitions.

As used in this article:

"Billboard" shall mean a freestanding sign providing advertising in the manner provided by an off-site sign with a display with an easy change of copy but is not digital. A billboard is located along a freeway, highway, or major street and is of a large size typically ranging from ten feet by 25 feet to 14 feet by 48 feet.

"Building face" shall mean the exterior surface of any building, regardless of frontage.

"Building frontage" shall mean the building elevations facing a street, plaza, or mall. Where the building contains multiple uses, "building frontage" shall mean the linear frontage of that portion of the building between the occupancy separation walls.

"Business" shall mean any non-residential use.

"Change of copy" shall mean the changing of a message on a lawfully erected sign. A change of copy does not include the following (all of which acts shall be considered as the placing of a new sign): any alteration or reconfiguration of the outside dimensions of a sign, any structural modifications of a sign and/or relocation of all or any portion of a sign.

"Changeable copy sign" shall mean a sign on which message copy can be changed manually through use of attachable letters and numerals.

"City civic organization sign" shall mean a sign owned by the City that displays the name, logo, and meeting time and location of one or more civic or nonprofit organizations located in the city.

"Digital freeway sign" shall mean a sign visible from a freeway, with a static message formed by selective internal illumination, and with a display that can be changed electronically. These may contain text or images and may be programmable.

"Directional sign" shall mean a sign to facilitate or control pedestrian or vehicular traffic and is placed on the premises to which the public is directed.

"Director" shall have the same meaning as provided in section 10.08.257 of this Code.

"Directory sign" shall mean a sign to facilitate locating residential, business, or industrial uses within a building, subdivision, center, or complex.

"Electronic readerboard sign" shall mean a changeable, moving message sign consisting of a matrix of lamps, light emitting diodes (LEDs), or similar devices.

"Flag" shall mean a non-rigid piece of material, such as cloth, vinyl or nylon, varying in size, shape and color and design attached at one edge to a pole or staff.

"Flags for new residential developments" shall mean flags used as signs located on new residential subdivisions.

"Freeway sign" shall mean a freestanding sign designed to be viewed from vehicles travelling upon a freeway and located within 350 feet of the freeway.

"Height" shall mean the distance from the grade at the base of the sign to the top of its highest element, including any structural element.

"Illumination" shall mean a source of light is used in order to make the message readable. Signs that have illumination shall include internally and externally lighted signs and reflectorized, glowing, or radiating signs.

"Marquee sign" shall mean a sign attached to, and projecting from, the wall of a building.

"Memorial sign or tablet" shall mean a sign or tablet when cut into masonry surfaces or constructed of bronze or other incombustible materials.

"Monument sign" or "Freestanding sign" shall mean any sign that is not attached to a building or fence, or a wall attached to a building, and supported by a solid base, one or more uprights, braces, columns, poles, or other similar structural components placed on or into the ground, and not attached to a building. Monument or Freestanding signs shall not have more than two (2) faces.

"Mural" means a hand-painted or hand-tiled or digitally printed work of visual art temporarily or permanently affixed to a building wall, freestanding wall, or fence, distinguished from signage in that it does not advertise a business, goods, products or services sold, manufactured, distributed or offered on or off the premises or facilities on which the visual art is located.

"Off-site" and "Off-site sign" shall mean a sign which advertises the business, goods, products or services which are not located, sold, manufactured or distributed on or from the premises or facilities or site on which the sign is located.

"Off-site directional subdivision signs" shall mean signs allowed on a temporary basis off of the property or site in which the new subdivision is located.

"On-site," and "On-site sign" shall mean a sign which advertises the business, goods, products or services which are located, sold, manufactured or distributed on or from the premises or facilities or site on which the sign is located.

"Pitch" (or peak) shall mean the highest point as in the highest point of a roof.

"Portable sign" shall mean any sign not permanently attached to the ground or other permanent structure, or a sign designed to be transported. Portable signs include, but are not limited to, signs designed to be transported by means of wheels; signs configured as A-frame or T-frame; and menu and sandwich board signs.

"Roof sign" shall mean a sign erected upon a roof, or parapet wall of a building, and which is wholly or partially supported by such building.

"Sign" shall mean any medium, including its structure and component parts, which is used, or intended to be used, to attract attention to the subject matter for advertising purposes, announcement, declaration, demonstration, display, projected image, illustration, insignia, surface, object, or space when erected, or background including painted in contrasting colors, or maintained in view of the general public for identification, advertisement, or the promotion of the interests of any person, entity, product, or service. Signs located completely within an enclosed building, and not exposed to view from a street, shall not be considered a sign under this article.

"Sign area" shall mean the entire surface area, excluding support structures, of a sign.

"Sign structure" shall mean a structure which supports a sign.

"Temporary sign" shall mean a sign not permanently attached to the ground, a wall, fence, or a building, and not designed or intended for permanent display.

"Temporary signs on property with development project" shall mean signs allowed on a temporary basis on property undergoing development.

"Under canopy sign" shall mean a sign attached to the underside of a canopy, protruding over public or private sidewalks or rights-of-way.

"Wall sign" shall mean a sign which is attached directly to, and parallel with, the building face or painted upon the wall of a building or structural part thereof.

"Window sign" shall mean a sign painted, printed, attached, glued, or otherwise affixed to the exterior side of a window.

10.08.4450 - Administration.

All signs require a sign permit to be approved by the Director, unless otherwise exempted or requiring the approval of a Conditional Use Permit as described in this article. In addition, building permits shall be required for the erection of signs, as determined by the Building Official, following the issuance of written approval by the Director or designee.

10.08.4460 - Scope of responsibilities.

The Director or designee shall be responsible for the following functions:

- (1) Interpretations of this article; and
- (2) The review of sign permit applications for conformance with this article.

10.08.4470 - Sign approval.

- (a) Applications: Form. Applications for sign approval shall be made upon forms provided by the Department in the manner thereon ascribed.

- (b) Review of sign applications. Permission for signs shall be issued only after review by, and the approval of, the Director, or designee. The Director, or designee, shall approve or disapprove the sign application on the basis that it conforms to the purpose and the requirements of this article, any applicable specific plan, or sign guidelines.
- (c) Appeals.
 - (1) In the event the applicant is not satisfied with the decision of the Director, the applicant, within ten working days after the decision is rendered, may file an appeal with the Commission. The appeal shall be filed in writing with the City Clerk.
 - (2) In the event the applicant is not satisfied with the decision of the Commission, within ten working days after the decision is rendered, the applicant may file an appeal with the Council. The appeal shall be filed in writing with the City Clerk. The Council shall render a decision within 45 days after the filing of such appeal.

10.08.4480 - General requirements.

The general requirements and limitations shall be as follows:

- (a) Construction materials. All permanent signs shall be constructed of wood, metal, plastic, glass, or like material (except wall signs or murals painted upon the building) as approved by the Director; however, a building permit may also be required by the Building Division.
- (b) Area.
 - (1) A double-faced sign with parallel planes, back-to-back, not more than 24 inches apart, shall count as a single sign, and only one side shall be counted for the total area.
 - (2) In cases of multi-face signs, add the outer dimensions of all the faces capable of presenting a sign. The sign area shall be the total area of all the faces.
 - (3) In the event a sign falls under more than one sign definition, the more restrictive sign regulations found in this article shall apply.
 - (4) Sign face changes which do not structurally alter the sign (including sign area and configuration) shall not require a sign permit, unless the sign is a nonconforming sign, whereupon the sign face change shall comply with this article.
 - (5) The total sign area on a parcel shall be calculated as the sum of the sign areas of all types of signs on the parcel, except directional and temporary signs. The total sign area shall not exceed one-half square foot for each lineal foot of building frontage to which the signs pertain, except that individually-lettered wall signs shall be permitted a ratio of one square foot of sign area for each lineal foot of building frontage of business being advertised when individually-lettered wall signs comprise over 50 percent of the sign area of all sign types at such business being advertised.
 - (6) Standard sign area. For all businesses with lineal building frontages which total less than 20 feet, the maximum sign area shall be 20 square feet, unless otherwise limited by sign type. All other provisions of this article shall apply to signs with a standard sign area.
- (c) Location. All signs, except those so stated by this article, shall be on-site signs.

- (1) Any sign shall not be erected at an intersection so as to intrude into a triangle formed by the projection of the curb line (if none, the property line) and an imaginary line 25 feet from the intersection of such projecting lines, unless less than two feet or more than eight feet above the curb grade and the support is no more than 18 inches in diameter.
- (2) Any sign shall not be located so that it interferes with visibility at an intersection, public right-of-way, driveway, or other ingress/egress.
- (3) Any sign shall not be located so that it adversely affects traffic control or safety.
- (d) Illumination. Illumination shall be allowed on all signs upon the approval of the Director, unless otherwise set forth in this article.
- (e) Installation. Prior to installation of the sign, any appropriate construction permit(s) as may be required by the Building Official, shall be obtained.
- (f) Message Substitution. The message of any type of existing sign may be substituted with a noncommercial message, in whole or in part, without consideration of the message content; provided, that the sign structure or mounting device is legal without consideration of message content. This substitution of message may be made without any additional approval or permitting. The purposes of this subsection is to prevent any inadvertent favoring of commercial speech over noncommercial speech or favoring any particular noncommercial message over any other noncommercial message. In addition, any on-site commercial message may be substituted, in whole or in part, for any other on-site commercial message; provided, that the sign structure or mounting device is legal without consideration of message content. This subsection does not create a right to increase the total amount of signage on a parcel, lot, or land use; does not affect the requirement that a sign structure or mounting device be properly permitted; does not allow a change in the physical structure of a sign or its mounting device; and does not allow the substitution of an off-site commercial message in place of an on-site commercial message or a noncommercial message. This subsection prevails over any more specific section or subsection to the contrary within this article.

10.08.4490 - Prohibited signs and locations.

The following signs shall be prohibited:

- (a) Any sign that emits sound;
- (b) Any sign mounted or attached to a vehicle parked for the purpose of calling attention to or advertising a special business establishment;
- (c) Any sign or sign structure which has become a public nuisance due to inadequate maintenance, dilapidation, or abandonment;
- (d) Any sign which obstructs in any manner the ingress to, or egress from, a required door, window, fire escape, or other required accessway;
- (e) Any sign containing any matter that is obscene as that term is defined in Penal Code Section 311;
- (f) Any sign unlawfully installed, erected, or maintained;
- (g) Any sign now or hereafter existing which no longer advertises a bona fide business conducted or a product sold as prescribed in this article;

- (h) Any sign within or over the public right-of-way or upon City property, including, but not limited to any notice, placard, bill, card, poster, sticker, banner, advertising, or other device affixed or attached to or upon any public street, walkway, crosswalk, or other right-of-way, curb, lamp post, hydrant, tree, telephone booth or pole, lighting system or any fixture of the police or fire alarm system, except:

(1) Official sign. The City has a compelling interest in facilitating traffic safety for pedestrians and motorists. This interest is directly advanced by having official signs that help direct pedestrians and motorists away from roadway hazards, toward public services, and informs those persons of the applicability of certain regulations. To accomplish this compelling purpose, the City finds it must allow for such signs to be erected, moved and changed by governmental officials. Official traffic, fire and police related signs, temporary traffic-control signs used during construction, utility facilities and substructure location and identification signs and markers required to protect said facilities, and other signs and markers required by the City, the State Department of Transportation, or any other public agency; and

(2) Under canopy sign; and

(3) Temporary activity signs on public property, as provided for under section 10.08.4500(j)(4); and

(4) Civic organization signs, as provided for under section 10.08.4500(a); and

(5) Banner signs on City property, as provided for under section 10.08.4510.

(6) Any sign in conjunction with an event permitted on City property through an approved Special Event Permit in accordance with Chapter 4.40.

(7) Off-site downtown directional signs. The City has a compelling interest in directing pedestrians, motorists and visitors to the downtown. Downtown is the singular cultural and historic City center functioning as the sole governmental administrative hub and primary city-wide gathering space. This interest is directly advanced by having signs that help direct pedestrians, motorists and visitors to the downtown. Up to 16 City-owned off-site directional signs for downtown Tracy shall be permitted at the locations indicated below. Said signs shall be installed in City of Tracy public right-of-way and maintained by the City. The specific siting in the public right-of-way at each location will be determined by normal City standards for traffic control signs regarding visibility, safety, and installation considerations. The design of said signs will be standard City of Tracy green and white street signs, approximately six inches tall by 30 inches wide, mounted approximately seven feet above sidewalk grade, containing the word "DOWNTOWN" with an arrow indicating the direction from the sign to the intersection of Tenth Street and Central Avenue. The 16 locations at which signs will be permitted include the following:

- (1) On the westbound off-ramp of I-205 at Grant Line Road, pointing east;
- (2) On the eastbound off-ramp of I-205 at Grant Line Road, pointing east;
- (3) On the westbound off-ramp of I-205 at Tracy Boulevard, pointing south;
- (4) On the eastbound off-ramp of I-205 at Tracy Boulevard, pointing south;
- (5) On the westbound off-ramp of I-205 at MacArthur Drive, pointing south;
- (6) On the eastbound off-ramp of I-205 at MacArthur Drive, pointing south;
- (7) On westbound Pescadero Avenue at MacArthur Drive, pointing south;

- (8) On eastbound Grant Line Road at Tracy Boulevard, pointing south;
- (9) On eastbound Eleventh Street at Corral Hollow Road, pointing east;
- (10) On southbound Tracy Boulevard at Eleventh Street, pointing east;
- (11) On southbound MacArthur Drive at Eleventh Street, pointing west;
- (12) On westbound Eleventh Street at Holly Drive, pointing south;
- (13) On eastbound Eleventh Street at Central Avenue, pointing south;
- (14) On southbound East Street at Tenth Street, pointing west;
- (15) On Tracy Boulevard at the Tracy Municipal Airport directing traffic north;
- (16) On northbound Tracy Boulevard at Eleventh Street, pointing east.
- (i) Any sign which flashes, blinks, moves, changes color, appears to change color, changes intensity, or contains any part of an attachment which does the same except for as provided for under section 10.08.4500 (e);
- (j) Any sign not expressly permitted;
- (k) Any sign attached to a tree;
- (l) Any sign erected or maintained which has less horizontal or vertical clearance from communication lines or energized electrical power lines than that prescribed by the State or rules and regulations duly promulgated by agencies thereof;
- (m) Any sign serving as a billboard.

10.08.4500 - Standards by sign type.

- (a) *City civic organization sign.*
 - (1) Maximum height: Eight feet.
 - (2) Maximum area: 68 square feet.
 - (3) Ground clearance: Not more than two feet.
 - (4) Permitted locations: City-owned property.
 - (5) Permitted sites: One civic organization sign is allowed within one-half mile of each of the following four locations:
 - (i) West Eleventh Street at Lammers Road.
 - (ii) East Eleventh Street at Mac Arthur Drive.
 - (iii) North Tracy Boulevard at I-205.
 - (iv) South Corral Hollow Road at I-580.
- (b) *Digital freeway sign.*
 - (1) Permitted Locations: As prescribed by the I-205 Corridor Specific Plan
 - (2) Maximum height: Fifteen feet measured from the crown of the nearest freeway or 45 feet, whichever is less.
 - (3) Maximum area: 300 square feet
 - (4) Number of faces: Two digital display faces are allowable, each positioned to be visible from opposing directions of traffic.

(5) Display characteristics: The sign face display may change no more often than every eight seconds, and each message shall be static; i.e. not moving or “animated”.

(6) Sign permit needed: No. Requires a conditional use permit.

(7) Consistency with state and federal law. In addition to the other requirements set forth herein and in the I-205 Corridor Specific Plan, the digital freeway signs shall comply with the requirements of the Outdoor Advertising Act and Regulations, California Business and Professions Code Section 5200 et seq., and other state and federal statutes. To the extent of any conflict between the provisions of this Section, the I-205 Corridor Specific Plan, and state and federal law, state and federal law shall prevail.

(c) *Directional signs.*

The City has a compelling interest in ensuring traffic safety, and to directly advance that interest, the City will allow on-site directional signage in accordance with the following standards so as to assist and direct traffic circulation into, out of, and through, parking lots on private property.

(1) Maximum height: Eight feet.

(2) Maximum area: 24 square feet.

(3) Calculation of permitted number and area: Permitted by site plan review to give functional information on directions.

(4) Permitted zones: All zones.

(5) Sign permit needed: Yes.

(d) *Directory signs.*

(1) Maximum height: Eight feet.

(2) Maximum area: 50 square feet.

(3) Calculation of area: One-half foot of sign area for each lineal foot of building frontage to which the directory sign pertains.

(4) Permitted zones: All zones with the exception of agriculture.

(5) Sign permit needed: Yes.

(6) Sign location: No directory sign which is a freestanding sign may be erected closer than fifteen (15') feet to any neighboring property line or to any driveway or other point of ingress/egress.

(e) *Electronic readerboard sign*

Upon issuance of a conditional use permit, one electronic readerboard sign on the property of a public or private school if the site is one-half acre or more and the school contains any of grades one (1) through twelve (12), to advertise only noncommercial, on-site activities and events. In evaluating the conditional use permit (TMC section 10.08.4250 and following), the Commission shall consider appropriate hours of illumination, brightness, size, height, and other sign characteristics as they relate to the sign's location and surrounding land uses. Any electronic readerboard sign or other sign that flashes, blinks, moves, changes color, appears to change color, changes intensity, or contains any part of an attachment which does the same shall be removed within ninety (90) days after the site is no longer used as a qualifying school.

(f) *Freeway signs.*

- (1) Maximum height: 15 feet measured from the crown of the nearest freeway or 45 feet, whichever is less.
 - (2) Maximum area: 300 square feet per sign face.
 - (3) Minimum ground clearance: Eight feet from the bottom of the sign.
 - (4) Permitted sites: The sign and the site(s) being advertised must be within 350 feet of a freeway.
 - (5) Permitted zones: GHC, CS, M-1, M-2, HS, and as permitted in a PUD or Specific Plan zone, subject to first securing a conditional use permit.
 - (6) Sign permit needed: No. Requires a conditional use permit.
 - (7) Maximum number of signs permitted: One sign per parcel, advertising a business on the parcel or immediately adjacent to the parcel. No business may be advertised on more than one freeway sign.
- (g) *Monument signs.*
- (1) Standard Monument Signs.
 - (i) Maximum height: Six feet in the MO, NS, CS, and GHC Zones and in Use Group 30 in the RE, LDR, MDC, MDR, HDR, POM, M-1 and M-2 Zones and four feet for all other land uses and use groups in the RE, LDR, MDR, HDR, and POM Zones, or as established in a PUD or Specific Plan zone.
 - (ii) Maximum area: 24 square feet in the MO, NS, CS, and GHC Zones and in Use Group 30 in the RE, LDR, MDC, MDR, HDR, and POM Zones; 36 square feet in the M-1 and M-2 zones, or as established in a PUD or Specific Plan zone.
 - (iii) Calculation of permitted area: One-half square foot of sign area for each lineal foot of building frontage for which the sign pertains.
 - (iv) Ground clearance: Monument signs will not have a ground clearance exceeding two feet.
 - (v) Permitted zones: All zones with the exception of agricultural.
 - (vi) Sign permit needed: Yes.
 - (vii) Maximum number of signs permitted: Two per parcel.
 - (2) Freestanding Monument Sign.
 - (i) Maximum height: 15 feet.
 - (ii) Maximum area: 100 square feet.
 - (iii) Calculation of permitted area: One-half square foot of sign area for each lineal foot of parcel frontage.
 - (iv) Permitted locations: Zones CS, CBD, GHC, M-1, M-2, and HS; and school sites as described in subsection (vii)D below.
 - (v) Sign permit needed: Yes.
 - (vi) Sign location: No freestanding sign may be erected closer than 15 feet to any property line or closer than 14 feet to any driveway, alley, or vehicular access.
 - (vii) Freestanding signs may only be permitted on the following sites or conditions:

- A. Shopping centers with four or more individual establishments;
- B. Office complexes including eight or more suites or exceeding 15,000 square feet of floor area;
- C. Any parcel with 200 or more feet of street frontage;
- D. Upon issuance of a conditional use permit, a school containing any of grades one through 12, where the school site is one-half acre or more, and advertising is only for on-site, noncommercial activities or events.

(3) Off-site monument sign.

- (i) Any business may construct and maintain one off-site monument sign, if, and only if, all of the following requirements are met:

- A. The business does not have a freeway sign or a freestanding monument sign; and
- B. The parcel on which the business is located (the "business parcel") has a recorded easement, or other real property interest recorded against the parcel on which the sign is located (the "sign parcel"), which provides: (1) access from the business to the public right-of-way across the sign parcel; and (2) the continued maintenance of the off-site monument sign in accordance with all City standards, including this article;
- C. The off-site monument sign is located within the access easement referenced in subsection (i)(B), above;
- D. The business has no more than one monument sign on the business parcel, and no more than one off-site monument sign;
- E. The sign parcel shall have no more than two total monument signs;
- F. The off-site monument sign is designed in accordance with all City standards, including subsection 10.08.4500(g)(1).

(h) *Murals*

- (1) Maximum Height: None
- (2) Maximum Area: None
- (3) Allowable Locations: Not above the roofline
- (4) Sign permit needed: No.

(i) *Roof signs.*

- (1) Maximum height: Four feet above the eaves of the roof, but in no case higher than the pitch of the roof.
- (2) Maximum area: 40 square feet.
- (3) Calculation of permitted area: One-half square foot of sign area for each lineal foot of building frontage of business being advertised.
- (4) Permitted zones: MO, POM, CS, NS, CBD, GHC, M-I, M-2, HS and any non-residential specific plan or PUD.
- (5) Sign permit needed: Yes.

(j) *Temporary signs.*

The City has a compelling interest in making the City attractive to residents, visitors and business owners. To accomplish this interest, the City finds it necessary to establish standards for temporary signs and to regulate their duration. All temporary signs in the City shall be subject to the following requirements unless otherwise provided for in this subsection (j):

- (i) Maximum height: Not to exceed the roof line of the nearest building or the building affixed to, but in no case higher than 30 feet.
- (ii) Maximum area: 300 square feet.
- (iii) Calculation of area for businesses: One-half square foot of sign area for each lineal foot of building frontage of business to which the sign pertains.
- (iv) Permitted zones: All zones.
- (v) Sign permit needed: No.
- (vii) Permitted time: Temporary signs may not be utilized for more than 30 days.
- (viii) Temporary signs shall not be illuminated nor use reflective paint or fluorescent colors.
- (ix) Temporary signs may be placed on private property with the owner's permission. Nothing in this subsection shall prohibit the owner of a piece of property, or his or her authorized representative, from removing a temporary sign from his or her property when the sign has been erected without his or her consent.
- (x) Temporary signs shall be maintained in good condition, with no indications of wear and tear.

(1) Construction project sign.

- (i) Allowed to be erected on a site in conjunction with a construction project with a building permit.
- (ii) Sign standards:
 - A. Maximum area: 100 square feet
 - B. Maximum height: Eight feet, unless legally required by governmental contract to be larger.
- (iii) Permitted time: Must be removed within 30 days of final inspection of certificate of occupancy.

(2) Flags for new residential developments

- (i) Maximum height: Pole height is limited to 20 feet.
- (ii) Maximum area: Flag area to be no more than 24 square feet per flag.
- (iii) Calculation of area: New subdivisions are permitted a cumulative total of ten flags and are to be located on the model home lots or sales office lot or clustered at the entryway on private property.
- (iv) Flags are to be replaced when the fabric is torn or otherwise determined by the City to be in a state of disrepair.
- (v) Sign permit needed: No.

(3) Off-site directional subdivision signs.

- (i) One off-site directional subdivision sign may be constructed per site located on private property only. A second off-site directional subdivision sign may be approved by the Planning Commission through the conditional use permit process. The following ten sites (within one-quarter mile radius) are hereby approved as sign locations and have their center at the intersections of:
 - A. Corral Hollow Road and Grant Line Road;
 - B. Tracy Boulevard and Grant Line Road;
 - C. Tracy Boulevard and I-205;
 - D. I-205 and MacArthur Drive;
 - E. MacArthur Drive and Grant Line Road;
 - F. Tracy Boulevard and Eleventh Street;
 - G. Eleventh Street and MacArthur Drive;
 - H. Corral Hollow Road and Cypress Drive;
 - I. Tracy Boulevard and Schulte Road; and
 - J. Schulte Road and MacArthur Drive.
 - K. Any site approved through a Conditional Use Permit by Planning Commission.
 - (ii) Maximum of six panels per subdivision, phase, tract or tentative map throughout the City and four panels total per structure.
 - (iii) Seven-inch minimum letter height, and twelve-inch maximum letter height. Height of structure not to exceed 14 feet. Sign must have a minimum ground clearance of three feet. Sign area of each panel not to exceed 16 square feet and no panel is to be greater than eight feet in length.
 - (iv) A panel shall be removed from the sign structure(s) following close of the on-site sales office.
 - (v) Copy change or new panels not required to go before the Planning Commission.
 - (vi) Sign permit needed: yes.
 - (vii) Sign structure to be removed within 60 days after sign advertises no subdivisions.
- (4) Temporary activity signs on public property. A sign placed by the organizer of a temporary activity may be placed in the public right-of-way if the owner complies with all of the following:
- (i) Activity. Applies to temporary activity signs for an activity that is permitted within the residential zone.
 - (ii) Temporary. With respect to subsection 4(ii), “temporary activity signs” means a sign placed during daylight hours on a weekend and legal holiday.
 - (iii) Location. The temporary activity sign may only be located within one mile of the property to which the temporary activity is taking place, and within the public right-of-way in any residential zoning district in the following locations:

- A. Along a major arterial street where there is a public soundwall, landscaping and pedestrian walkway separating the adjacent private property from the roadway.
- B. Where the frontage is improved with a monolithic curb, gutter and sidewalk, behind the sidewalk on residential and collector streets.
- C. Where the frontage is improved with vertical face curb, parkway and sidewalk, within the parkway between the curb and sidewalk on residential and collector streets.

The sign shall not be located:

- In a median;
- In a city park;
- On a sidewalk or pedestrian walkway;
- In the vehicular travel lane, bicycle lane, parking lane or red zone of the street;
- Within one foot of the curb;
- On a utility pole or fixture;
- On street signs or other public signs.

(iv.) Material. Portable sign. Signs shall be of sufficient weight in order to keep upright and in place. Signs shall not include balloons, ribbons, pennants, streamers, or other attachments.

(v) Number of signs. For each activity, there shall be no more than a total of four signs displayed in the public right of way, and no more than one sign at an intersection. There shall be no more than a total of four signs at any intersection or one sign on each corner.

(vi) Size. The sign may not exceed six square feet in area or three feet in height.

(5) Temporary non-commercial signs.

(i) Maximum height: Six feet.

(ii) Maximum area: 32 square feet.

(iii) Calculation of area: One-half square foot of sign area for each lineal foot of parcel frontage.

(iv) Permitted zones: All zones.

(v) Sign permit needed: No.

(vi) Installation: Signs may not be erected sooner than 45 days preceding an event (such as an election, community event, or cultural event).

(vii) Removal: Signs shall be removed within five days following an event (such as an election, community or cultural event).

(6) Temporary on-site commercial signs. May be displayed as follows:

(i) During the period when the property is for sale, lease or rent.

(ii) Residential property. Sign standards:

A. On residential property of less than one acre, one temporary on-site commercial sign not to exceed six square feet in area is permitted.

B. On residential property of more than one acre, one temporary on-site commercial sign not to exceed 32 square feet in area per street frontage is permitted. In cases of properties with more than one frontage, not more than one temporary on-site commercial sign may be placed along each frontage, no closer than 200 feet apart.

C. One temporary on-site commercial sign may be permitted on each arterial or collector street within a subdivision. When there are no arterial or collector streets within the subdivision, one such sign may be permitted on a local street within the subdivision. Temporary on-site commercial signs shall meet the minimum front yard setback requirements, and shall not exceed 100 square feet in area, or be more than 15 feet in height. Notwithstanding subsection (4)(i), above, such signs shall be removed immediately after the completion of the sales activity of the property or subdivision by the builder. A sign permit shall be obtained before the placement of such signs.

(iii) Commercial or industrial property. Sign standards:

A. On a commercial or industrial parcel of less than one acre, one temporary on-site commercial sign of 12 square feet in area plus one square foot of additional sign area for every ten linear feet of street frontage up to, but not exceeding 32 square feet in total sign area shall be permitted.

B. On a commercial or industrial parcel of one acre or more, one sign per frontage, not to exceed 32 square feet in area per sign, is permitted.

(iv). Temporary signs on property with development project. May be permitted on the site only under the following:

A. The site shall be at least 35 acres.

B. The site shall have an approved commercial project by the City for the entire site.

C. Sign standards:

1. Maximum area: 100 square feet;

2. Maximum height: 15 feet;

3. Two signs per project or parcel whichever is less.

D. The temporary sign shall be removed prior to the issuance of the first final inspection or certificate of occupancy for any structure in the project, or after one year from the date of sign permit approval, whichever occurs first. The owner may receive up to a one-year extension of the permit if a final inspection or certificate of occupancy has not been granted for any structure in the project and the owner provides written justification for the extension, to the satisfaction of the Director.

E. No temporary sign may be permitted on a site longer than two years after original approval unless a new sign permit application, submitted with appropriate fee, is approved by the Director pursuant to this article.

F. Sign permit needed: Yes.

(7) Temporary window signs. Temporary window signs not exceeding 25% of the window area provided visibility into the building is maintained.

(k) *Under canopy signs.*

- (1) Height: Minimum eight foot clearance under the sign.
- (2) Maximum area: Four square feet.
- (3) Permitted zones: All non-residential zones.
- (4) Maximum number of signs: One per parcel or business.
- (5) Sign permit needed: Yes

(l) *Wall signs.*

- (1) Maximum height: Not to exceed the pitch of the roof.
- (2) Maximum area: 100 square feet.
- (3) Calculation of area: One-half square foot of sign area per lineal foot of building frontage of business being advertised.
- (4) Permitted zones: MO, POM, CS, NS, CBD, GHC, M-I, M-2, HS, PUD, Specific Plan zones and applicable residential zones.
- (5) Sign permit needed: Yes.

(m) *Window signs.* One permanent window sign not exceeding four square feet in area.

10.08.4510 - Banner signs on public property.

(a) *Purpose.* The purpose of this section is to establish the manner by which City banners may be displayed on City property to promote the City of Tracy, to promote co-sponsored, community-wide public events, and for beautification of the City.

(b) *Definitions.* For the purpose of this section:

"Banner" means either of the following two (2) types:

- (1) *"Street light banner"* means a City banner on a City street light pole, including a light pole on any City-owned property, and which is affixed by brackets.
- (2) *"Over-the-street banner"* means a City banner traversing the public right-of-way at one of three (3) locations as set forth in subsection (d)(2) below.

"City-sponsored" means the City alone (including a City Board or Commission) is sponsoring the public event.

"Co-sponsor" means the City is co-sponsoring a public event in one of the following ways:

- (1) The City has entered into a memorandum of understanding (MOU) with an organization to cooperate in putting on the event (pursuant to Council Resolution No. 2005-076, or the successor co-sponsorship guidelines); or
- (2) The City has made a substantial contribution of money and or City services toward the event.

(c) *City banners to promote or beautify the City.* The City may install street light banners throughout the City to promote the City or for beautification of the City. No sign permit is necessary.

- (d) *Banners for City-sponsored or co-sponsored events.* The City may install banners to advertise an upcoming community-wide event for which the City is a sponsor or co-sponsor. No sign permit is necessary. However, the applicant must obtain a special events permit from the Parks and Community Services Department, and the Parks and Community Services Director is authorized to approve the placement of banners and their conformance to the banner guidelines.
- (1) Street light banners for City-sponsored or co-sponsored, community-wide events may be placed in any one or more of the following zones:
 - (A) *Zone 1:* Eleventh Street between Lammers Road and Corral Hollow Road;
 - (B) *Zone 2:* Tenth Street between A and East Streets;
 - (C) *Zone 3:* Central Avenue between Eleventh and Sixth Streets.

These three (3) zones do not include the four (4) street corners at Tenth Street and Central Avenue, which are reserved for City banners.
 - (2) Over-the-street banners for City-sponsored or co-sponsored, community-wide events may be placed in any one or more of the following locations, once the City has installed appropriate pole structures:
 - (A) In the center median of Eleventh Street between Lammers Road and Crossroads Drive;
 - (B) On Central Avenue between Eleventh Street and Tenth Street; and
 - (C) At Sixth Street and Central Avenue, upon completion of the Downtown Plaza.
 - (3) The Director shall establish banner guidelines, including banner specifications, length of time banners may be displayed, scheduling and utilization of the special event permit process. The Director may revise the banner guidelines as necessary, as long as they conform to this section.
 - (4) Banners shall be installed and removed by City staff.

10.08.4520 - Nonconforming signs.

The lawful use of signs existing prior to the adoption, or subsequent amendments of this article, although such use does not conform with the provisions of this article, may be continued; provided, however, a nonconforming sign which has been abandoned, or the use for which it is advertised has ceased to function for a period of 90 days or more, shall be brought into conformity with the provisions of this article.

- (a) No nonconforming sign shall be, in any manner, structurally altered, reconstructed, or moved without being made to comply in all respects with the provisions of this article; however, nothing in this subsection shall prohibit the painting, maintenance, or repairing of such sign, including the face and changing of copy, except that such repairs shall not exceed 50 percent of the value of such sign within any consecutive five year period.
- (b) If at any time any sign in existence or maintained prior to the adoption, or subsequent amendments of this article, which sign does not conform with the provisions of this article, is destroyed by fire, accident, explosion, or act of God to the extent of more than 50 percent of the value thereof, then, without further action of the City, such sign, from and after the date of such destruction, shall be subject to all the provisions of this

article. For the purposes of this article, the value of any sign shall be the estimated cost and replacement of the sign in kind as determined by the Building Official.

10.08.4530 - Removal of signs.

A sign shall be removed under any of the following conditions:

- (a) The sign no longer qualifies as an on-site or off-site sign, and the sign exists 90 days after the cessation of such business;
- (b) The sign was installed or painted illegally;
- (c) The sign is a nonconforming sign and was destroyed in a manner reducing the value of such sign by 50 percent or more;
- (d) The sign is in violation of any part of this article;
- (e) The sign endangers the safety or welfare of citizens; and
- (f) The sign is dilapidated, decayed, or otherwise neglected.

10.08.4540 - Nature of removal.

- (a) A sign subject to removal shall be removed in a safe manner.
- (b) Any accessory structures or foundations or mounting materials which are unsightly or a danger to the safety and welfare of citizens shall be removed at the time of the sign removal.

10.08.4550 - Enforcement.

In the event a sign is found to not conform with this article, and such sign does not place citizens in immediate danger or peril, the City shall serve the business owner (or property owner if the business has ceased) a written certified notice explaining the nature of such violation and demand compliance with this article (by the modification or removal of such sign) within 30 days after the receipt of such notice. Should the business owner fail to comply with this article in the prescribed time, the City shall issue a citation to the business owner and the owner shall pay a fine prescribed by resolution, except when during the 30 day notice period the business owner or designee files a variance application with the Development Services Department.

In the absence of substantial evidence to the contrary, the person who is featured on a sign or who otherwise benefits from its display shall be presumed to be the person who both owns the sign and was responsible for the placement of the sign: (i) the real estate agent, broker, brokerage firm or other person whose name or telephone number appears on the sign is the person responsible for posting the sign promoting a property for sale, lease, or rent; (ii) the candidate seeking office is the person responsible for posting a sign promoting the candidate for public office; (iii) the owner, or lessee, if the property is leased, of property used for a yard or garage sale is the person responsible for posting a sign promoting a yard or garage sale; (iv) the person whose name, telephone number, or address appears as the person to contact on any sign posted is the person responsible for posting the same.

10.08.4560 - Signs placing citizens in immediate peril or signs in public rights-of-way and/or easements.

The City shall immediately cause the removal of any sign which is found to be within the public right-of-way and/or easements or found to place citizens in immediate peril by any or a combination of the following methods, using sound judgment under the circumstances:

- (a) The removal or modification of such sign by City staff with the business owner or party responsible for the sign to be billed for time and materials;
- (b) Notification in writing to the business owner or party responsible for the sign causing the removal of such sign within a 24 hour period or a lesser period of time, as prescribed by the Building Official or designee; or
- (c) The immediate citation of the business owner or party responsible for such sign.

Proposed Interstate 205 Corridor Specific Plan Amendment

THIS PAGE INTENTIONALLY LEFT BLANK

G. Signs

Signs must conform to minimum requirements of Signs, Article 35 of the Tracy Municipal Code as modified herein.

1. Wall Signs:

No wall sign shall extend above the dominant roofline of the building, except as approved by a Conditional Use Permit.

Size: The total sign area of all sign types shall not exceed one half square foot per lineal foot of building frontage. Where individually lettered wall signs comprise over 50 percent of the total signage, the total sign area shall not exceed 1.2 square feet per lineal foot of building frontage. The area of any single wall sign shall not exceed 100 square feet; however, a wall sign of up to 250 square feet may be allowed upon Conditional Use Permit approval which demonstrates that the size of the sign is appropriate in scale with the building face on which it is proposed.

Length: The length of any single sign shall not exceed 75 percent of the width of the building face on which the sign is proposed.

2. Monument signs: Monument signs shall be set back a minimum of five feet from the public right-of-way. Sign area shall not exceed 32 square feet and shall not exceed six feet in height.

3. Freeway Signs: The I-205 Specific Plan shall have no more than four freeway signs. A freeway sign may identify any tenant(s) located within the I-205 Specific Plan area.

4. Digital Freeway Signs:

Digital Freeway signs may be permitted upon the approval of a Conditional Use Permit in accordance with Tracy Municipal Code Section 10.08.4310 and shall comply with the regulations for Digital Freeway Signs contained in the Tracy Municipal Code Section 10.08.4500(b), except as modified herein. The City may approve a Conditional Use Permit for a Digital Freeway Sign that exceeds the maximum height and area requirements established in Tracy Municipal Code Section 10.08.4500(b) if such a sign is an existing freeway sign to be replaced with a digital display and remain the same size and height.

Permitted locations and spacing: Digital Freeway Signs are permitted on non-residentially designated land within the Mac Arthur Planning Area and the Grant Line North Planning Area. There shall be no more than one such Digital Freeway Sign for every two miles of freeway frontage within the areas listed above.

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix C: Air Quality and Greenhouse Gas Emissions Analysis Supporting Information

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix C

Table of Contents

CalEEMod Notes	1
Annual Construction Output.....	2
Construction Trailer Output.....	28
Emissions Summary.....	42

City of Tracy Digital Freeway Sign Project CalEEMod Notes

- Note 1. Land uses and sizes associated with development of the proposed project are drawn from the Project Description, dated June 2021. Land uses utilized in the model represent the following:
- Proposed Land Use: 1 new electronic billboard structure and 1 converted static billboard to an electronic billboard
Modeled Land Use: User defined Industrial – 1 – 0.01 acres – 50 square feet
- Note 2. Construction schedule and equipment list based on the Outfront Media LED Billboards Project located in Alameda County prepared in May 2018.
- Note 3. According to email correspondence with the City on May 18, 2021, any ground disturbance would balance cut and fill of soils across the disturbed area.
- Note 4. According to City-provided information dated May 18, 2021, the existing billboard located at 1005 East Pescadero Avenue, south of the I-205/MacArthur Boulevard interchange (the Tracy Outlets sign) would be converted to a digital freeway sign. The display would have the same dimensions as the existing sign. Only the billboard face would be replaced; the pole would remain in place and no ground disturbance would be required for the conversion.
- Note 5. The only operational emissions represented in the model are generated from electricity use while all other operational emissions were reduced to zero.
- Note 6. District Rule 403: Fugitive Dust Prohibitions was applied to project construction. This was represented in the model by selecting options for watering exposed areas at minimum twice per day and limiting construction vehicle speeds to 15 miles per hour on unpaved roads.

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

City of Tracy Digital Freeway Sign Project - Combined

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.01	50.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	51
Climate Zone	2			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Project Characteristics - See CalEEMod Note #1

Land Use - See CalEEMod Note #1

Construction Phase - Note #2

Off-road Equipment - Note #2

Off-road Equipment - Note #3

Off-road Equipment - Note #3

Off-road Equipment - Note #3

Off-road Equipment - Note #3

Demolition - Note 2 and 4

Grading - Note #3

Architectural Coating - Note 2

Vehicle Trips - Note #5

Area Coating - Note 5

Energy Use - Note #5

Water And Wastewater - Note #5

Construction Off-road Equipment Mitigation - Note 6

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	25	0
tblAreaCoating	Area_Nonresidential_Interior	75	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	100.00	19.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	5.00	2.00
tblEnergyUse	LightingElect	0.00	1,880.00
tblLandUse	LandUseSquareFeet	0.00	50.00
tblLandUse	LotAcreage	0.00	0.01
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	PhaseName		Demolition
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00

2.0 Emissions Summary

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0106	0.1103	0.0907	1.6000e-004	1.5000e-004	5.7800e-003	5.9200e-003	4.0000e-005	5.3400e-003	5.3700e-003	0.0000	13.9583	13.9583	4.2600e-003	0.0000	14.0647
Maximum	0.0106	0.1103	0.0907	1.6000e-004	1.5000e-004	5.7800e-003	5.9200e-003	4.0000e-005	5.3400e-003	5.3700e-003	0.0000	13.9583	13.9583	4.2600e-003	0.0000	14.0647

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0106	0.1103	0.0907	1.6000e-004	1.4000e-004	5.7800e-003	5.9200e-003	4.0000e-005	5.3400e-003	5.3700e-003	0.0000	13.9582	13.9582	4.2600e-003	0.0000	14.0647
Maximum	0.0106	0.1103	0.0907	1.6000e-004	1.4000e-004	5.7800e-003	5.9200e-003	4.0000e-005	5.3400e-003	5.3700e-003	0.0000	13.9582	13.9582	4.2600e-003	0.0000	14.0647

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	6.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	9-30-2021	0.1092	0.1092
		Highest	0.1092	0.1092

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4528
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.0000e-004	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4529

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4528
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.0000e-004	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4529

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	9/2/2021	5	2	
2	Grading	Grading	9/3/2021	9/3/2021	5	1	
3	Building Construction	Building Construction	9/6/2021	9/30/2021	5	19	
4	Paving	Paving	10/1/2021	10/4/2021	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Cranes	1	2.00	231	0.29
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Cranes	2	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	0	7.00	130	0.42
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	5.6700e-003	5.8600e-003	1.0000e-005		3.1000e-004	3.1000e-004		3.0000e-004	3.0000e-004	0.0000	0.8691	0.8691	1.4000e-004	0.0000	0.8726
Total	6.3000e-004	5.6700e-003	5.8600e-003	1.0000e-005	1.0000e-005	3.1000e-004	3.2000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	0.8691	0.8691	1.4000e-004	0.0000	0.8726

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.2 Demolition - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	5.6700e-003	5.8600e-003	1.0000e-005		3.1000e-004	3.1000e-004		3.0000e-004	3.0000e-004	0.0000	0.8691	0.8691	1.4000e-004	0.0000	0.8726
Total	6.3000e-004	5.6700e-003	5.8600e-003	1.0000e-005	1.0000e-005	3.1000e-004	3.2000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	0.8691	0.8691	1.4000e-004	0.0000	0.8726

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.2 Demolition - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0544	0.0544	0.0000	0.0000	0.0544

3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	3.7400e-003	3.7200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	0.7849	0.7849	1.8000e-004	0.0000	0.7895
Total	3.9000e-004	3.7400e-003	3.7200e-003	1.0000e-005	0.0000	1.7000e-004	1.7000e-004	0.0000	1.7000e-004	1.7000e-004	0.0000	0.7849	0.7849	1.8000e-004	0.0000	0.7895

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.3 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0272
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0272

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	3.7400e-003	3.7200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	0.7849	0.7849	1.8000e-004	0.0000	0.7895
Total	3.9000e-004	3.7400e-003	3.7200e-003	1.0000e-005	0.0000	1.7000e-004	1.7000e-004	0.0000	1.7000e-004	1.7000e-004	0.0000	0.7849	0.7849	1.8000e-004	0.0000	0.7895

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.3 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0272
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0272

3.4 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.3200e-003	0.0989	0.0784	1.4000e-004		5.1900e-003	5.1900e-003		4.7700e-003	4.7700e-003	0.0000	11.9155	11.9155	3.8500e-003	0.0000	12.0118
Total	9.3200e-003	0.0989	0.0784	1.4000e-004		5.1900e-003	5.1900e-003		4.7700e-003	4.7700e-003	0.0000	11.9155	11.9155	3.8500e-003	0.0000	12.0118

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.4 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.3200e-003	0.0989	0.0784	1.4000e-004		5.1900e-003	5.1900e-003		4.7700e-003	4.7700e-003	0.0000	11.9155	11.9155	3.8500e-003	0.0000	12.0118
Total	9.3200e-003	0.0989	0.0784	1.4000e-004		5.1900e-003	5.1900e-003		4.7700e-003	4.7700e-003	0.0000	11.9155	11.9155	3.8500e-003	0.0000	12.0118

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.4 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.5 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.1000e-004	1.9300e-003	2.2100e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.2732	0.2732	8.0000e-005	0.0000	0.2752
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-004	1.9300e-003	2.2100e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.2732	0.2732	8.0000e-005	0.0000	0.2752

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.5 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0340	0.0340	0.0000	0.0000	0.0340
Total	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0340	0.0340	0.0000	0.0000	0.0340

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.1000e-004	1.9300e-003	2.2100e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.2732	0.2732	8.0000e-005	0.0000	0.2752
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-004	1.9300e-003	2.2100e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.2732	0.2732	8.0000e-005	0.0000	0.2752

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

3.5 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0340	0.0340	0.0000	0.0000	0.0340
Total	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0340	0.0340	0.0000	0.0000	0.0340

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.552050	0.036079	0.182449	0.124563	0.019215	0.004844	0.016098	0.055414	0.001187	0.001496	0.005121	0.000613	0.000871

5.0 Energy Detail

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4528
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27.3457	27.3457	1.2400e-003	2.6000e-004	27.4528
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	94000	27.3457	1.2400e-003	2.6000e-004	27.4528
Total		27.3457	1.2400e-003	2.6000e-004	27.4528

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	94000	27.3457	1.2400e-003	2.6000e-004	27.4528
Total		27.3457	1.2400e-003	2.6000e-004	27.4528

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail

Appendix C

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

City of Tracy Digital Freeway Sign Project - Combined - San Joaquin County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Typical Construction Trailer - San Joaquin County, Annual

Typical Construction Trailer San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.72	1000sqft	0.02	720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	51
Climate Zone	2			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWahr)	641.35	CH4 Intensity (lb/MWahr)	0.029	N2O Intensity (lb/MWahr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Upper range of typical single-wide mobile office trailer = 720 square feet.

Construction Phase - Operational energy only

Off-road Equipment - Zeroed out construction equipment

Off-road Equipment - Zeroed out construction equipment

Vehicle Trips - Run for energy estimation only

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	5.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	5.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	5.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	5.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	----------	-----------	-----	-----	------

Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
-------------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	9-30-2021	0.0050	0.0050
		Highest	0.0050	0.0050

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.7291	2.7291	1.1000e-004	3.0000e-005	2.7411
Mobile	1.8900e-003	0.0130	0.0200	7.0000e-005	5.4200e-003	7.0000e-005	5.4900e-003	1.4500e-003	6.0000e-005	1.5200e-003	0.0000	6.8808	6.8808	3.6000e-004	0.0000	6.8897
Waste						0.0000	0.0000		0.0000	0.0000	0.1360	0.0000	0.1360	8.0400e-003	0.0000	0.3369
Water						0.0000	0.0000		0.0000	0.0000	0.0406	0.2813	0.3219	4.1800e-003	1.0000e-004	0.4566
Total	5.2600e-003	0.0136	0.0205	7.0000e-005	5.4200e-003	1.1000e-004	5.5300e-003	1.4500e-003	1.0000e-004	1.5600e-003	0.1766	9.8912	10.0678	0.0127	1.3000e-004	10.4243

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.7291	2.7291	1.1000e-004	3.0000e-005	2.7411

Mobile	1.8900e-003	0.0130	0.0200	7.0000e-005	5.4200e-003	7.0000e-005	5.4900e-003	1.4500e-003	6.0000e-005	1.5200e-003	0.0000	6.8808	6.8808	3.6000e-004	0.0000	6.8897
Waste						0.0000	0.0000		0.0000	0.0000	0.1360	0.0000	0.1360	8.0400e-003	0.0000	0.3369
Water						0.0000	0.0000		0.0000	0.0000	0.0406	0.2813	0.3219	4.1800e-003	1.0000e-004	0.4566
Total	5.2600e-003	0.0136	0.0205	7.0000e-005	5.4200e-003	1.1000e-004	5.5300e-003	1.4500e-003	1.0000e-004	1.5600e-003	0.1766	9.8912	10.0678	0.0127	1.3000e-004	10.4243

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	9/1/2021	9/7/2021	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,080; Non-Residential Outdoor: 360; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.0100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.0100e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.0100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.0100e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Category	tons/yr										MT/yr					
Mitigated	1.8900e-003	0.0130	0.0200	7.0000e-005	5.4200e-003	7.0000e-005	5.4900e-003	1.4500e-003	6.0000e-005	1.5200e-003	0.0000	6.8808	6.8808	3.6000e-004	0.0000	6.8897
Unmitigated	1.8900e-003	0.0130	0.0200	7.0000e-005	5.4200e-003	7.0000e-005	5.4900e-003	1.4500e-003	6.0000e-005	1.5200e-003	0.0000	6.8808	6.8808	3.6000e-004	0.0000	6.8897

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	7.94	1.77	0.76	14,419	14,419
Total	7.94	1.77	0.76	14,419	14,419

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.552050	0.036079	0.182449	0.124563	0.019215	0.004844	0.016098	0.055414	0.001187	0.001496	0.005121	0.000613	0.000871

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.0967	2.0967	9.0000e-005	2.0000e-005	2.1049
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.0967	2.0967	9.0000e-005	2.0000e-005	2.1049
NaturalGas Mitigated	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362
NaturalGas Unmitigated	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	11851.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362
Total		6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	11851.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362
Total		6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6324	0.6324	1.0000e-005	1.0000e-005	0.6362

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	7207.2	2.0967	9.0000e-005	2.0000e-005	2.1049
Total		2.0967	9.0000e-005	2.0000e-005	2.1049

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	7207.2	2.0967	9.0000e-005	2.0000e-005	2.1049
Total		2.0967	9.0000e-005	2.0000e-005	2.1049

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

Mitigated

[illegible]

Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	3.3100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.3219	4.1800e-003	1.0000e-004	0.4566
Unmitigated	0.3219	4.1800e-003	1.0000e-004	0.4566

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.127968 / 0.0784322	0.3219	4.1800e-003	1.0000e-004	0.4566
Total		0.3219	4.1800e-003	1.0000e-004	0.4566

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.127968 / 0.0784322	0.3219	4.1800e-003	1.0000e-004	0.4566
Total		0.3219	4.1800e-003	1.0000e-004	0.4566

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1360	8.0400e-003	0.0000	0.3369
Unmitigated	0.1360	8.0400e-003	0.0000	0.3369

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
--	----------------	-----------	-----	-----	------

Land Use	tons	MT/yr			
General Office Building	0.67	0.1360	8.0400e-003	0.0000	0.3369
Total		0.1360	8.0400e-003	0.0000	0.3369

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.67	0.1360	8.0400e-003	0.0000	0.3369
Total		0.1360	8.0400e-003	0.0000	0.3369

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Updated for 1726.0014

Construction-MITIGATED

	ROG	NOx	CO	SO ₂	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)	PM ₁₀ (Total)	PM _{2.5} (Total)	MTCO ₂ e/year
2021	0.0106	0.1103	0.0907	0.00016	0.00578	0.00534	0.00592	0.00537	14.06470

Operational - Mitigated

	ROG	NOx	CO	SO ₂	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)	PM ₁₀ (Total)	PM _{2.5} (Total)	MTCO ₂ e/year
2021	0.0002	0.0000	0.00001	0.0000	0.000	0.000	0.000	0.000	27.45290

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix D: Biological Resources Supporting Information

THIS PAGE INTENTIONALLY LEFT BLANK



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Union Island (3712174) OR Tracy (3712164) OR Vernalis (3712163) OR Lathrop (3712173) OR Holt (3712184) OR Woodward Island (3712185) OR Clifton Court Forebay (3712175) OR Midway (3712165) OR Stockton West (3712183))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
<i>Alkali Meadow</i> Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
<i>Ambystoma californiense</i> California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
<i>Amsinckia grandiflora</i> large-flowered fiddleneck	PDBOR01050	Endangered	Endangered	G1	S1	1B.1
<i>Anniella pulchra</i> Northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
<i>Anthicus sacramento</i> Sacramento anthicid beetle	IICOL49010	None	None	G1	S1	
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Aquila chrysaetos</i> golden eagle	ABNKC22010	None	None	G5	S3	FP
<i>Ardea herodias</i> great blue heron	ABNGA04010	None	None	G5	S4	
<i>Arizona elegans occidentalis</i> California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
<i>Asio flammeus</i> short-eared owl	ABNSB13040	None	None	G5	S3	SSC
<i>Astragalus tener var. tener</i> alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex cordulata var. cordulata</i> heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
<i>Blepharizonia plumosa</i> big tarplant	PDAST1C011	None	None	G1G2	S1S2	1B.1
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Branchinecta mesoallensis</i> midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Brasenia schreberi</i> watershield	PDCAB01010	None	None	G5	S3	2B.3
<i>Buteo regalis</i> ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Campanula exigua</i> chaparral harebell	PDCAM020A0	None	None	G2	S2	1B.2
<i>Carex comosa</i> bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
<i>Caulanthus lemmonii</i> Lemmon's jewelflower	PDBRA0M0E0	None	None	G3	S3	1B.2
<i>Chloropyron palmatum</i> palmate-bracted bird's-beak	PDSCR0J0J0	Endangered	Endangered	G1	S1	1B.1
<i>Circus hudsonius</i> northern harrier	ABNKC11011	None	None	G5	S3	SSC
<i>Cirsium crassicaule</i> slough thistle	PDAST2E0U0	None	None	G1	S1	1B.1
<i>Coastal and Valley Freshwater Marsh</i> Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
<i>Delphinium californicum ssp. interius</i> Hospital Canyon larkspur	PDRAN0B0A2	None	None	G3T3	S3	1B.2
<i>Delphinium recurvatum</i> recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S3	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eremophila alpestris actia</i> California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
<i>Eryngium racemosum</i> Delta button-celery	PDAP10Z0S0	None	Endangered	G1	S1	1B.1
<i>Eryngium spinosepalum</i> spiny-sepaled button-celery	PDAP10Z0Y0	None	None	G2	S2	1B.2
<i>Eschscholzia rhombipetala</i> diamond-petaled California poppy	PDPAP0A0D0	None	None	G1	S1	1B.1



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
<i>Extriplex joaquinana</i> San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3S4	WL
<i>Gonidea angulata</i> western ridged mussel	IMBIV19010	None	None	G3	S1S2	
<i>Great Valley Cottonwood Riparian Forest</i> Great Valley Cottonwood Riparian Forest	CTT61410CA	None	None	G2	S2.1	
<i>Great Valley Valley Oak Riparian Forest</i> Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
<i>Hesperolinon breweri</i> Brewer's western flax	PDLIN01030	None	None	G2	S2	1B.2
<i>Hibiscus lasiocarpus var. occidentalis</i> woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
<i>Hygrotus curvipes</i> curved-foot hygrotus diving beetle	IICOL38030	None	None	G1	S1	
<i>Hypomesus transpacificus</i> Delta smelt	AFCHB01040	Threatened	Endangered	G1	S1	
<i>Lanius ludovicianus</i> loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
<i>Lathyrus jepsonii var. jepsonii</i> Delta tule pea	PDFAB250D2	None	None	G5T2	S2	1B.2
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	PDAP119030	None	Rare	G2	S2	1B.1
<i>Limosella australis</i> Delta mudwort	PDSCR10030	None	None	G4G5	S2	2B.1
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Madia radiata</i> showy golden madia	PDAST650E0	None	None	G3	S3	1B.1
<i>Masticophis flagellum ruddocki</i> San Joaquin coachwhip	ARADB21021	None	None	G5T2T3	S2?	SSC
<i>Masticophis lateralis euryxanthus</i> Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
<i>Melospiza melodia</i> song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
<i>Navarretia nigelliformis ssp. radians</i> shining navarretia	PDPLM0C0J2	None	None	G4T2	S2	1B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Neotoma fuscipes riparia</i> riparian (=San Joaquin Valley) woodrat	AMAFF08081	Endangered	None	G5T1Q	S1	SSC
<i>Northern Claypan Vernal Pool</i> Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
<i>Oncorhynchus mykiss irideus pop. 11</i> steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
<i>Perognathus inornatus</i> San Joaquin pocket mouse	AMAFD01060	None	None	G2G3	S2S3	
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
<i>Rana boylei</i> foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Sagittaria sanfordii</i> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<i>Scutellaria galericulata</i> marsh skullcap	PDLAM1U0J0	None	None	G5	S2	2B.2
<i>Senecio aphanactis</i> chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
<i>Spergularia macrotheca var. longistyla</i> long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
<i>Spirinchus thaleichthys</i> longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
<i>Sylvilagus bachmani riparius</i> riparian brush rabbit	AMAEB01021	Endangered	Endangered	G5T1	S1	
<i>Symphyotrichum lentum</i> Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thaleichthys pacificus</i> eulachon	AFCHB04010	Threatened	None	G5	S2	
<i>Thamnophis gigas</i> giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
<i>Trichocoronis wrightii var. wrightii</i> Wright's trichocoronis	PDAST9F031	None	None	G4T3	S1	2B.1
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Tropidocarpum capparideum</i> caper-fruited tropidocarpum	PDBRA2R010	None	None	G1	S1	1B.1
<i>Valley Sink Scrub</i> Valley Sink Scrub	CTT36210CA	None	None	G1	S1.1	
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	
<i>Xanthocephalus xanthocephalus</i> yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 87

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

40 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3712185, 3712184, 3712183, 3712175, 3712174, 3712173, 3712165 3712164 and 3712163;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Remove Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank	Photo
-----------------	-------------	--------	----------	-----------------	--------------------	------------	-------------	-------

[Acanthomintha lanceolata](#)

Santa Clara thorn-mint

Lamiaceae

annual herb

Mar-Jun

4.2

S4

G4



2012 Chris Winchell

[Amsinckia grandiflora](#)

large-flowered fiddleneck

Boraginaceae

annual herb

(Mar)Apr-May

1B.1

S1

G1



J. E.(Jed) and Bonnie McClellan 2007
California Academy of Sciences

[Androsace elongata ssp. acuta](#)

California androsace

Primulaceae

annual herb

Mar-Jun

4.2

S3S4

G5?
T3T4



1998 John Game



1991 Dean Wm. Taylor

Astragalus tener
var. tener alkali milk-
vetch Fabaceae annual herb Mar-Jun 1B.2 S1 G2T1

Atriplex
cordulata var.
cordulata heartscale Chenopodiaceae annual herb Apr-Oct 1B.2 S2 G3T2

no photo available

Atriplex
coronata var.
coronata crownscale Chenopodiaceae annual herb Mar-Oct 4.2 S3 G4T3



2010 Neal Kramer

Atriplex
coronata var.
vallicola Lost Hills
crownscale Chenopodiaceae annual herb Apr-Sep 1B.2 S2 G4T2



2004 Robert E.
Preston, Ph.D.

Atriplex
depressa brittlescale Chenopodiaceae annual herb Apr-Oct 1B.2 S2 G2



2009 Zoya Akulova

big tarplant Asteraceae annual herb Jul-Oct 1B.1 S1S2 G1G2

Blepharizonia
plumosa



2014 John Doyen

Brasenia
schreberi

watershield

Cabombaceae

perennial
rhizomatous
herb (aquatic)

Jun-Sep

2B.3 S3

G5



2008 Dean Kelch

Campanula
exigua

chaparral
harebell

Campanulaceae

annual herb

May-Jun

1B.2 S2

G2



2009 Vernon Smith

Carex comosa

bristly sedge

Cyperaceae

perennial
rhizomatous
herb

May-Sep

2B.1 S2

G5



2009 Kerry Heise

Caulanthus
lemmonii

Lemmon's
jewelflower

Brassicaceae

annual herb

Feb-May

1B.2 S3

G3



Beatrice F. Howitt 1999
California Academy of
Sciences

Centromadia
parryi ssp. rudis

Parry's rough
tarplant

Asteraceae

annual herb

May-Oct

4.2 S3

G3T3



2003 George W. Hartwell

Chloropyron
palmatum

palmate-
bracted bird's-
beak

Orobanchaceae

annual herb
(hemiparasitic)

May-Oct

1B.1 S1

G1



2007 John Game

[Cirsium](#)
[crassicaule](#)

slough thistle

Asteraceae

annual /
perennial herb

May-Aug

1B.1 S1

G1

no photo available

[Delphinium](#)
[californicum](#) ssp.
[interius](#)

Hospital
Canyon
larkspur

Ranunculaceae

perennial herb

Apr-Jun

1B.2 S3

G3T3



2004 Keir Morse

[Delphinium](#)
[recurvatum](#)

recurved
larkspur

Ranunculaceae

perennial herb

Mar-Jun

1B.2 S2?

G2?



2015 Debra L. Cook

[Eryngium](#)
[racemosum](#)

Delta button-
celery

Apiaceae

annual /
perennial herb

Jun-Oct

1B.1 S1

G1



2010 Chris Winchell

[Eryngium](#)
[spinosepalum](#)

spiny-sepaled
button-celery

Apiaceae

annual /
perennial herb

Apr-Jun

1B.2 S2

G2



2009 Cristian Singer

[Eschscholzia](#)
[rhombipetala](#)

diamond-
petaled
California
poppy

Papaveraceae

annual herb

Mar-Apr

1B.1 S1

G1

no photo available

[Extriplex](#)
[joaquinana](#)

San Joaquin
spearscale

Chenopodiaceae

annual herb

Apr-Oct

1B.2 S2

G2

no photo available

[Hesperolinon
breweri](#)

Brewer's
western flax

Linaceae

annual herb

May-Jul

1B.2 S2

G2



2007 Aaron Schusteff

[Hibiscus
lasiocarpus var.
occidentalis](#)

woolly rose-
mallow

Malvaceae

perennial
rhizomatous
herb
(emergent)

Jun-Sep

1B.2 S3

G5T3



2012 Steven Perry

[Lasthenia
ferrisiae](#)

Ferris'
goldfields

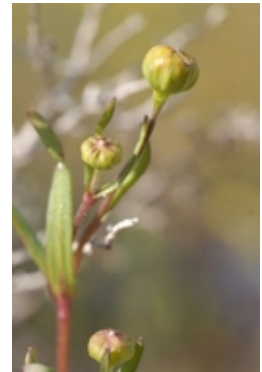
Asteraceae

annual herb

Feb-May

4.2 S3

G3



2010 Chris Winchell

[Lathyrus
jepsonii var.
jepsonii](#)

Delta tule pea

Fabaceae

perennial herb

May-
Jul(Aug-
Sep)

1B.2 S2

G5T2



2003 Mark Fogiel

[Lilaeopsis
masonii](#)

Mason's
lilaeopsis

Apiaceae

perennial
rhizomatous
herb

Apr-Nov

1B.1 S2

G2



2005 Timothy Milliken 2005

[Limosella
australis](#)

Delta
mudwort

Scrophulariaceae

perennial
stoloniferous
herb

May-Aug

2B.1 S2

G4G5

<u>Madia radiata</u>	showy golden madia	Asteraceae	annual herb	Mar-May	1B.1	S3	G3	
<u>Myosurus minimus ssp. apus</u>	little mousetail	Ranunculaceae	annual herb	Mar-Jun	3.1	S2	G5T2Q	
<u>Navarretia nigelliformis ssp. radians</u>	shining navarretia	Polemoniaceae	annual herb	(Mar)Apr- Jul	1B.2	S2	G4T2	
<u>Puccinellia simplex</u>	California alkali grass	Poaceae	annual herb	Mar-May	1B.2	S2	G3	
<u>Sagittaria sanfordii</u>	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May- Oct(Nov)	1B.2	S3	G3	
<u>Scutellaria galericulata</u>	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G5	
<u>Senecio aphanactis</u>	chaparral ragwort	Asteraceae	annual herb	Jan- Apr(May)	2B.2	S2	G3	



2008 Louis-M. Landry



2010 Neal Kramer



2005 Russell Huddleston



2008 Steve Matson

no photo available



2007 Wendy Fisher



2005 Louis-M. Landry



2010 Neal Kramer

[Spergularia macrotheca var. longistyla](#)

long-styled
sand-spurrey

Caryophyllaceae

perennial herb

Feb-
May(Jun)

1B.2 S2

G5T2

no photo available

[Symphyotrichum lentum](#)

Suisun Marsh
aster

Asteraceae

perennial
rhizomatous
herb

(Apr)May-
Nov

1B.2 S2

G2



2015 John Doyen

[Trichocoronis wrightii var. wrightii](#)

Wright's
trichocoronis

Asteraceae

annual herb

May-Sep

2B.1 S1

G4T3



2011 Karyn Lea Drennen

[Trifolium hydrophilum](#)

saline clover

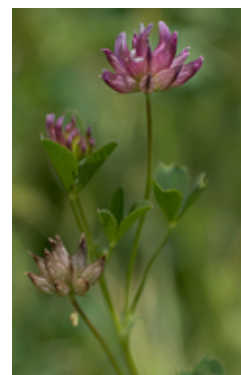
Fabaceae

annual herb

Apr-Jun

1B.2 S2

G2



2005 Aaron Schusteff

[Tropidocarpum capparideum](#)

caper-fruited
tropidocarpum

Brassicaceae

annual herb

Mar-Apr

1B.1 S1

G1



2004 Laura Ann Eliassen

Suggested Citation

California Native Plant Society, Rare Plant Program. 2021. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 25 May 2021].

Search the Inventory[Simple Search](#)[Advanced Search](#)[Glossary](#)**Information**[About the Inventory](#)[About the Rare Plant Program](#)[CNPS Home Page](#)[About CNPS](#)[Join CNPS](#)**Contributors**[The Calflora Database](#)[The California Lichen Society](#)[California Natural Diversity Database](#)[The Jepson Flora Project](#)[The Consortium of California Herbaria](#)[CalPhotos](#)**Questions and Comments**rareplants@cnps.org

© Copyright 2010-2018 California Native Plant Society. All rights reserved.

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

San Joaquin County, California



Sacramento Fish And Wildlife Office

☎ (916) 414-6600

 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Riparian Brush Rabbit *Sylvilagus bachmani riparius*

Endangered

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/6189>

Reptiles

NAME

STATUS

Giant Garter Snake *Thamnophis gigas*

Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/4482>

Amphibians

NAME

STATUS

California Red-legged Frog *Rana draytonii*

Threatened

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/2891>

California Tiger Salamander *Ambystoma californiense*

Threatened

There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/2076>

Fishes

NAME

STATUS

Delta Smelt *Hypomesus transpacificus*

Threatened

Wherever found

There is **final** critical habitat for this species. Your location overlaps the critical habitat.
<https://ecos.fws.gov/ecp/species/321>

Insects

NAME

STATUS

San Bruno Elfin Butterfly *Callophrys mossii bayensis*

Endangered

Wherever found

There is **proposed** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/3394>

Valley Elderberry Longhorn Beetle *Desmocerus californicus*

Threatened

dimorphus

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/7850>

Crustaceans

NAME

STATUS

Vernal Pool Fairy Shrimp *Branchinecta lynchi*

Threatened

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/498>

Vernal Pool Tadpole Shrimp *Lepidurus packardii*

Endangered

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/2246>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

This location overlaps the critical habitat for the following species:

NAME

TYPE

Delta Smelt *Hypomesus transpacificus*

Final

<https://ecos.fws.gov/ecp/species/321#crithab>

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Burrowing Owl *Athene cunicularia*

Breeds Mar 15 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9737>

Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch <i>Carduelis lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Song Sparrow <i>Melospiza melodia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5

Spotted Towhee *Pipilo maculatus clementae*

Breeds Apr 15 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Whimbrel *Numenius phaeopus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Willet *Tringa semipalmata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie *Pica nuttalli*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9726>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that

- week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
 - The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

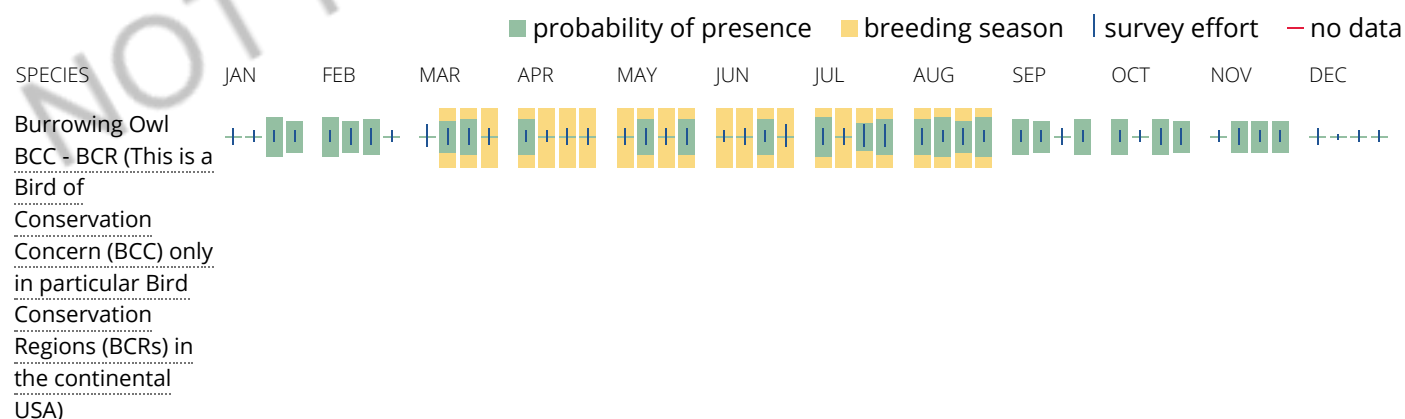
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

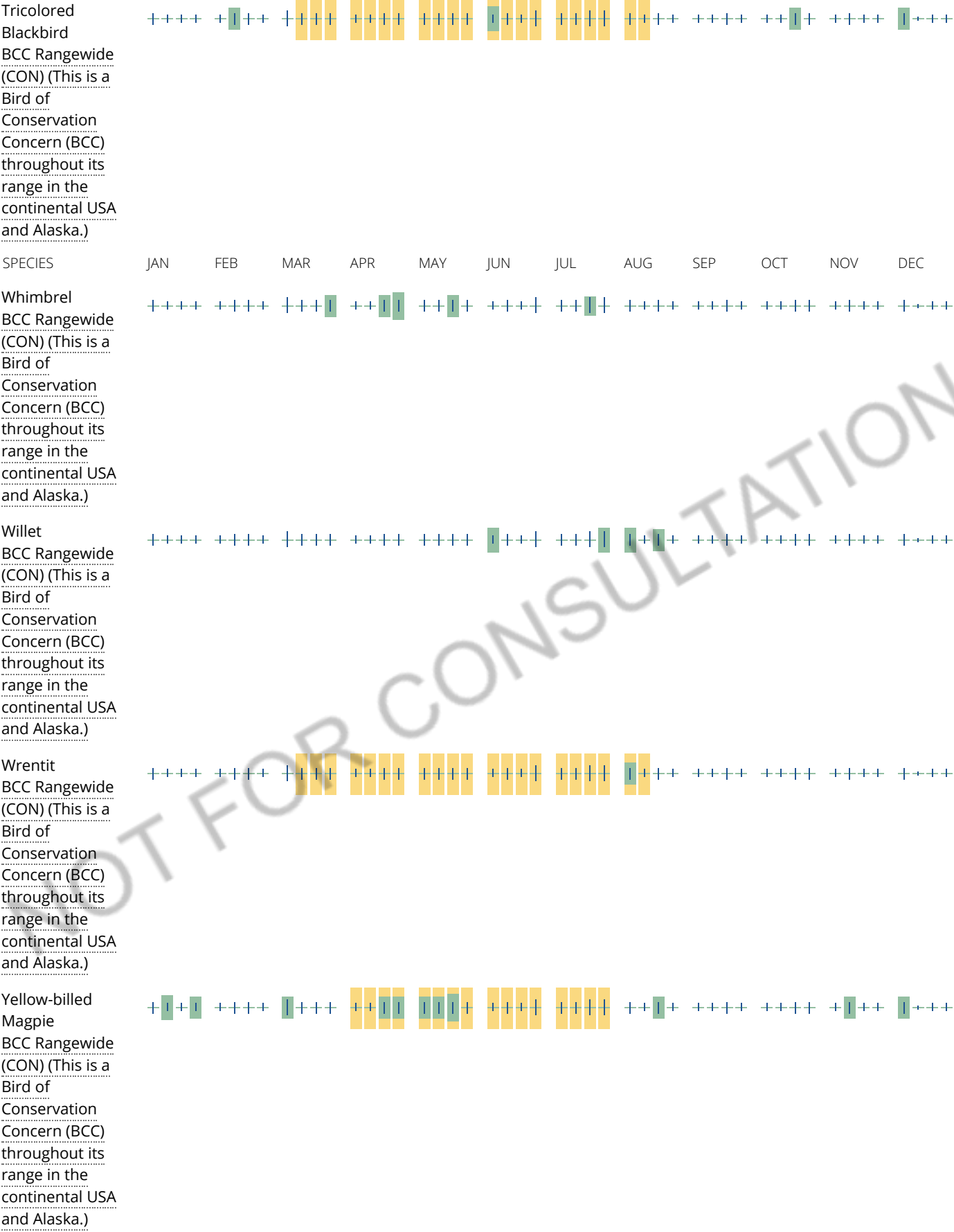
Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.









Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this

inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Joaquin County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Riparian Brush Rabbit *Sylvilagus bachmani riparius*

Endangered

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/6189>

Reptiles

NAME

STATUS

Giant Garter Snake *Thamnophis gigas*

Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/4482>

Amphibians

NAME

STATUS

California Red-legged Frog *Rana draytonii*

Threatened

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/2891>

California Tiger Salamander *Ambystoma californiense*

Threatened

There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/2076>

Fishes

NAME

STATUS

Delta Smelt *Hypomesus transpacificus*

Threatened

Wherever found

There is **final** critical habitat for this species. Your location overlaps the critical habitat.
<https://ecos.fws.gov/ecp/species/321>

Insects

NAME

STATUS

San Bruno Elfin Butterfly *Callophrys mossii bayensis*

Endangered

Wherever found

There is **proposed** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/3394>

Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* Threatened
Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/7850>

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

This location overlaps the critical habitat for the following species:

NAME	TYPE
Delta Smelt <i>Hypomesus transpacificus</i> https://ecos.fws.gov/ecp/species/321#crithab	Final

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Burrowing Owl *Athene cunicularia*

Breeds Mar 15 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9737>

Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Rufous Hummingbird <i>selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Spotted Towhee <i>Pipilo maculatus clementae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Yellow-billed Magpie <i>Pica nuttalli</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9726	Breeds Apr 1 to Jul 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ

"Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

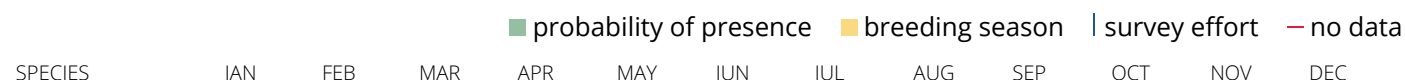
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

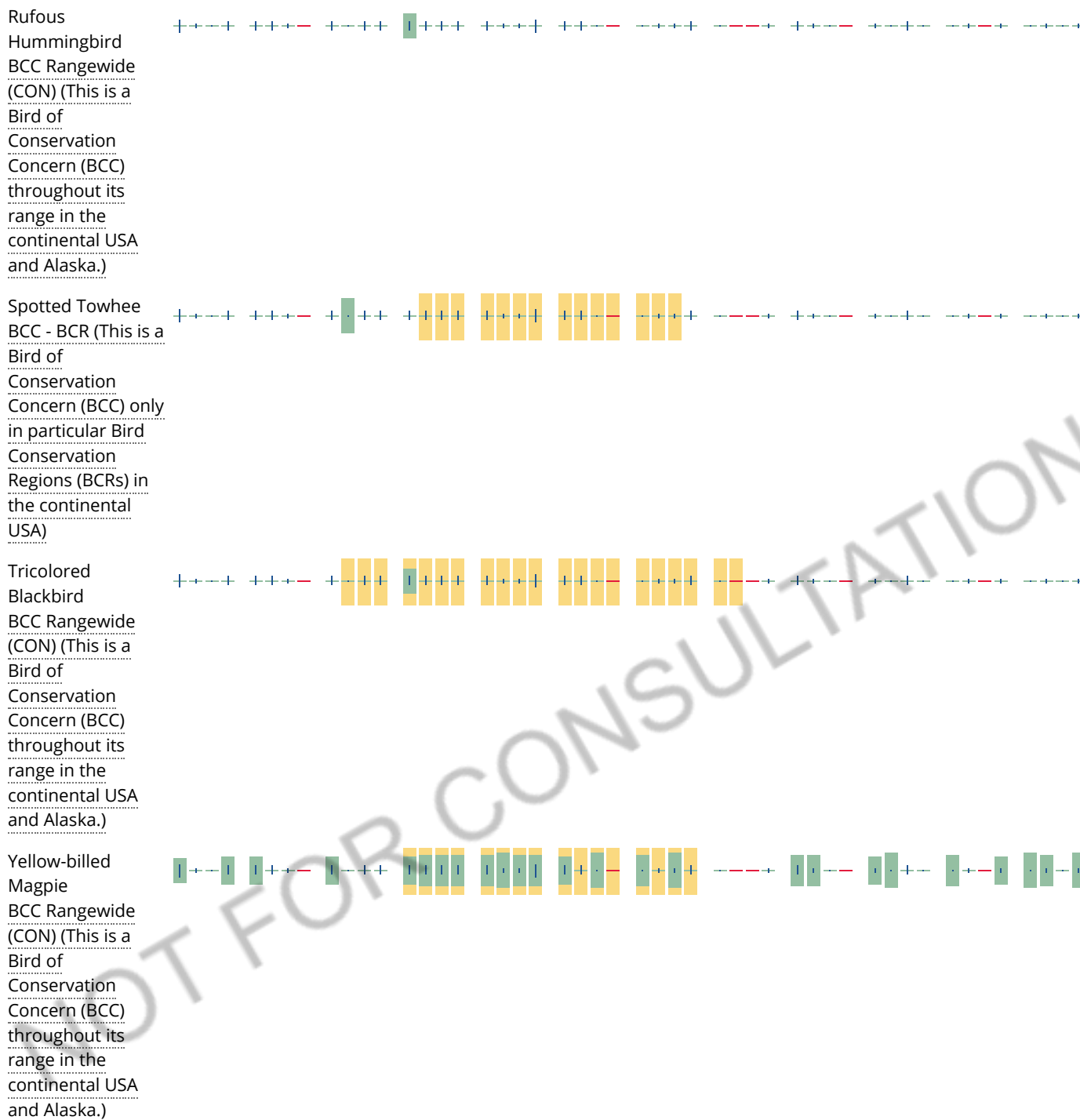
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review.

Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

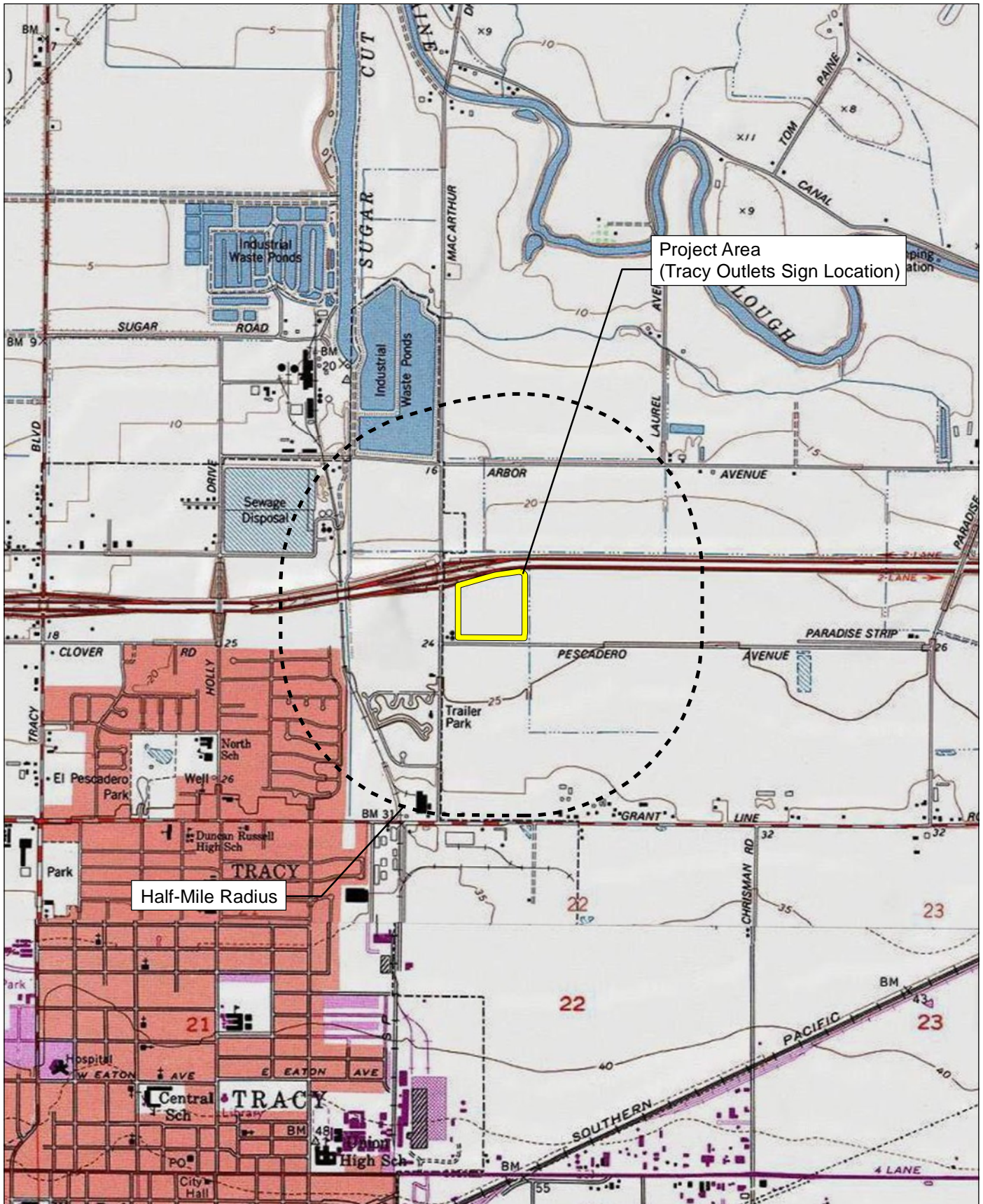
Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix E: Cultural Resources Supporting Information

THIS PAGE INTENTIONALLY LEFT BLANK



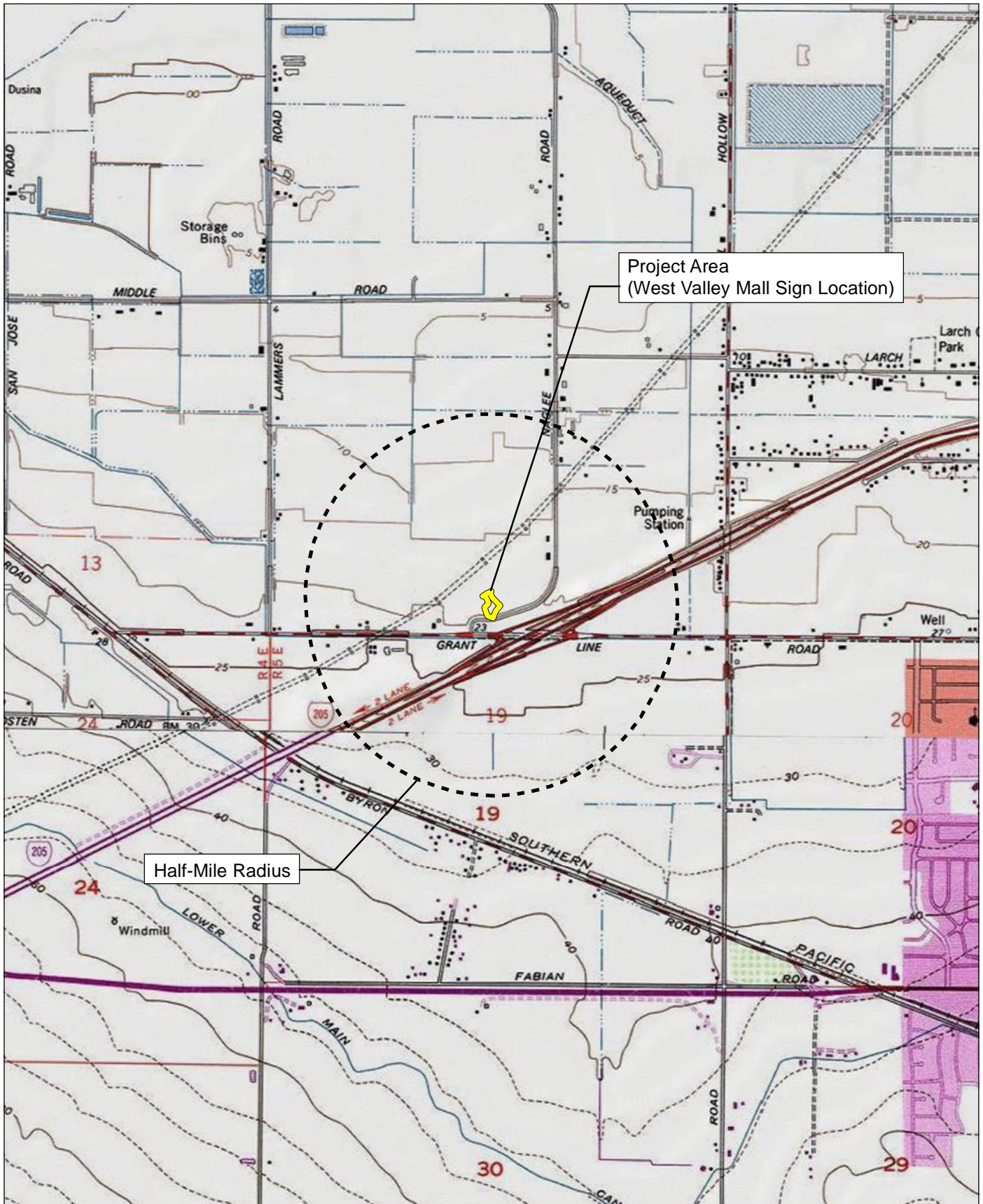
Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location





CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System
Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307

Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties

Date: 5/28/2021

Records Search File No.: 11798L

Access Agreement: #37

Project: City of Tracy Digital Freeway Sign

Project: Tracy Outlets and West Valley
Mall

Dr. Dana DePietro

First Carbon Solutions

1350 Treat Boulevard, Suite 380

Walnut Creek, CA 94597

530-219-1432

ddepietro@fcs-intl.com, mdolan@fcs-intl.com

Invoice email: ap@fcs-intl.com

Dear Dr. DePietro:

The Central California Information Center received your record search request for the project areas referenced above, located on the Tracy and Union Island 7.5' quadrangles in San Joaquin County. The following reflects the results of the records search for the project study area and radius:

As per data currently available at the CCalC, the locations of resources/reports are provided in the following format: ☒ custom GIS maps ☐ GIS Data/shape files ☐ hand-drawn maps

Summary Data: Tracy Outlets

Resources within the project area:	None formally reported to the Information Center.
Resources within the 1/2-mile radius:	2: P-39-000002 (Southern Pacific RR not mapped in GIS-recorded elsewhere in SJO County) and P-39-000071
Reports within the project area:	None formally reported to the Information Center.
Reports within the 1/2-mile radius:	8: SJ-00656*, 822, 1733*, 2748, 2759, 3340, 4142, 4182* PDF copy in West Valley Mall folder

Summary Data: West Valley Mall

Resources within the project area:	None formally reported to the Information Center.
Resources within the 1/2-mile radius:	14: P-39-000062, 63, 470, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5368, 5369, 5370, 5371
Reports within the project area:	4: SJ-01837, 2563, 2564, 2565
Reports within the 1/2-mile radius:	6: SJ-00656, 1733, 3860, 4182, 6735, 8434

Resource Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed
Resource Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed
Resource Digital Database Records: ☐ enclosed ☒ not requested ☐ nothing listed
Report Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed
Report Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed
Report Digital Database Records: ☐ enclosed ☒ not requested ☐ nothing listed
Resource Record Copies: ☒ enclosed ☐ not requested ☐ nothing listed
Report Copies: ☒ enclosed ☐ not requested ☐ nothing listed
OHP Historic Properties Directory: New Excel File: Built Environment Resource Directory (BERD)
Dated 12/17/2019 ☐ enclosed ☐ not requested ☒ nothing listed
Archaeological Determinations of Eligibility: ☐ enclosed ☐ not requested ☒ nothing listed
CA Inventory of Historic Resources (1976): ☐ enclosed ☐ not requested ☒ nothing listed
Caltrans Bridge Survey: ☐ enclosed ☐ not requested ☒ nothing listed on project

Ethnographic Information: ☐ enclosed ☒ not requested ☐ nothing listed
Historical Literature: ☐ enclosed ☒ not requested ☐ nothing listed
Historical Maps: ☒ enclosed ☐ not requested ☐ nothing listed
Map Number Three in *Historic of San Joaquin County, California with Illustrations* (1879; 1968)
Map of the County of San Joaquin (1883)
Tracy 15' (1916)
Tracy 7.5' (1954)
Union Island 15' (1914)
Union Island 7.5' (1952)
Local Inventories: ☐ enclosed ☐ not requested ☒ nothing listed
GLO and/or Rancho Plat Maps: ☒ enclosed ☐ not requested ☐ nothing listed
T2S R5E 1862
Shipwreck Inventory: ☒ not available at CCIC; please go to
http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: ☒ not available at CCIC; please go to
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute

public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Note: Billing will be transmitted separately via email by our Financial Services office *(\$601.65), payable within 60 days of receipt of the invoice.

If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:

<https://commerce.cashnet.com/ANTHROPOLOGY>

Sincerely,

E. A. Greathouse

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

* Invoice Request sent to: ARBilling@csustan.edu, CSU Stanislaus Financial Services

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-39-000002	CA-SJO-000250H	Other - Western Pacific Railroad; Other - Central Pacific Railroad; Other - Stockton & Visalia RR; Other - San Pablo & Tulare Extension RR; Other - San Joaquin & Sierra Nevada RR; Other - Kentucky House Branch (Calaveras Branch); Other - S.P. RR San Joaquin Valley Mainline; Resource Name - Southern Pacific Railroad in San Joaquin County; Other - Southern Pacific Railroad West Side line; Other - Southern Pacific Railroad Altamont Pass Route; Other - Southern Pacific Railroad Lodi to Valley Springs	Structure, Site	Historic	AH02; AH04; AH07; AH11; HP11	; 1993 (JRP Historical Consulting, Woodward-Clyde); 1993 (J. Costello and J. Marvin, Foothill Resources, Ltd.); 1994 (JRP Historical Consulting, Woodward-Clyde); 1994 (JRP Historical Consulting, Woodward-Clyde); 1994 (JRP Historical Consulting, Woodward-Clyde); 1994 (JRP Historical Consulting, Woodward-Clyde); 1997 (Christopher Dore, W. L. Norton, Jones & Stokes Associates); 2001 (R. Eggherman, URS Corporation); 2001 (R. Eggherman, URS Corporation); 2001 (T. Bakic et al., PAR Environmental Services); 2002 (C. Gross, EDAW); 2002 (D. Byrd, Jones & Stokes); 2002 (R. Windmiller, Consulting Archaeologist); 2002 (R. Reno, MACTEC); 2002 (R. Reno, MACTEC); 2003 (Jon Brady, Caltrans); 2003 (Schmidt et al., PAR Environmental Services); 2005 (M. R. Bowen, Jones & Stokes); 2006 (E. T. Jones, LSA Associates); 2007 (D. Jurich and J. Martinez, PBS & J); 2008 (M. Hibma, LSA Associates); 2008 (J. Martinez, PBS & J); 2010 (G. Rainka, JRP Historical Consulting); 2011 (Pappas et al., ECORP); 2012 (Ford, HDR Engineering, Inc); 2018 (Wisely, Far Western)	AP-05501, CA-03379, CA-05342, CA-05498, ME-03995, SJ-02824, SJ-03379, SJ-03995, SJ-04376, SJ-04386, SJ-04509, SJ-04786, SJ-04943, SJ-05033, SJ-05047, SJ-05138, SJ-05159, SJ-05309, SJ-05342, SJ-05498, SJ-05501, SJ-05503, SJ-05622, SJ-05626, SJ-05734, SJ-05746, SJ-06330, SJ-06345, SJ-06447, SJ-06625, SJ-06878, SJ-06993, SJ-07048, SJ-07063, SJ-07230, SJ-07231, SJ-07232, SJ-07293, SJ-07465, SJ-07539, SJ-07719, SJ-07956, SJ-08015, SJ-08016, SJ-08299, SJ-08642, SJ-08988, ST-03995, ST-06625, ST-06878, TO-06878

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-39-000071		Other - NEI #2; Resource Name - Pimentel's Dairy, 8291 Grant Line Rd., Tracy	Building	Historic	HP33	1996 (John. W. Foster, Foothill Archaeological Services)	SJ-02748

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SJ-00656	NADB-R - 1361458	1983	Bureau of Reclamation, Office of Environmental Quality	Class II Archaeological Survey of San Luis Drain and Alternatives, Central Valley Project, San Luis Unit, California	Bureau of Reclamation Office of Environmental Quality	
SJ-00822	NADB-R - 1361633	1980	Peak, A.	Cultural Resource Assessment of Plant Improvement Alternatives for the Tracy Wastewater Treatment Plant, San Joaquin County, California.	Peak and Associates; for City of Tracy	
SJ-01733	NADB-R - 1367236	1981	True, D. L., P. Bouey, and M. Basgall	Archaeological Survey of the Proposed San Luis Drain Project: Kesterson Reservoir to the Sacramento-San Joaquin Delta, California.	Consultants; for USDI Bureau of Reclamation	24-000202, 24-000203, 24-000204, 24-000205, 24-000206, 24-000207, 24-000208, 24-000209, 24-000210, 24-000211, 24-000212, 24-000213, 24-000214, 24-000215, 24-000216, 24-000235, 24-000236, 24-000237, 24-000238
SJ-02748	NADB-R - 1362241	1996	Foster, John W.	A Cultural Resource Survey of the Northeast Industrial Property, Tracy, California.	Foothill Archaeological Services; for Pacific Municipal Consultants	39-000070, 39-000071, 39-000072
SJ-02759	NADB-R - 1362256	1995	Hatoff, Brian, Barb Voss, Sharon Waechter, Stephen Wee, and Vance Bente	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project, Final.	Woodward Clyde Consultants, prepared for Mojave Pipeline Company	24-000085, 24-000086, 24-000087, 24-000088, 24-000089, 24-000090, 24-000091, 24-000092, 24-000093, 24-000094, 24-000096, 24-000097, 39-000015, 39-000064, 39-000065, 39-000074, 39-000075, 39-000076, 39-000077, 39-000078, 39-000079, 39-000080, 39-000081, 39-000082, 39-000083, 39-000084, 39-000085, 39-000086, 39-000087, 39-000088, 39-000089, 39-000090, 39-000091, 39-000092, 39-000093, 39-000094, 39-000095, 39-000096, 39-000097, 39-000098, 39-000099, 39-000100, 39-000101, 39-000102, 39-000103, 39-000104, 39-000105, 39-000106, 39-000107, 39-000108, 39-000109, 39-000112, 50-000063, 50-000070, 50-000071, 50-000072, 50-000073, 50-000074, 50-000075, 50-000076, 50-000077, 50-000078, 50-000079, 50-000080, 50-000083
SJ-03340	NADB-R - 1363705	1998	Werner, R. H.	Cultural Resources Survey of the Larch Road Industrial Park, Tracy, San Joaquin County, California.	ASI Archaeology and Cultural Resource Management; for Western RC Consolidated, Inc.	39-000435

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SJ-04142	NADB-R - 1363883	2001	Windmiller, R.	A Cultural Resource Survey and Assessment of the Wastewater Treatment Plant Expansion, City of Tracy, San Joaquin County, California.	Foothill Archaeological ; for Pacific Municipal Consultants	
SJ-04182	NADB-R - 1364073	2001	Wickstrom, B.	Historic Property Survey Report- Negative Findings, Tracy Widening Stage II & III, 10-SJ-205, P.M. R3.0/R13.6, EA 300160. [includes Neg. ASR & Neg. First Supplemental ASR]	California Department of Transportation District 10	
SJ-04182		2000	Wickstrom, B.	Department of Transportation Negative Archaeological Survey Report 10-SJO-205 P.M. R3.0 / R13.6 EA 300160.	Caltrans District 10	
SJ-04182		2000	Wickstrom, B.	Department of Transportation First Supplemental Archaeological Survey Report- Negative 10-SJO-205 R3.0 / R13.6 EA 300160.	Caltrans District 10	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-39-000062		Resource Name - Wood Frame Barn at 2905 N. Naglee Dr., Tracy; Other - Red Barn Complex	Building	Historic	HP33	1993 (Derr, Cultural Resources Unlimited); 1993 (W. Minor, Caltrans); 1994 (W. Minor, Caltrans)	SJ-01837, SJ-02564, SJ-02565
P-39-000063		Resource Name - House, Barn, Shed at 2785 W. Grant Line Rd., Tracy; Other - Yellow House on Grant Line Road	Building	Historic	HP02; HP04	1993 (W. Minor, Caltrans); 1993 (Derr, Cultural Resources Unlimited); 1994 (W. Minor, Caltrans)	SJ-01837, SJ-02564, SJ-02565
P-39-000470		Resource Name - West Side Irrigation District Main Drain; Resource Name - WSID-1	Structure	Historic	AH06	2000 (D. Osanna, Ric Windmiller, Consulting Archaeologist)	SJ-03860, SJ-05047
P-39-005361	CA-SJO-000371H	Resource Name - Van Ness Rach Former Location; CRU-93-Sjo-1H	Structure, Site	Historic	AH03; AH05; AH06; AH15	1993 (Derr & Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005362	CA-SJO-000372H	Resource Name - Naglee/Fremont Road; Other - CRU-93-Sjo-2H	Structure	Historic	AH07	1993 (Derr & Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005363		Resource Name - Pombo House	Building	Historic	HP33	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005364		Resource Name - Orchard Restaurant	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005365		Resource Name - Tracy Marine Boat Sales	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005366		Resource Name - Toste Home	Building	Historic	HP02	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005367		Resource Name - Tracy Space Storage Facility	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005368		Resource Name - Tracy Pontiac, Cadillac, GMC Truck	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005369		Resource Name - Dik Tracy- Gas Station/Store	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565
P-39-005370		Resource Name - Carl's Jr. Restaurant	Building	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-02564, SJ-02565
P-39-005371		Resource Name - Shell Service Station	Building, Structure	Historic	HP06	1993 (Derr, Cultural Resources Unlimited)	SJ-01837, SJ-02564, SJ-02565

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SJ-00656	NADB-R - 1361458	1983	Bureau of Reclamation, Office of Environmental Quality	Class II Archaeological Survey of San Luis Drain and Alternatives, Central Valley Project, San Luis Unit, California	Bureau of Reclamation Office of Environmental Quality	
SJ-01733	NADB-R - 1367236	1981	True, D. L., P. Bouey, and M. Basgall	Archaeological Survey of the Proposed San Luis Drain Project: Kesterson Reservoir to the Sacramento-San Joaquin Delta, California.	Consultants; for USDI Bureau of Reclamation	24-000202, 24-000203, 24-000204, 24-000205, 24-000206, 24-000207, 24-000208, 24-000209, 24-000210, 24-000211, 24-000212, 24-000213, 24-000214, 24-000215, 24-000216, 24-000235, 24-000236, 24-000237, 24-000238
SJ-01837	NADB-R - 1360472	1992	Derr, E. H.	A Preliminary Cultural Resources Overview for The Grantline Road/I-205 Interchange Project; San Joaquin County, California.	Cultural Resources Unlimited; for EIP Associates	39-000062, 39-000063, 39-005361, 39-005362, 39-005363, 39-005364, 39-005365, 39-005366, 39-005367, 39-005368, 39-005369, 39-005371
SJ-01837A		1993	Derr, E.	An Archaeological Survey Report for The Grant Line Road/I-205 Interchange Project (Cal Trans Project, District 10: SJO-205, P.M. R.5.1/R.5.6, E.A. 43380K, San Joaquin County, California	Cultural Resources Unlimited for E I P Associates	
SJ-01837B		1994	Derr, E.	Historic Resource Evaluation Report for The Grant Line Road/I-205 Interchange Project (Cal Trans Project, District 10: SJO-205, P.M. R.5.1/R.5.6, E.A. 43380K, San Joaquin County, California	Cultural Resources Unlimited for E I P Associates	
SJ-02563	NADB-R - 1361838	1994	Busby, Colin I.	Archaeological Survey Report Grant Line Road/I-205 Interchange Project California Department of Transportation District 10, SJO-205, P.M. 4.7/5.9,EA 433800, San Joaquin County, California.	Basin Research Associates; for CH2M HILL, Inc.	
SJ-02564	NADB-R - 1362155	1994	Wishman, George S.	Historic Property Survey Report - Negative Findings, Grant Line Road, I-205 Interchange Project, City of Tracy, California.	Caltrans District 10	39-000062, 39-000063, 39-005361, 39-005362, 39-005363, 39-005364, 39-005365, 39-005366, 39-005367, 39-005368, 39-005369, 39-005370, 39-005371
SJ-02565	NADB-R - 1362035	1994	Minor, Woodruff C.	Historical Architectural Survey Report, Grant Line Road/I-205 Interchange Project, California Department of Transportation District 10, SJO-205, P.M. 4.7/5.9, EA433800, San Joaquin County, California.	Woodruff C. Minor, Architectural Historian; for Basin Research Associates, Inc. and CH2M HILL, Inc.	39-000062, 39-000063, 39-005361, 39-005362, 39-005363, 39-005364, 39-005365, 39-005366, 39-005367, 39-005368, 39-005369, 39-005370, 39-005371

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SJ-03860	NADB-R - 1364065	2000	Windmiller, Ric and Dan Osanna	Cultural Resources Inventory of the Storm Drainage Master Plan Supplement No. 1, City of Tracy, San Joaquin County, California.	Ric Windmiller, Consulting Archaeologist; for Pacific Municipal Consultants	39-000470, 39-000471
SJ-04182	NADB-R - 1364073	2001	Wickstrom, B.	Historic Property Survey Report- Negative Findings, Tracy Widening Stage II & III, 10-SJ-205, P.M. R3.0/R13.6, EA 300160. [includes Neg. ASR & Neg. First Supplemental ASR]	California Department of Transportation District 10	
SJ-04182		2000	Wickstrom, B.	Department of Transportation Negative Archaeological Survey Report 10-SJO-205 P.M. R3.0 / R13.6 EA 300160.	Caltrans District 10	
SJ-04182		2000	Wickstrom, B.	Department of Transportation First Supplemental Archaeological Survey Report- Negative 10-SJO-205 R3.0 / R13.6 EA 300160.	Caltrans District 10	
SJ-06735	NADB-R - 1366985	2008	Goetter, K.	Historic Property Survey Report for The Interstate 205 Auxiliary Lanes Improvements Project Tracy, California, EA 10-0Q2700, 10-SJ-205, P.M. 1.9-6.8.	LSA Associates, Inc.; for Caltrans District 10	
SJ-08434		2016	Sikes, N.E., Stapleton, D., and Arrington, C.J.	Cultural and Paleontological Resources Inventory for the Harvest at Tracy Project, City of Tracy, San Joaquin County, California.	Natural Investigations Company for Ascent Environmental, Inc.	

Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahe@nahe.ca.gov

Type of List Requested

- ☐ CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*
- ☐ General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

___ General Plan ___ General Plan Element ___ General Plan Amendment
___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: _____

Local Government/Lead Agency: _____

Contact Person: _____

Street Address: _____

City: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

Specific Area Subject to Proposed Action

County: _____ City/Community: _____

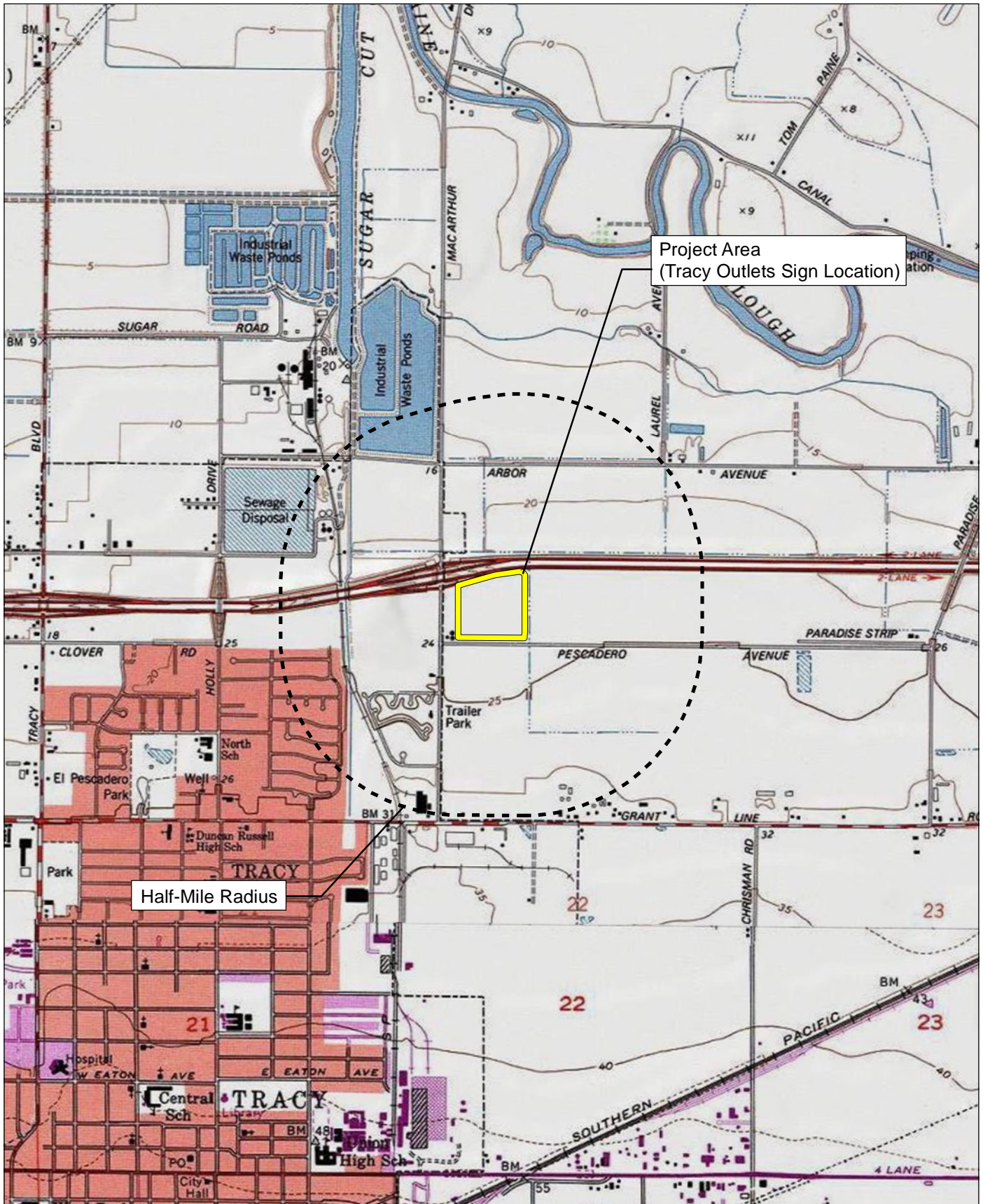
Project Description:

Additional Request

- ☐ Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): _____

Township: _____ Range: _____ Section(s): _____



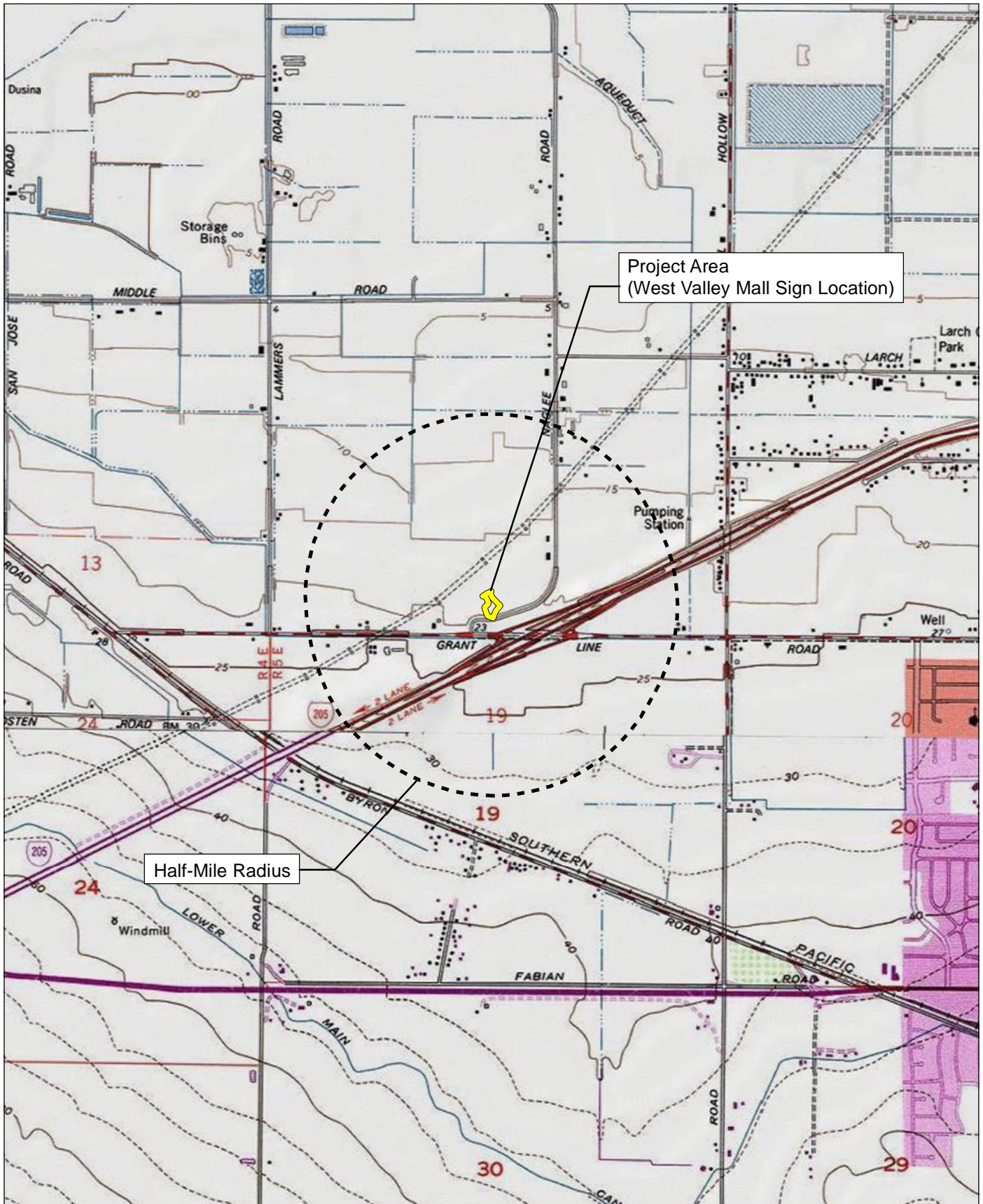
Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location





NATIVE AMERICAN HERITAGE COMMISSION

June 28, 2021

Dana DePietro, PhD
FirstCarbon SolutionsVia Email to: ddepietro@fcs-intl.com
Cc to: mdolan@fcs-intl.comCHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Merri Lopez-Keifer
LuiseñoPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Julie Tumamait-Stenslie
ChumashCOMMISSIONER
[Vacant]COMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
Pomo**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, City of Tracy Digital Freeway Sign Project, Sn Joaquin County

To Dr. DePietro:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Sarah.Fonseca@nahc.ac.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
San Joaquin County
6/28/2021**

Buena Vista Rancheria of Me-Wuk Indians

Rhonda Morningstar Pope,
Chairperson
1418 20th Street, Suite 200 Me-Wuk
Sacramento, CA, 95811
Phone: (916) 491 - 0011
Fax: (916) 491-0012
rhonda@buenavistatribe.com

Ione Band of Miwok Indians

Sara Dutschke, Chairperson
9252 Bush Street Miwok
Plymouth, CA, 95669
Phone: (209) 245 - 5800
consultation@ionemiwok.net

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Charlene Nijmeh, Chairperson
20885 Redwood Road, Suite 232 Costanoan
Castro Valley, CA, 94546
Phone: (408) 464 - 2892
cnijmeh@muwekma.org

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Monica Arellano, Vice
Chairwoman
20885 Redwood Road, Suite 232 Costanoan
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
marellano@muwekma.org

North Valley Yokuts Tribe

Katherine Perez, Chairperson
P.O. Box 717 Costanoan
Linden, CA, 95236 Northern Valley
Phone: (209) 887 - 3415 Yokut
canutes@verizon.net

North Valley Yokuts Tribe

Timothy Perez,
P.O. Box 717 Costanoan
Linden, CA, 95236 Northern Valley
Phone: (209) 662 - 2788 Yokut
huskanam@gmail.com

Tule River Indian Tribe

Neil Peyron, Chairperson
P.O. Box 589 Yokut
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov

Wilton Rancheria

Dahlton Brown, Director of
Administration
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
dbrown@wiltonrancheria-nsn.gov

Wilton Rancheria

Steven Hutchason, THPO
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 863-6015
shutchason@wiltonrancheria-nsn.gov

Wilton Rancheria

Jesus Tarango, Chairperson
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 683-6015
jtarango@wiltonrancheria-nsn.gov

***Wuksache Indian Tribe/Eshom
Valley Band***

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokut
Salinas, CA, 93906 Mono
Phone: (831) 443 - 9702
kwood8934@aol.com

***The Confederated Villages of
Lisjan***

Corrina Gould, Chairperson
10926 Edes Avenue Bay Miwok
Oakland, CA, 94603 Ohlone
Phone: (510) 575 - 8408 Delta Yokut
cvltribe@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed City of Tracy Digital Freeway Sign Project, San Joaquin County.

June 29, 2021

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano, Vice Chairwoman
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

Subject: Proposed Electronic Readerboard Sign Project

Dear Vice Chairwoman Arellano:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



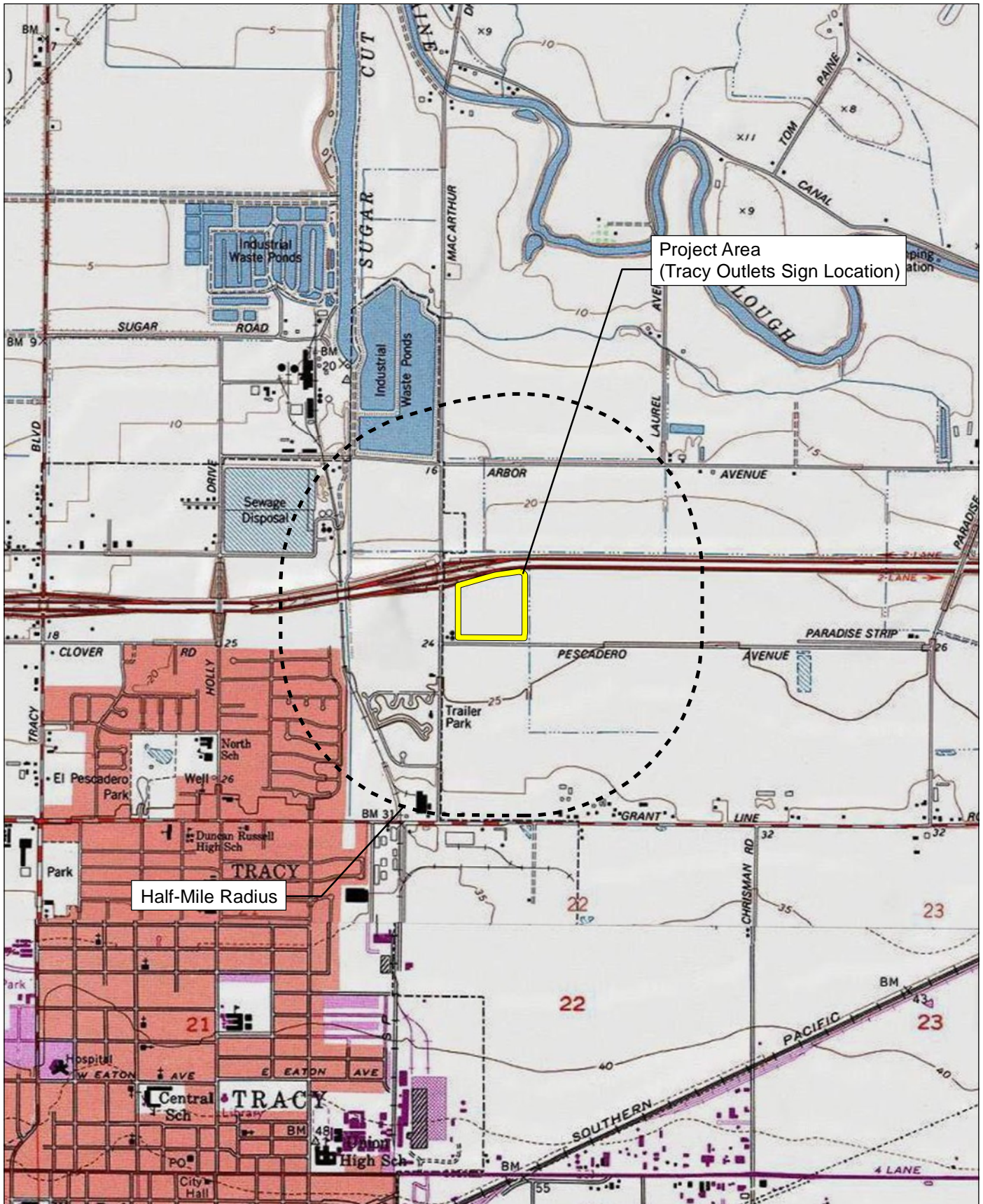
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



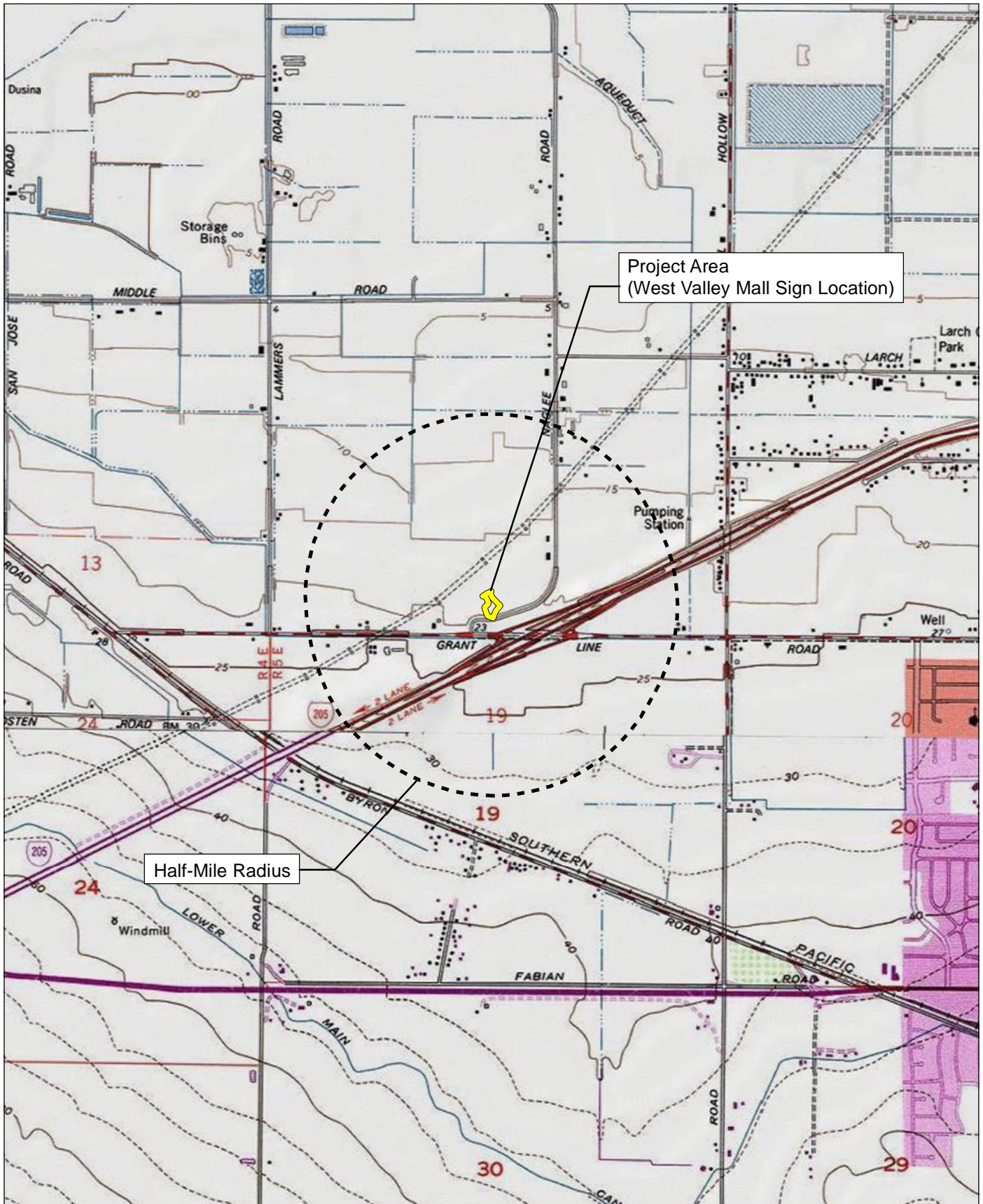
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Wilton Rancheria
Dahlton Brown, Director of Administration
9728 Kent Street,
Elk Grove, CA, 95624

Subject: Proposed Electronic Readerboard Sign Project

Dear Director Brown:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



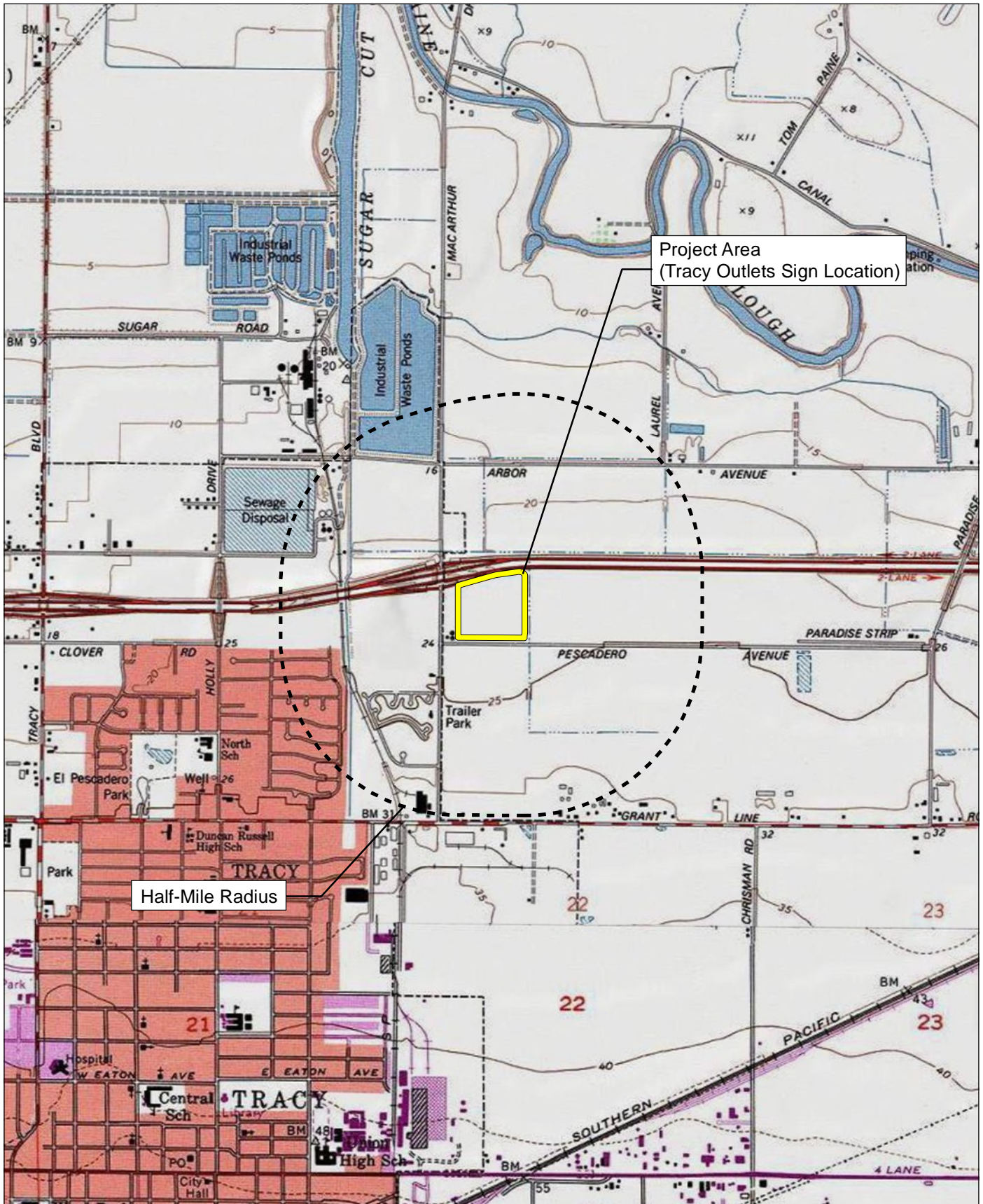
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



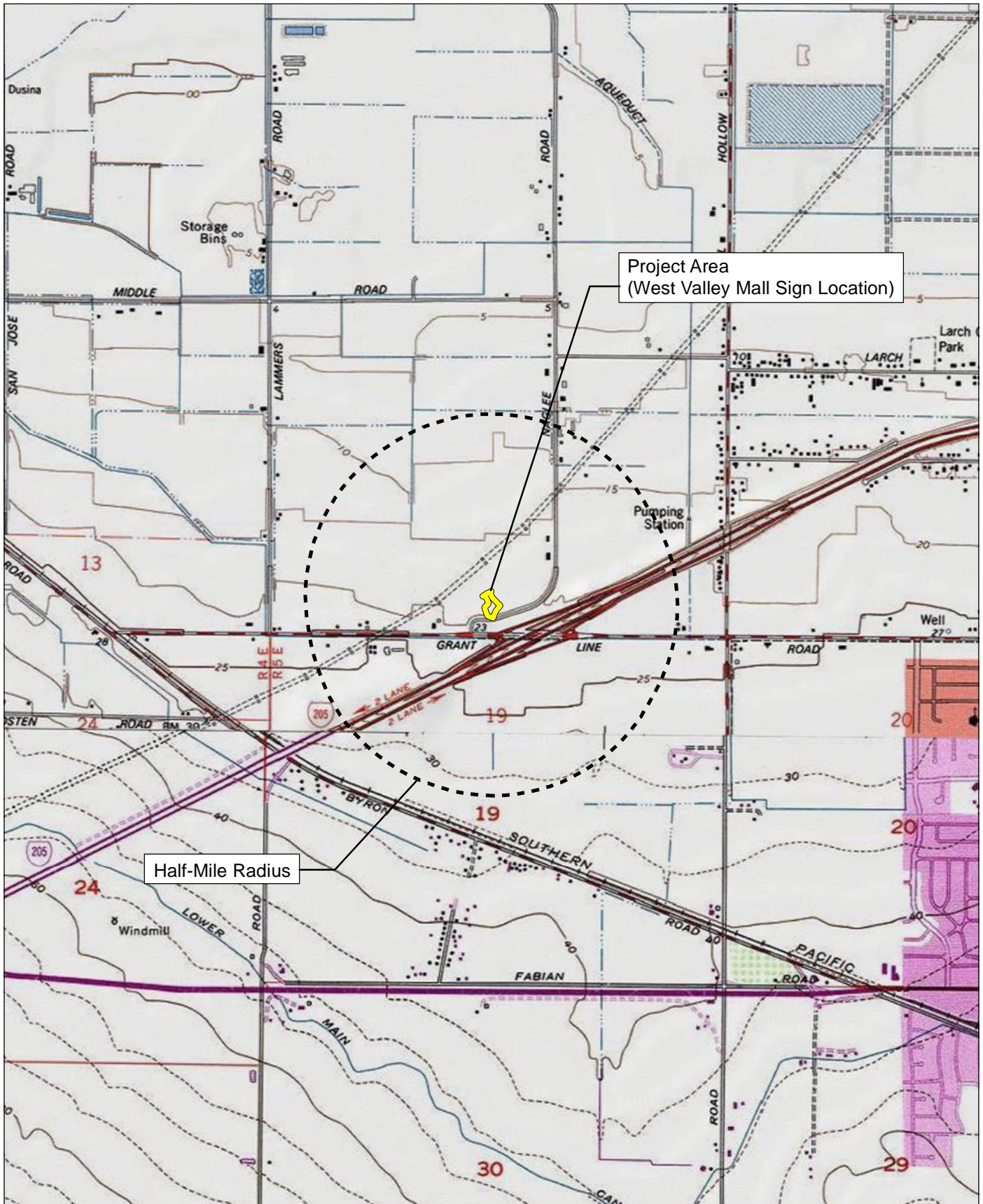
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Ione Band of Miwok Indians
Sara Dutschke, Chairperson
9252 Bush Street,
Plymouth, CA 95669

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Dutschke:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



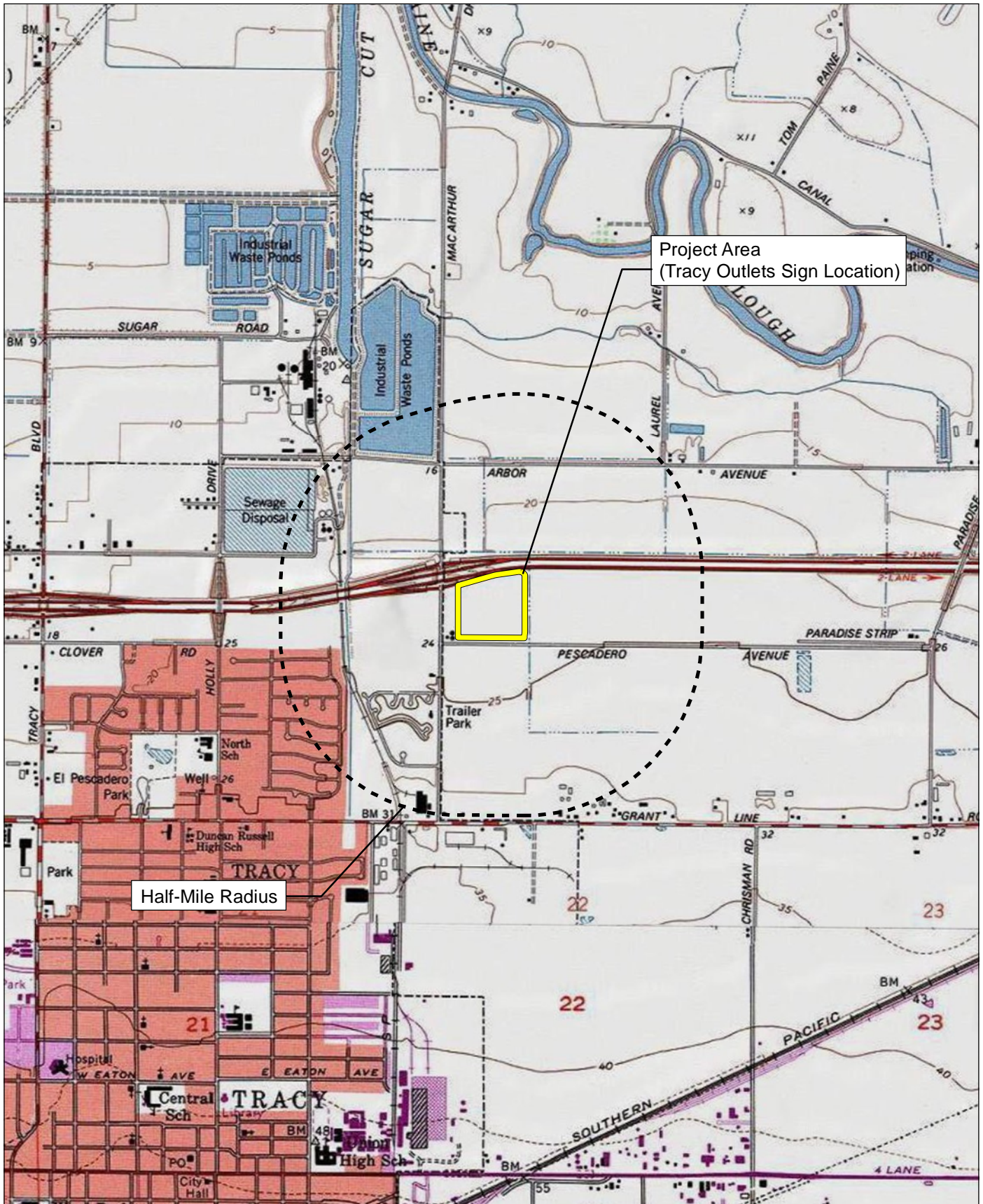
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



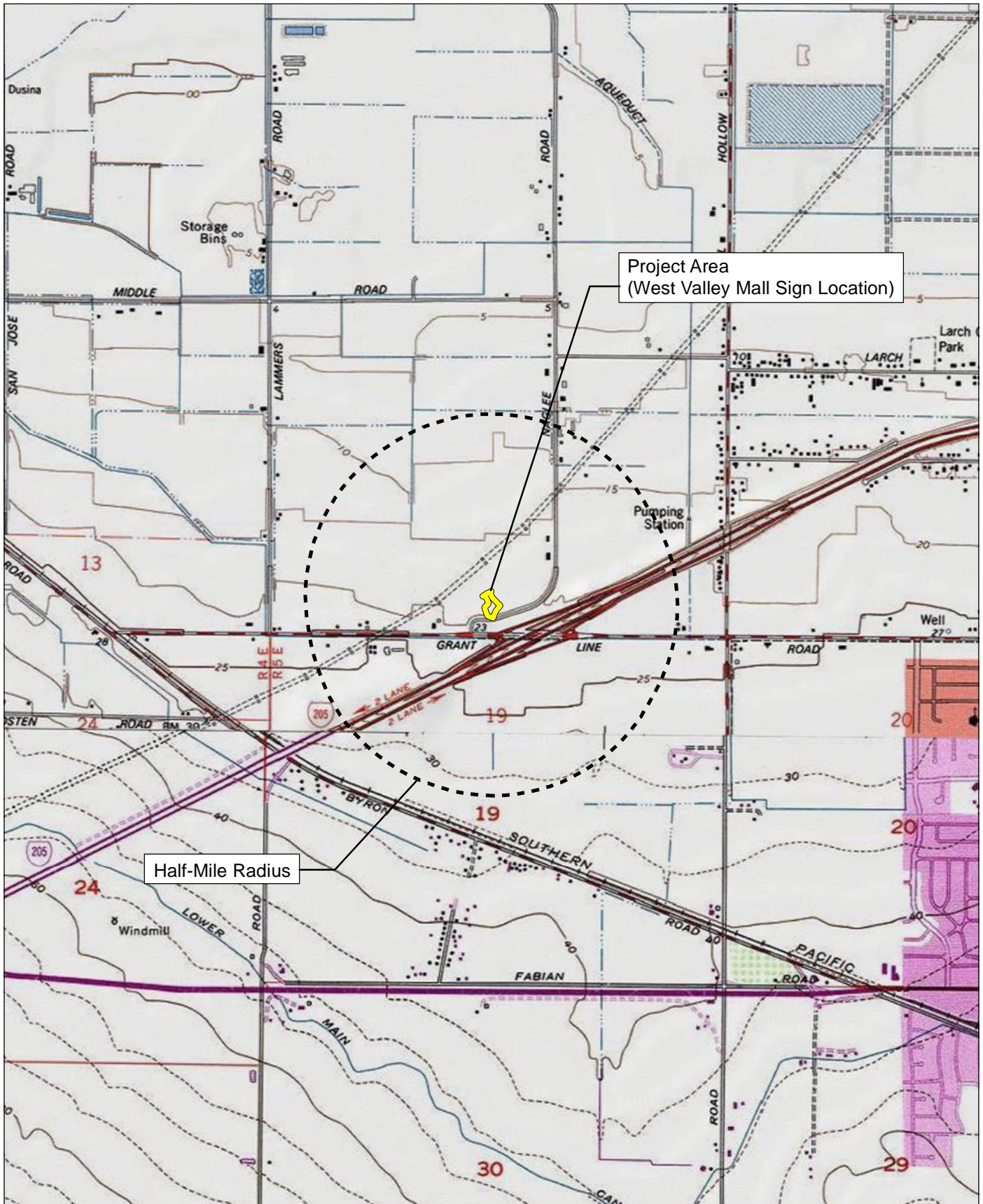
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

The Confederated Villages of Lisjan
Corrina Gould, Chairperson
10926 Edes Avenue
Oakland, CA, 94603

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Gould:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



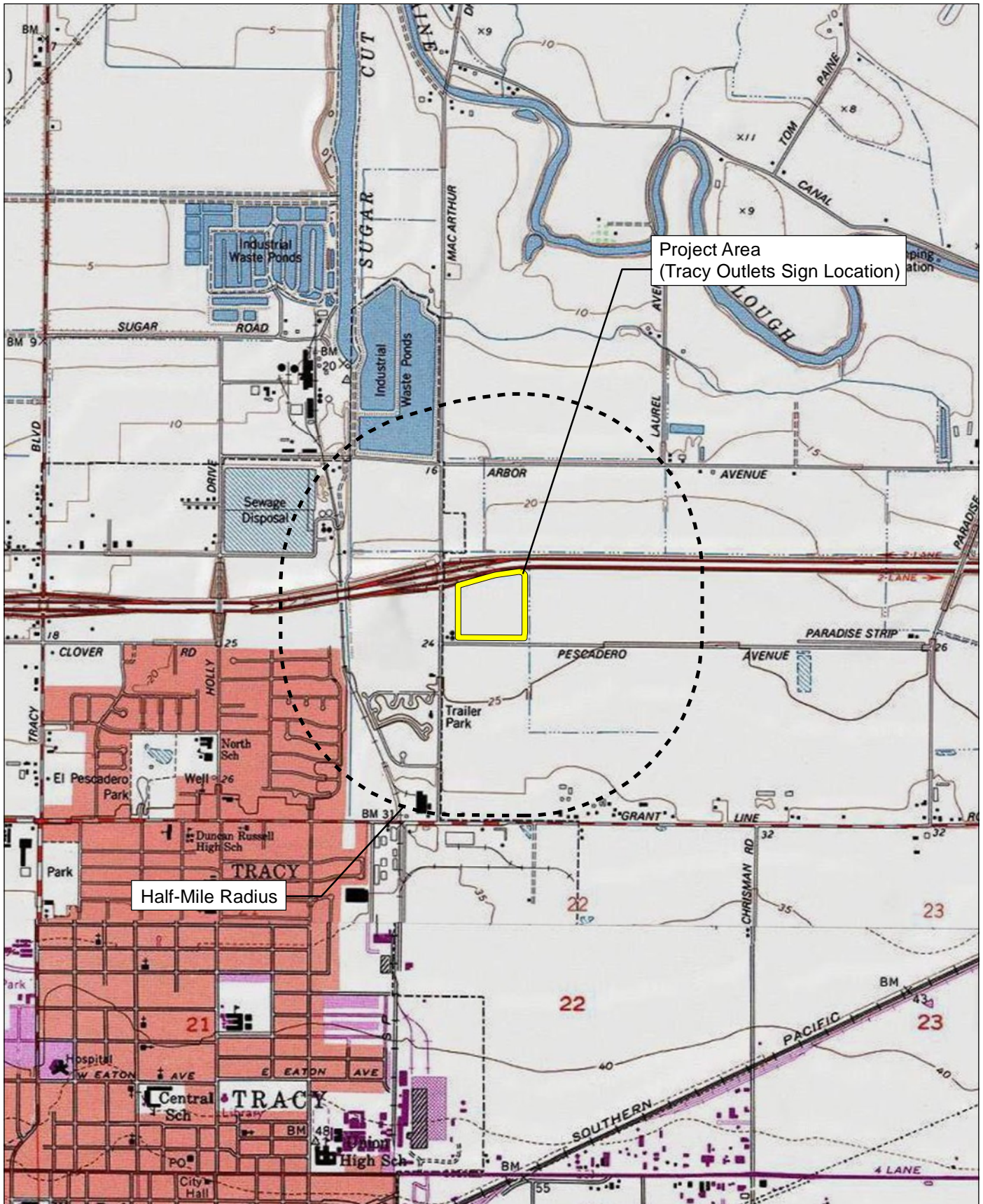
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



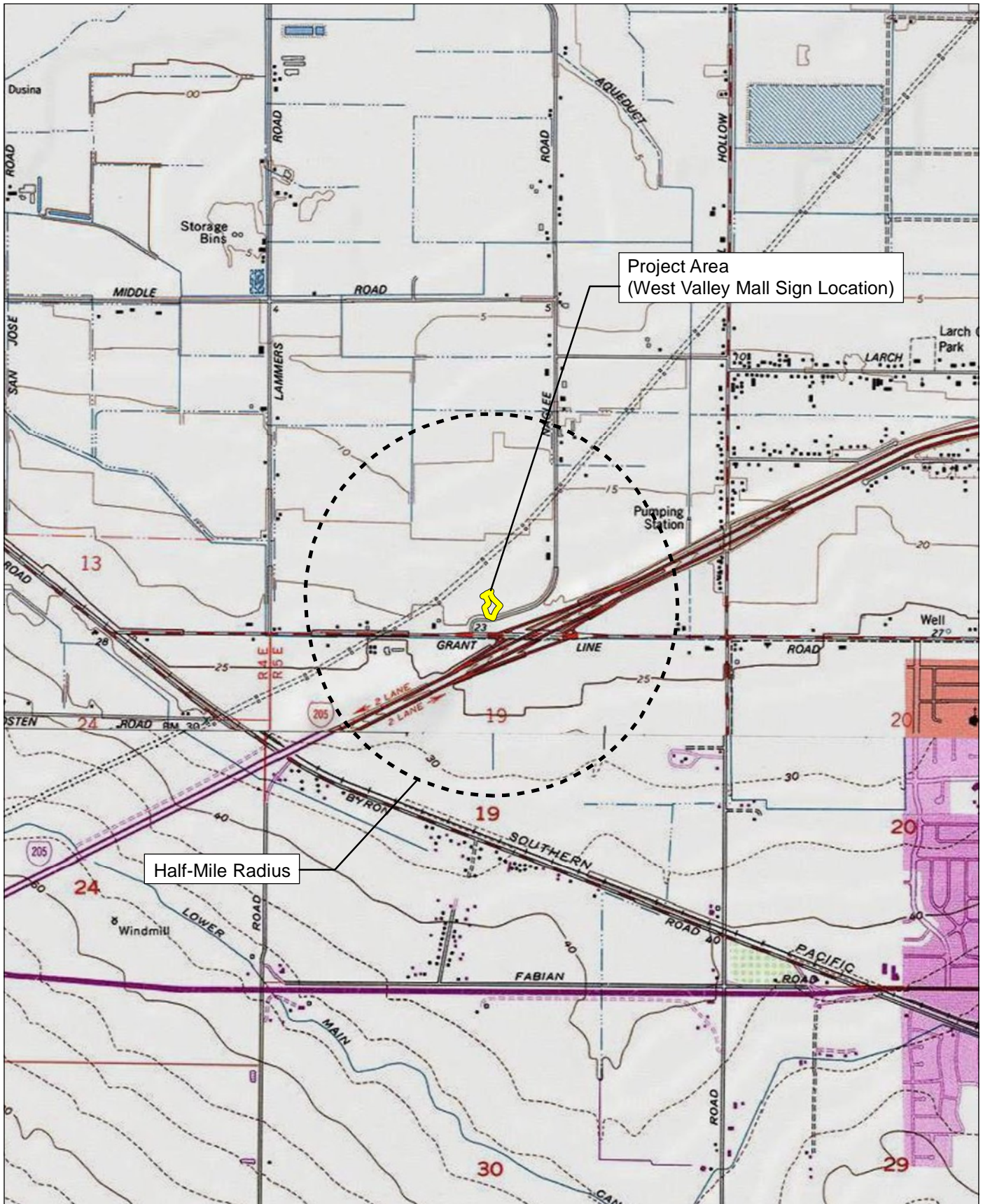
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Wilton Rancheria
Steven Hutchason, THPO
9728 Kent Street
Elk Grove, CA, 95624

Subject: Proposed Electronic Readerboard Sign Project

Dear THPO Hutchason:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



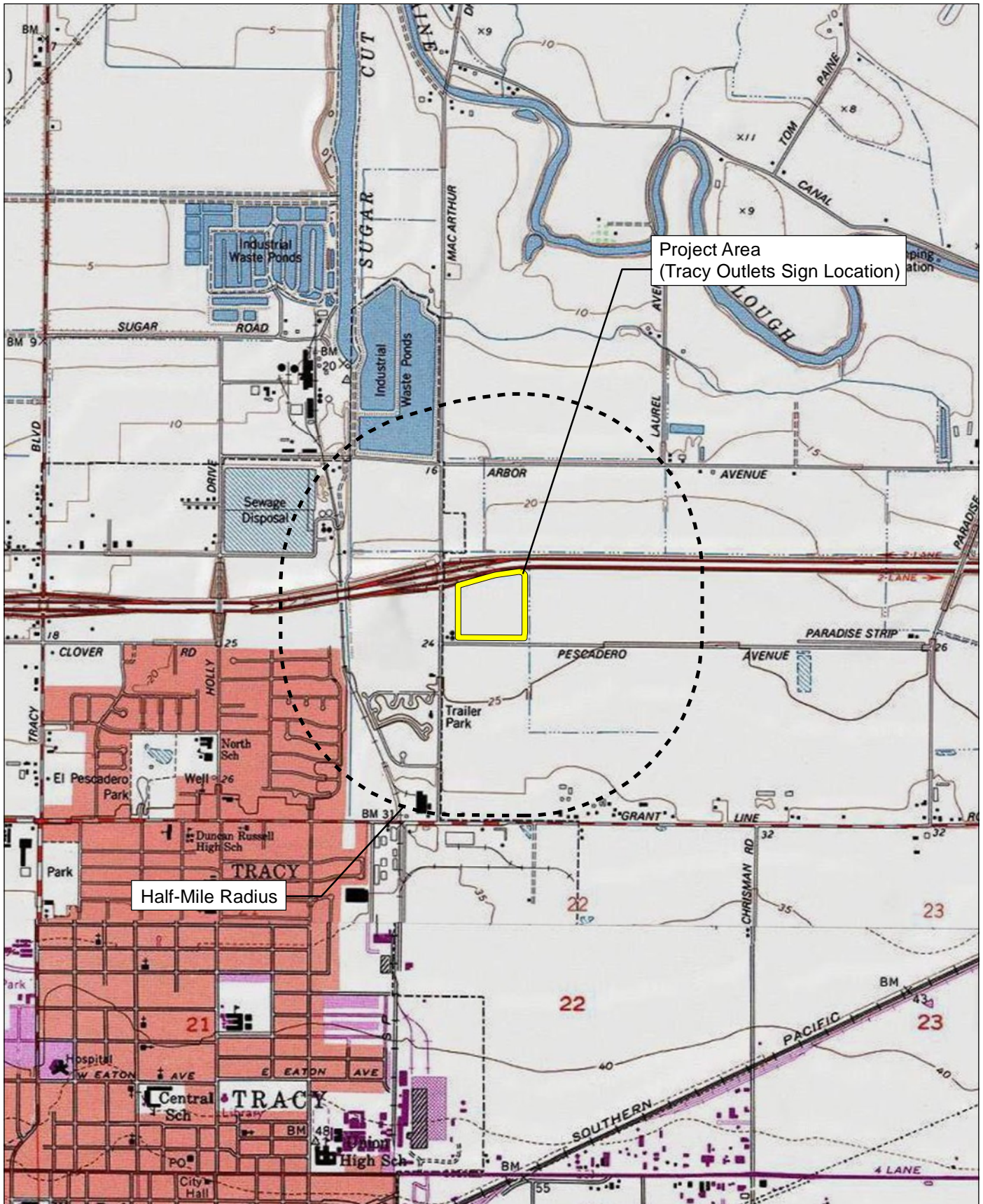
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



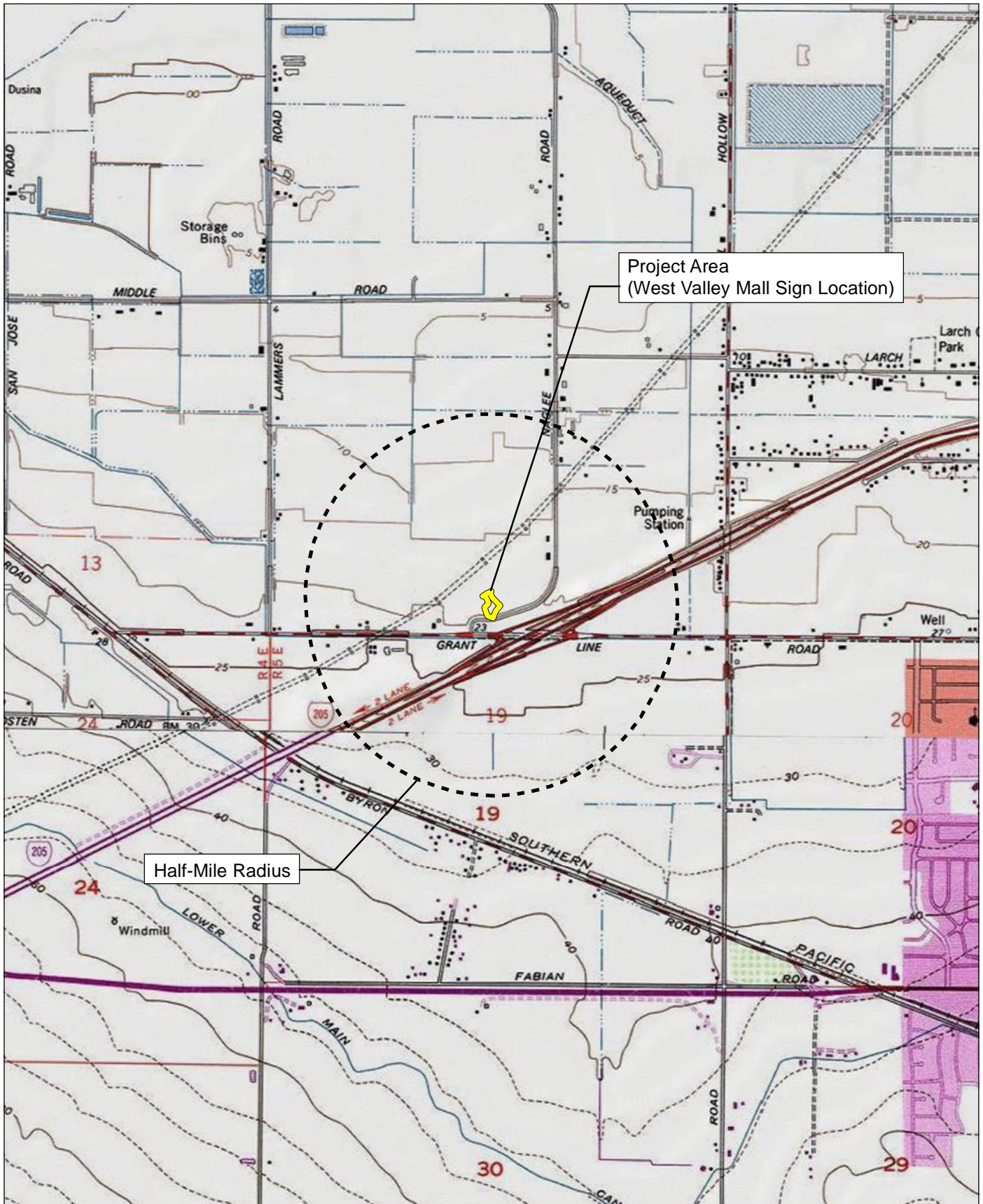
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Muwekma Ohlone Indian Tribe of the SF Bay Area
Charlene Nijmeh, Chairperson
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Nijmeh:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



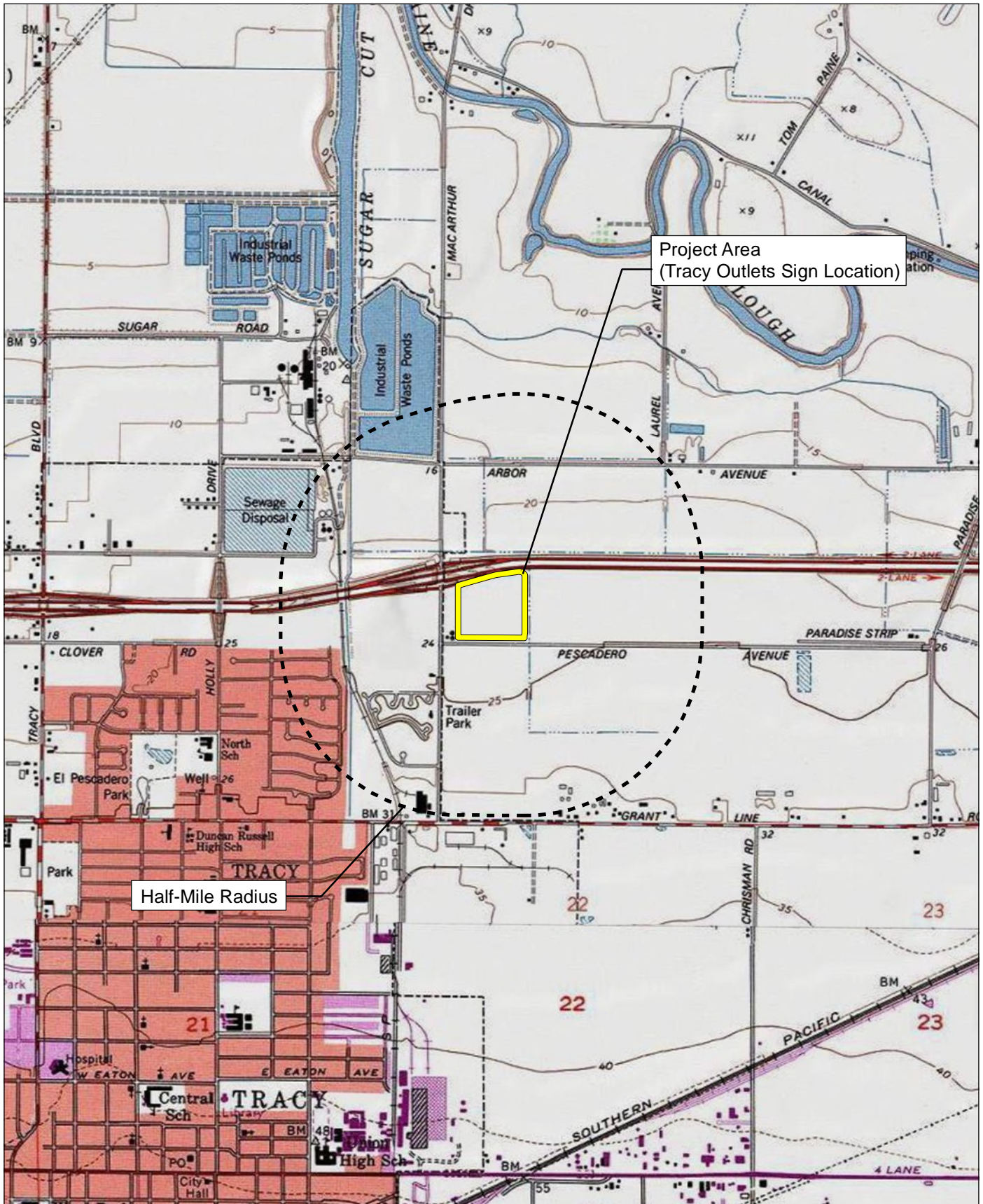
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



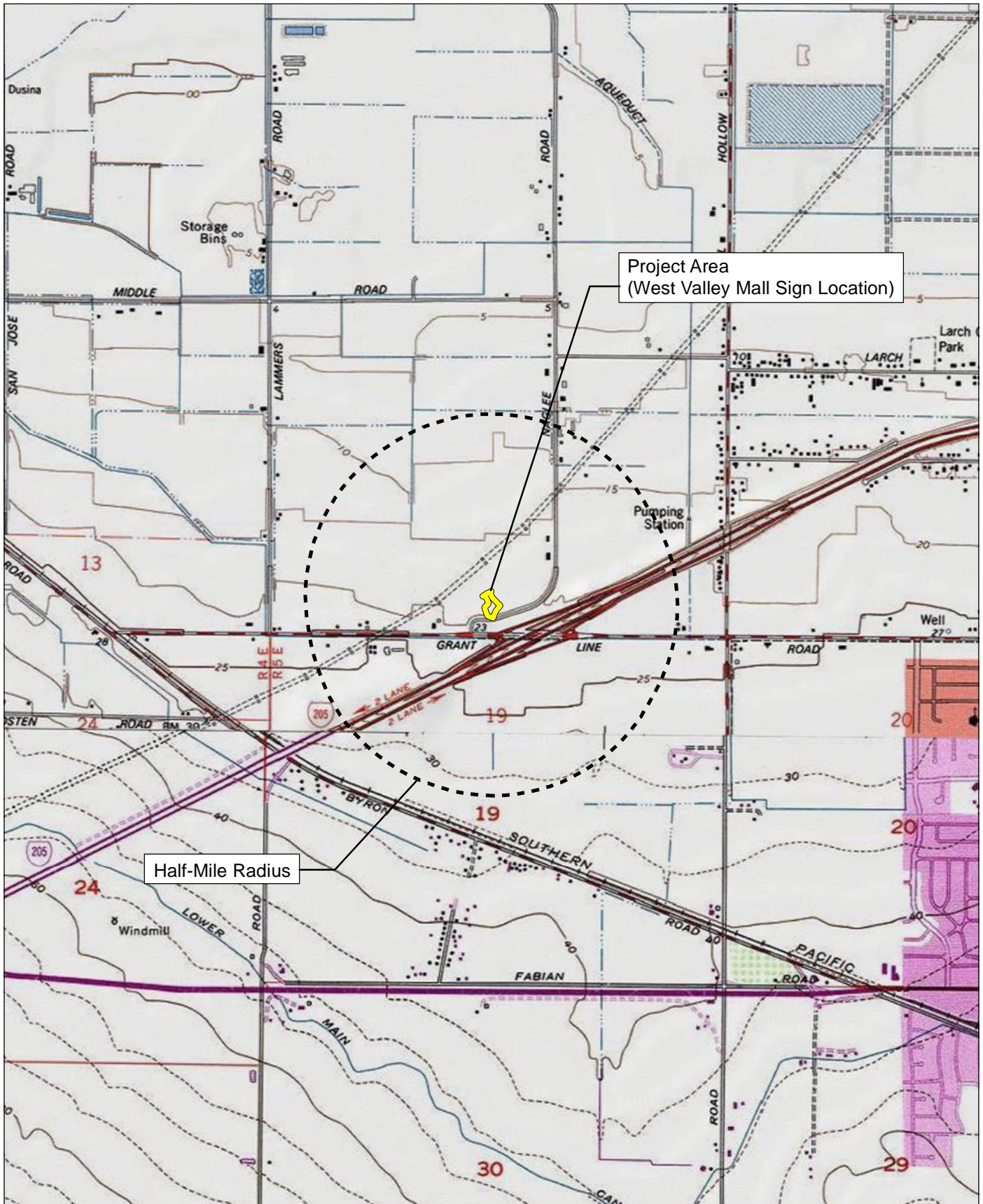
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Perez:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



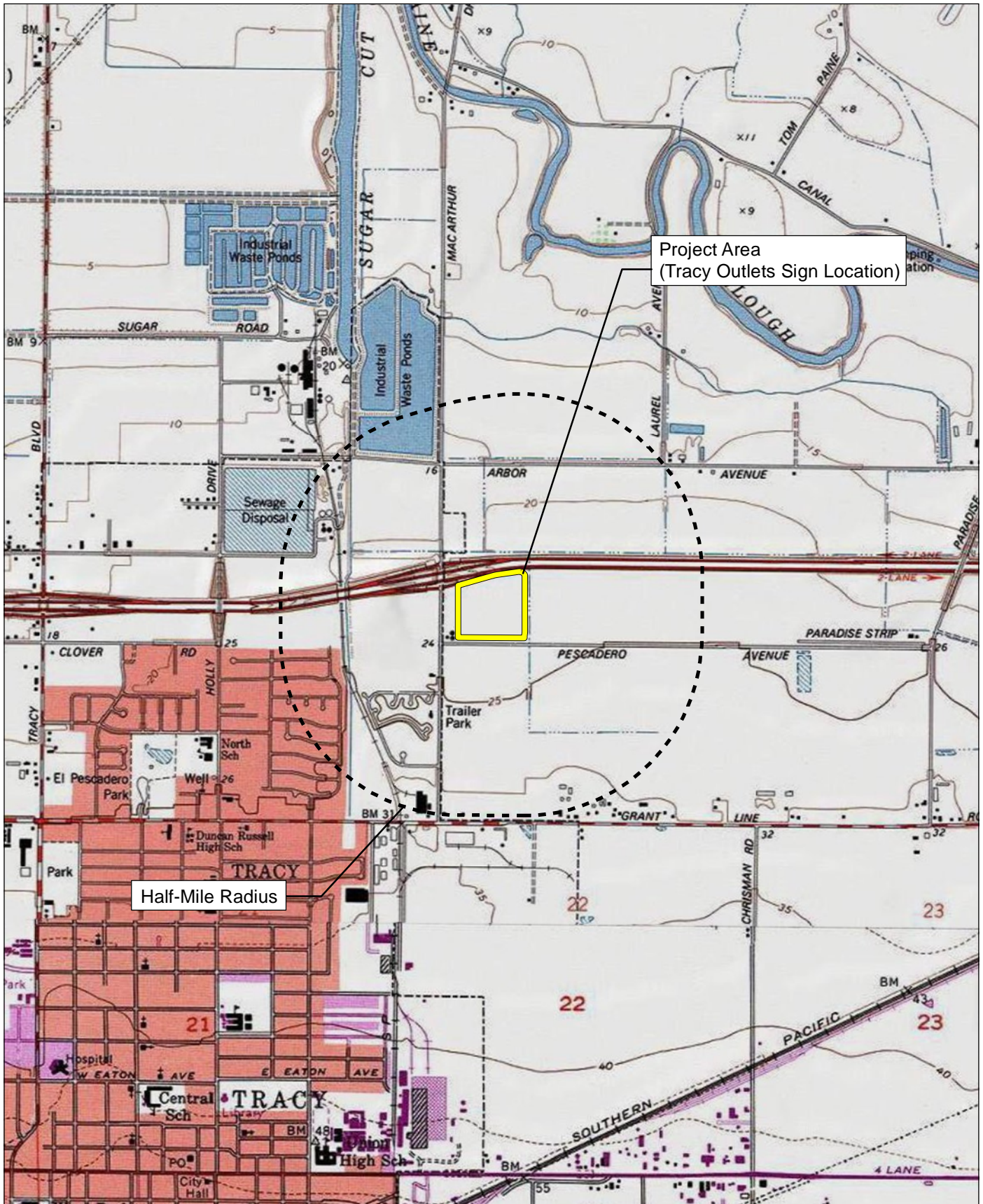
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



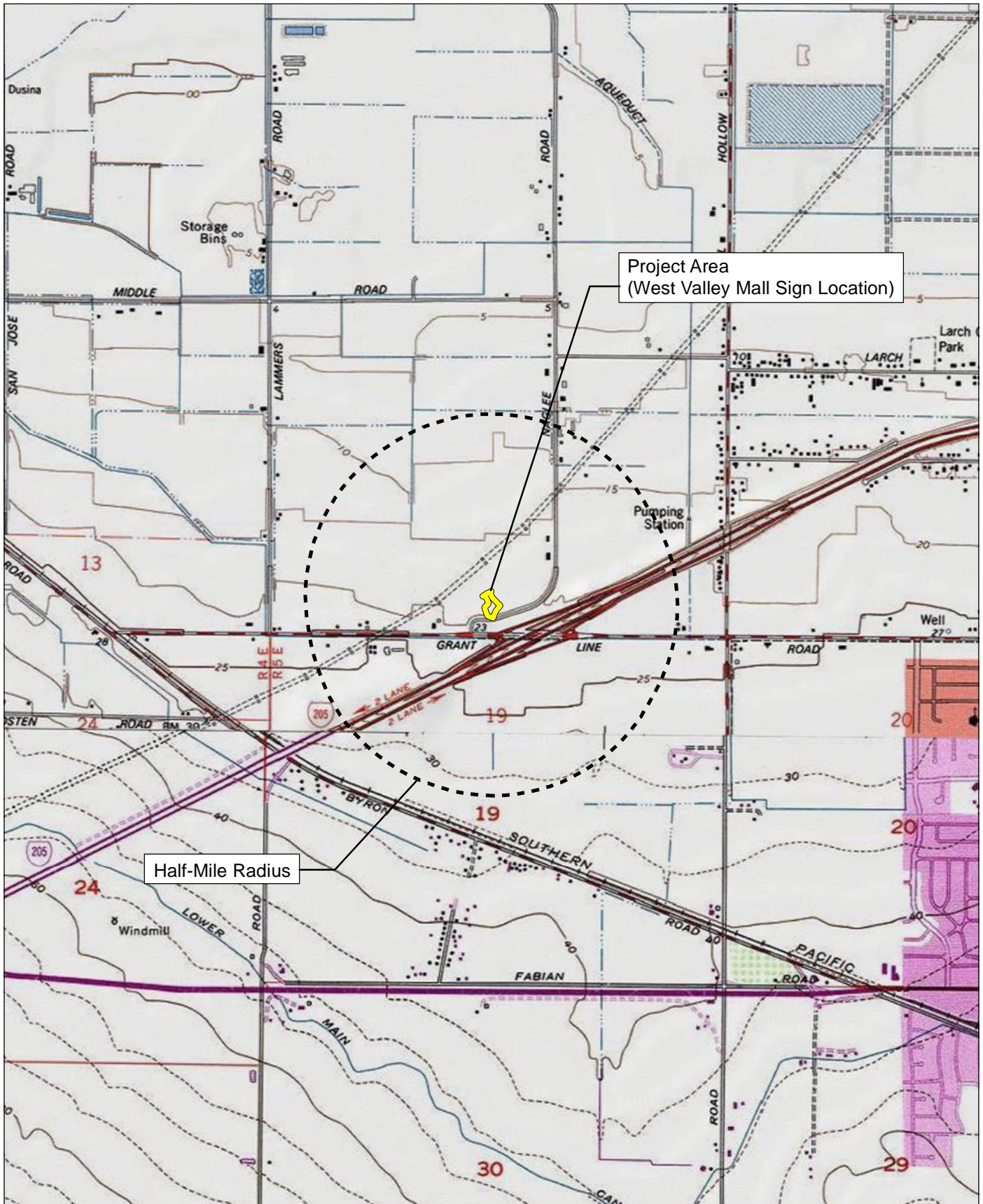
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Peyron:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



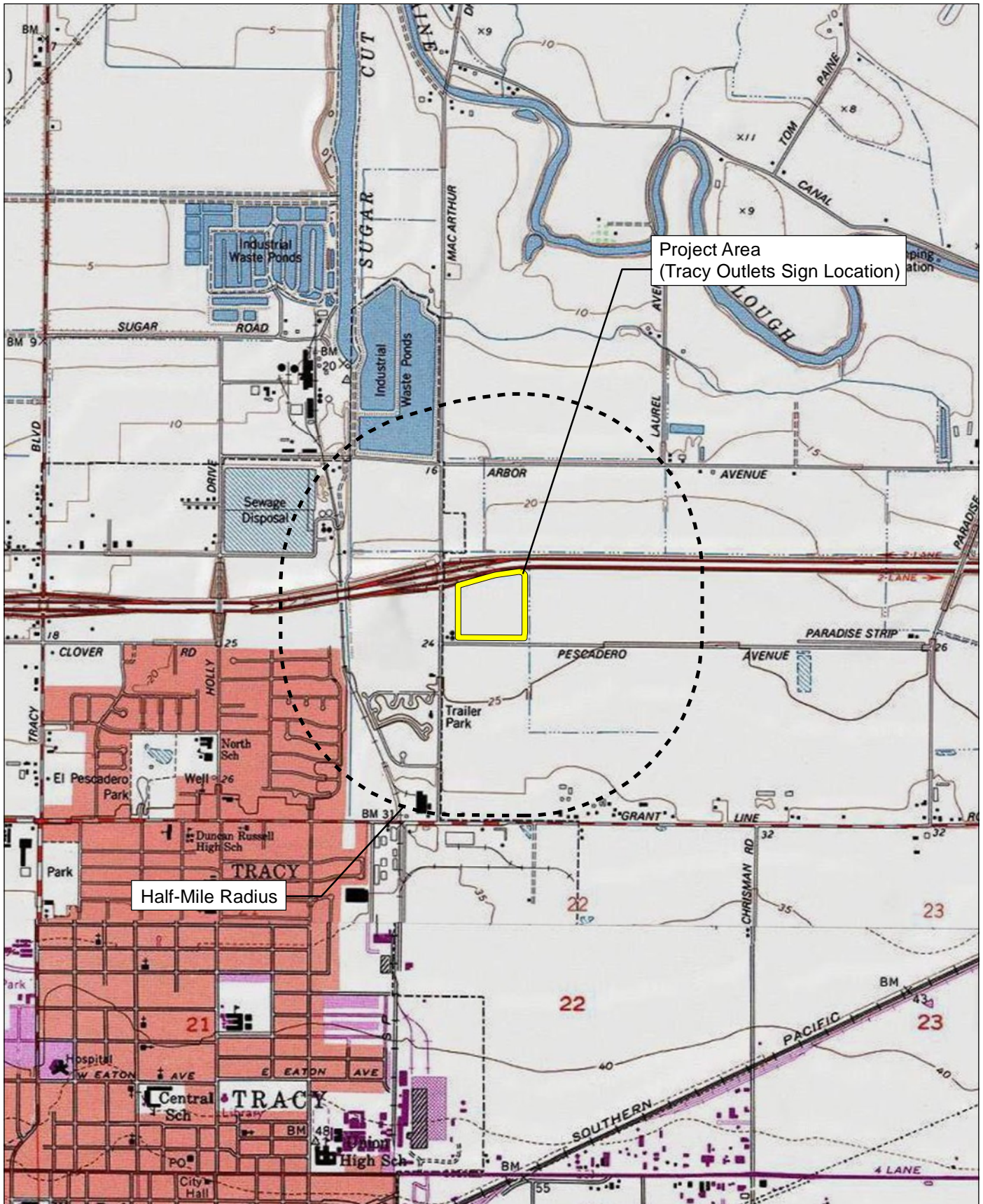
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



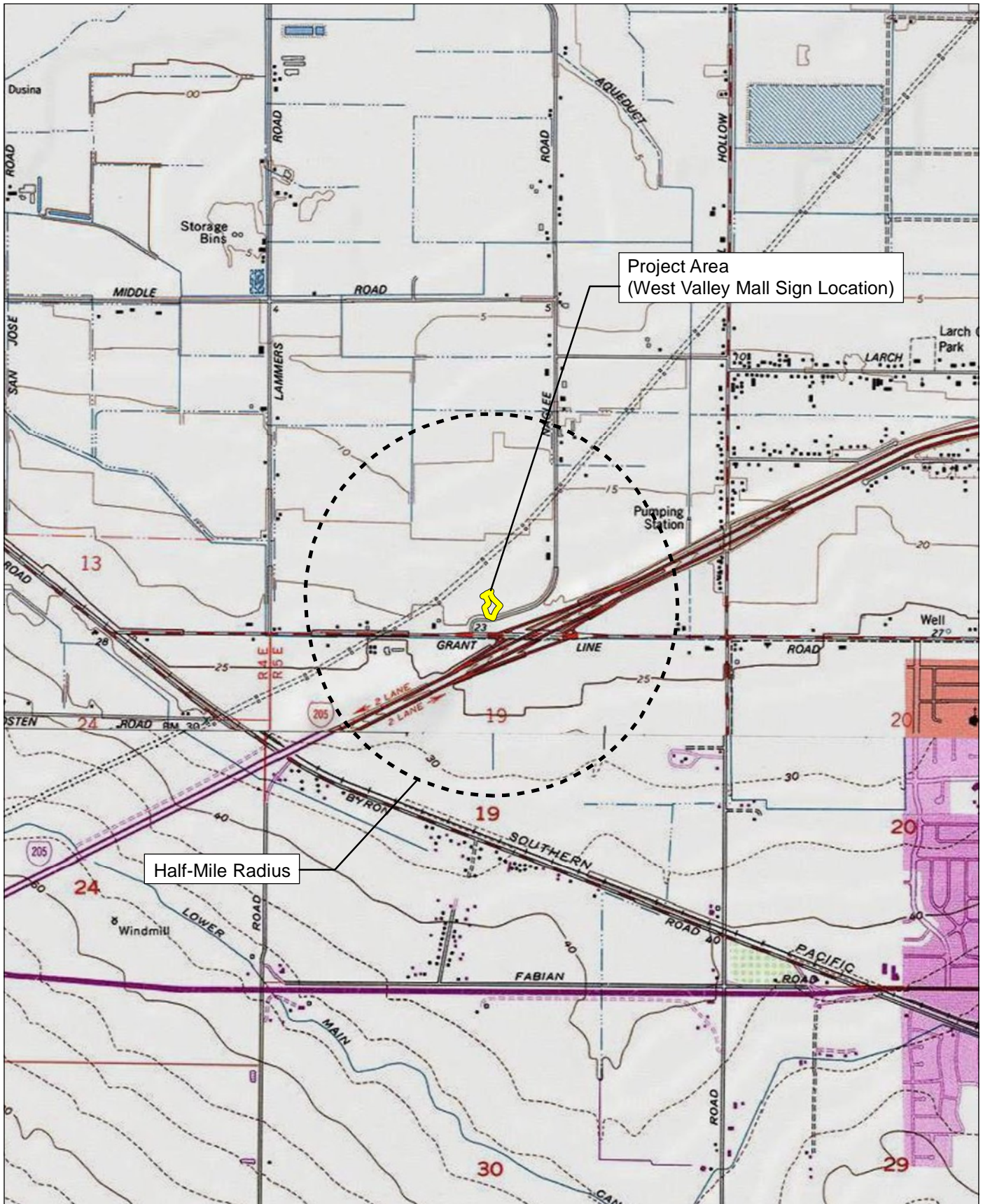
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Buena Vista Rancheria of Me-Wuk Indians
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Pope:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



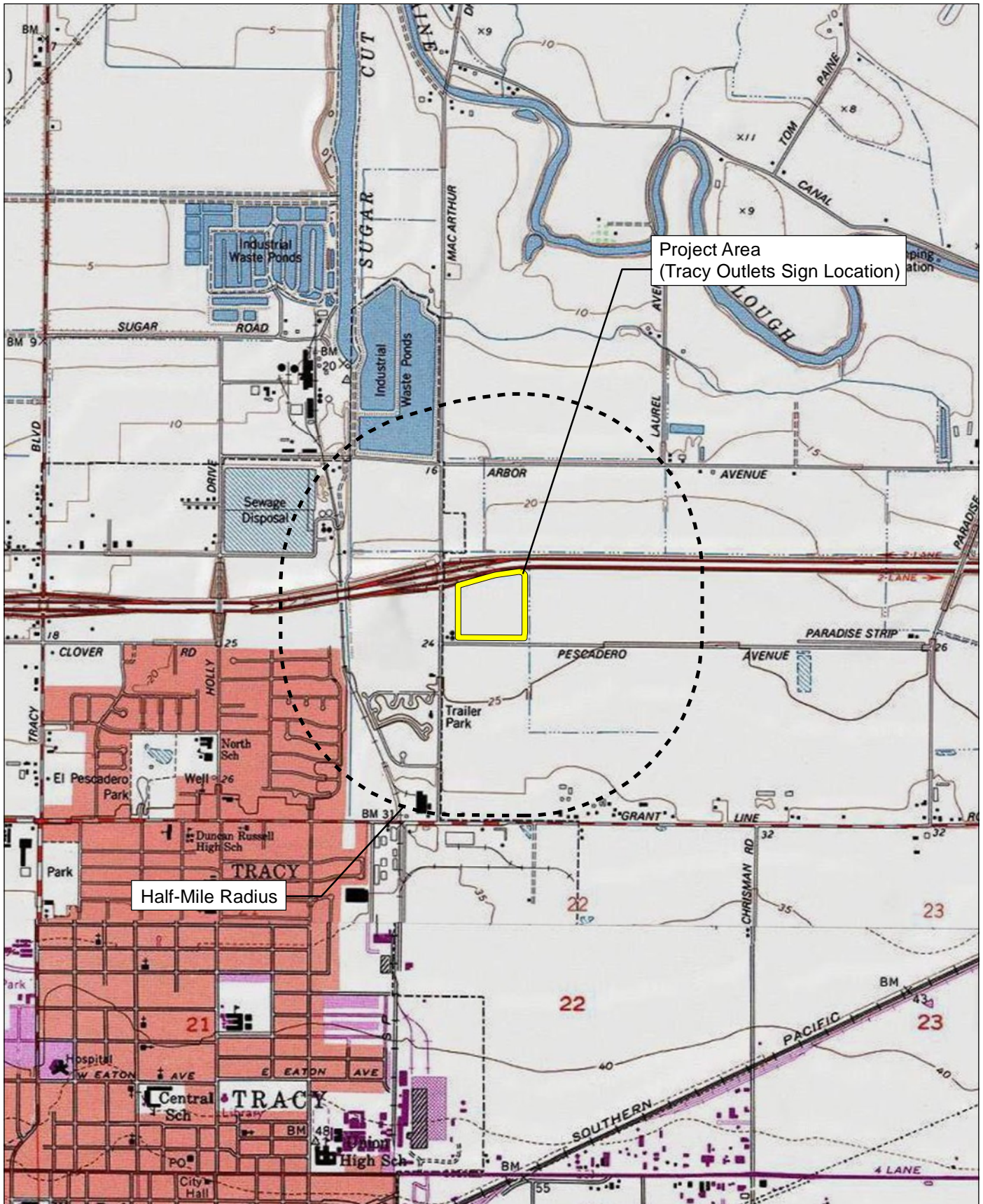
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



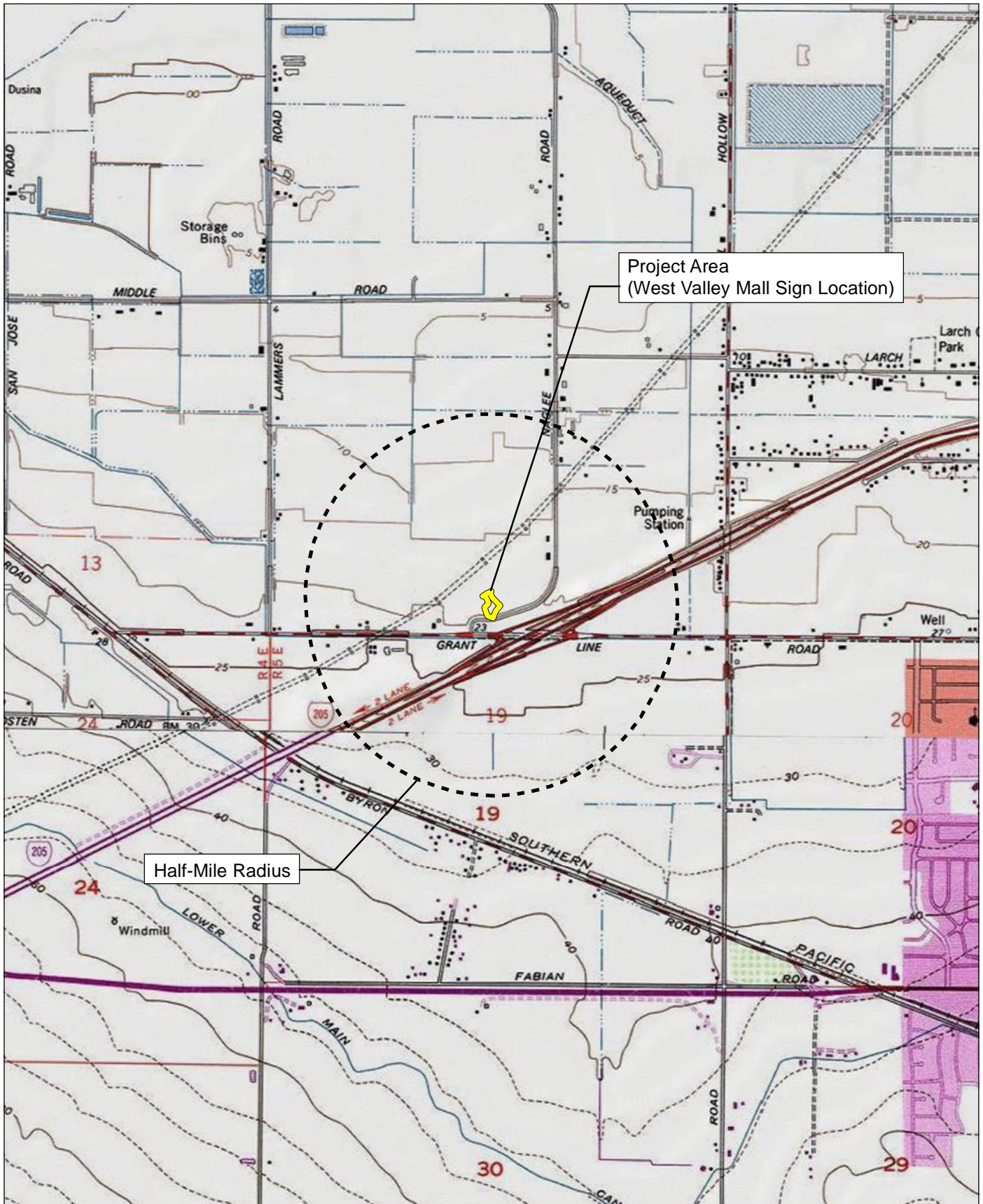
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

North Valley Yokuts Tribe
Timothy Perez
P.O. Box 717
Linden, CA, 95236

Subject: Proposed Electronic Readerboard Sign Project

Dear Timothy Perez:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



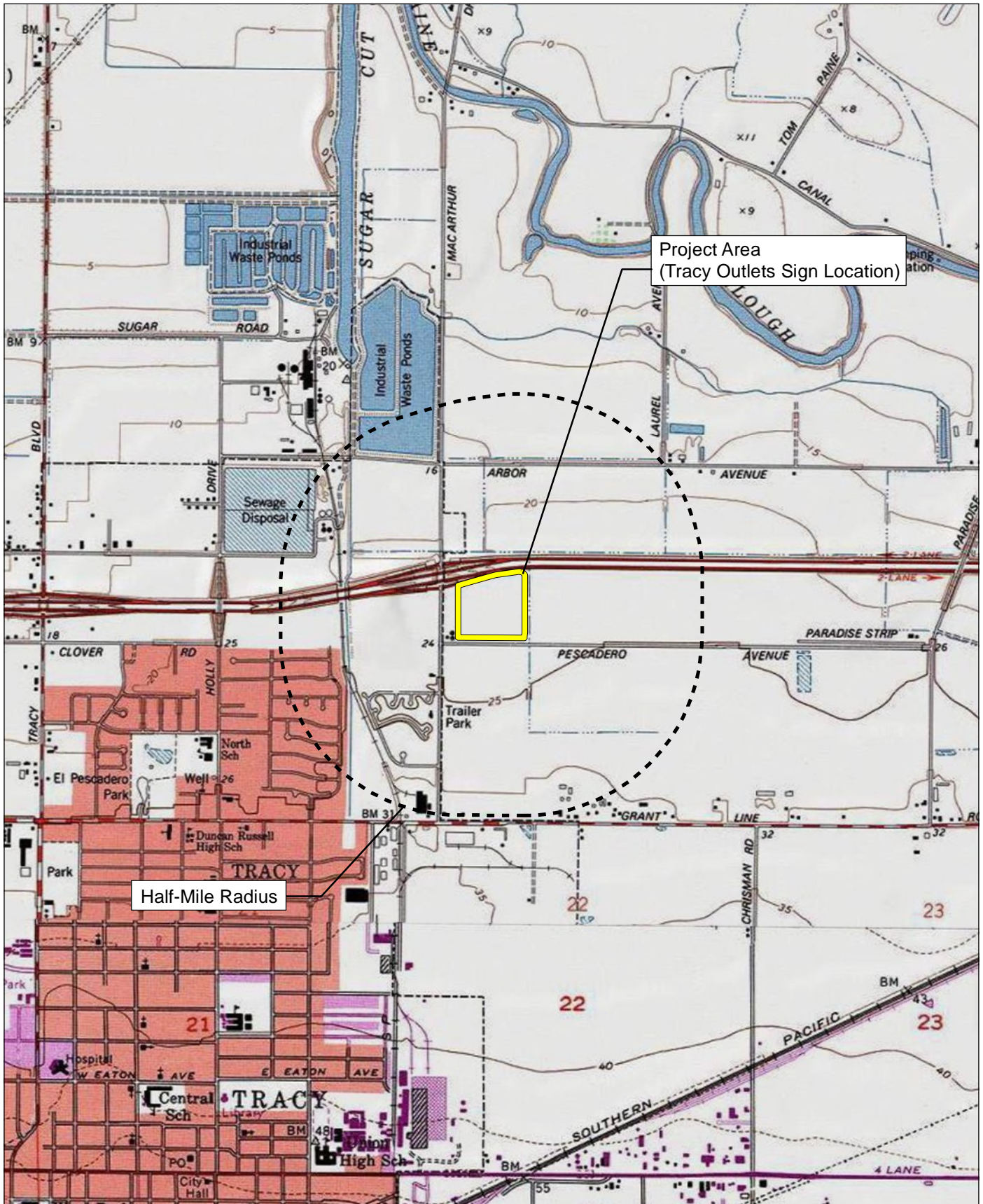
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



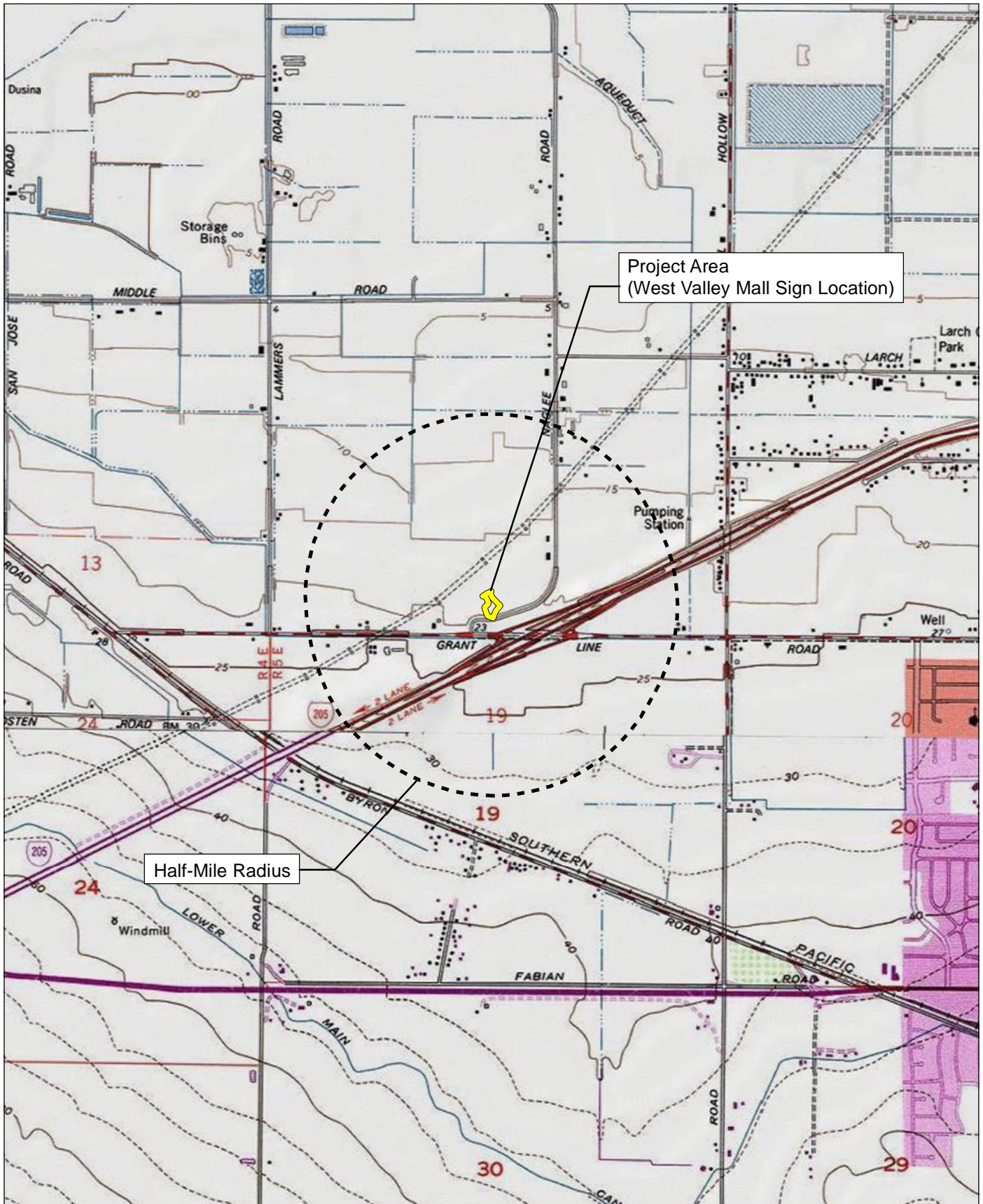
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Wilton Rancheria
Jesus Tarango, Chairperson
9728 Kent Street
Elk Grove, CA, 95624

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Tarango:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



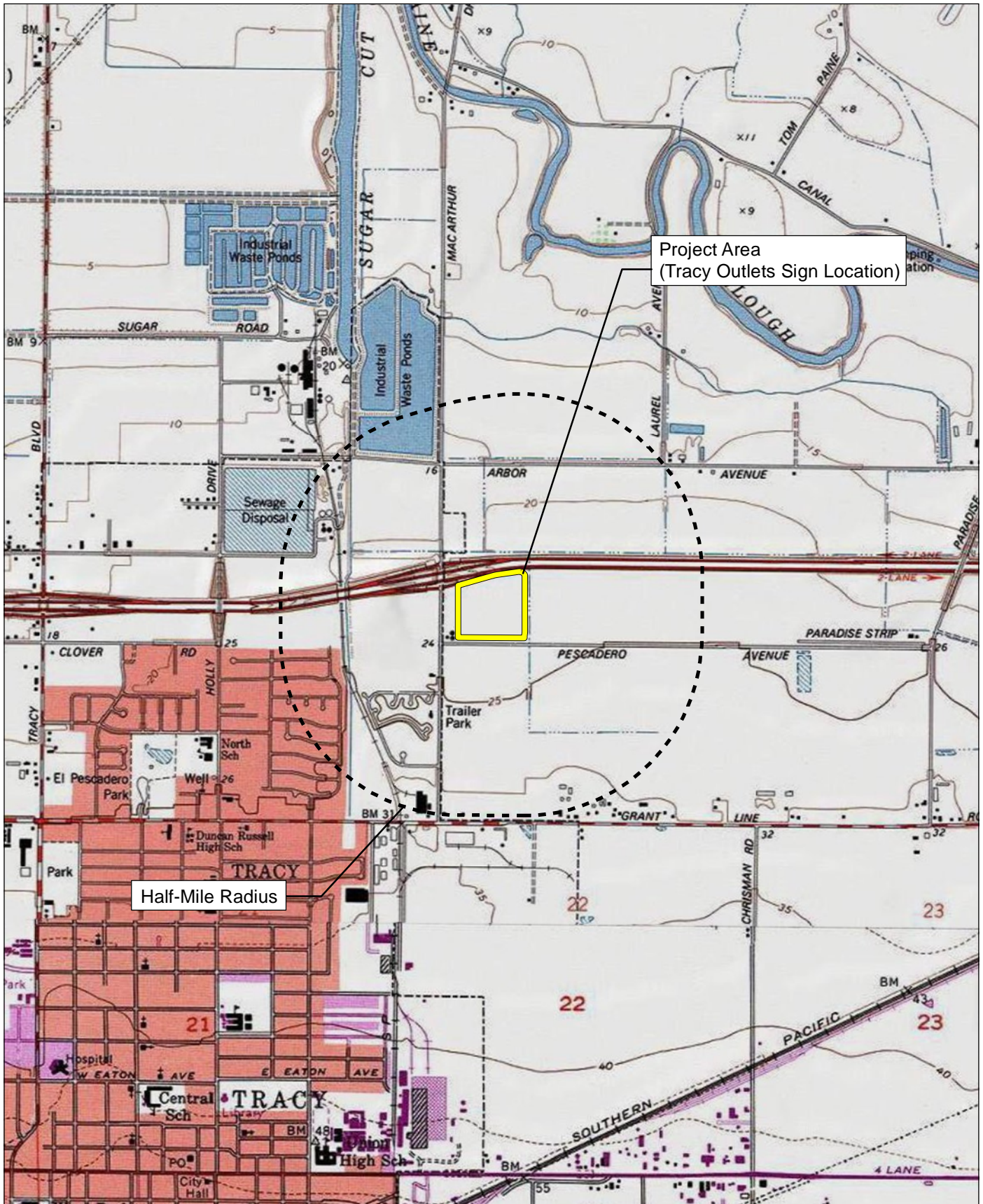
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



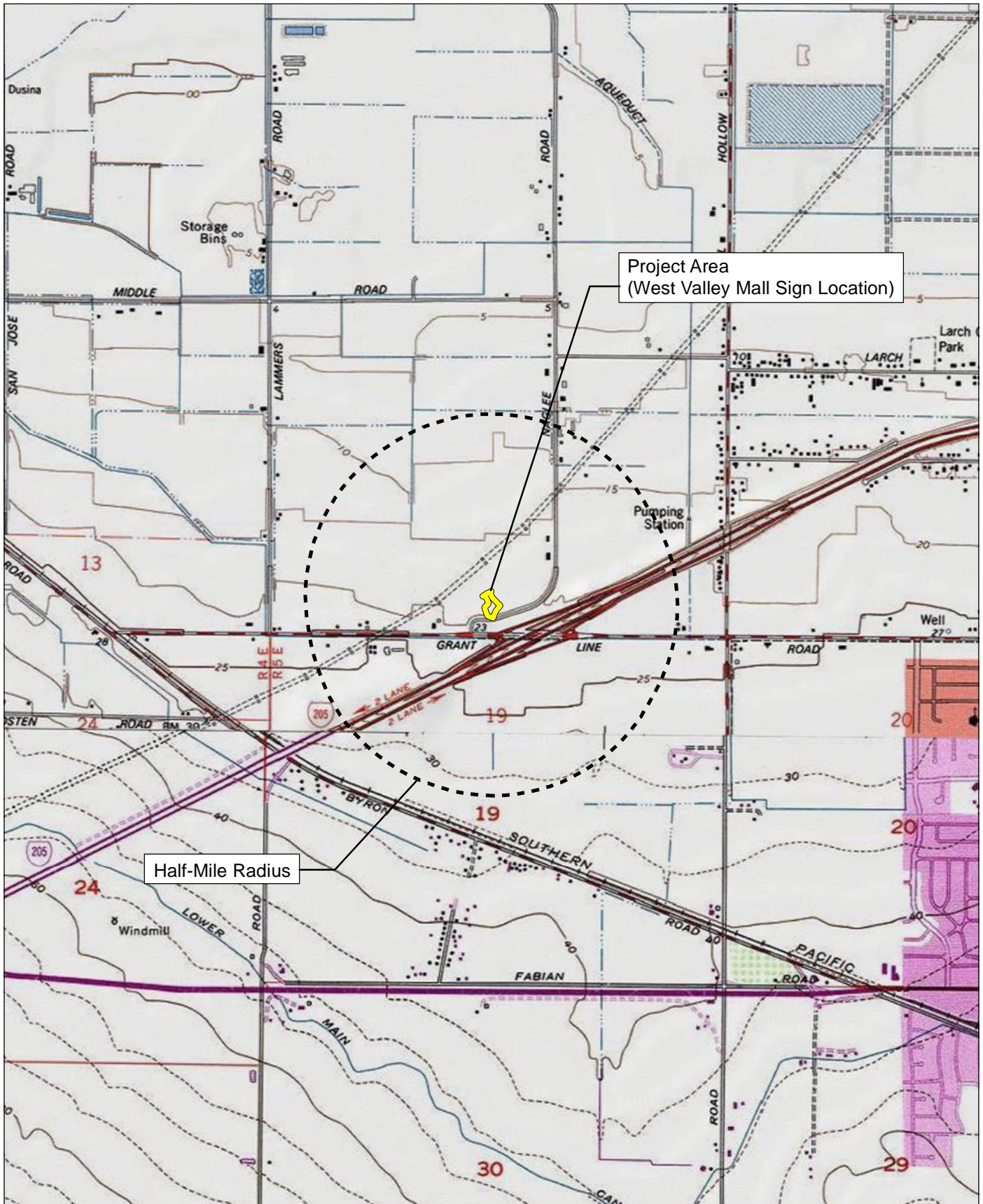
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2





June 29, 2021

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906

Subject: Proposed Electronic Readerboard Sign Project

Dear Chairperson Woodrow:

FirstCarbon Solutions (FCS) is preparing a cultural resources assessment for the proposed Electronic Readerboard Sign Project on behalf of the City of Tracy. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project sites described below. Attached are the two Records Search maps with a 0.5-mile buffer around the sites for your reference.

The City of Tracy is proposing to amend the Sign Ordinance set forth in Title 10, Chapter 10.08, Article 35 of the Municipal Code. The proposed Sign Ordinance and Specific Plan amendments would allow for a new digital freeway sign in the vicinity of the West Valley Mall and for the conversion of one existing freeway sign on Assessor's Parcel Number (APN) 213-060-40 to a digital freeway sign.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. The CHRIS search showed that there are no recorded resources within the project site. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 925.357.2562 or via email at sgriffin@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
7726 N. First Street
#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
2351 Sunset Boulevard
Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
2 Corporate Drive
Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



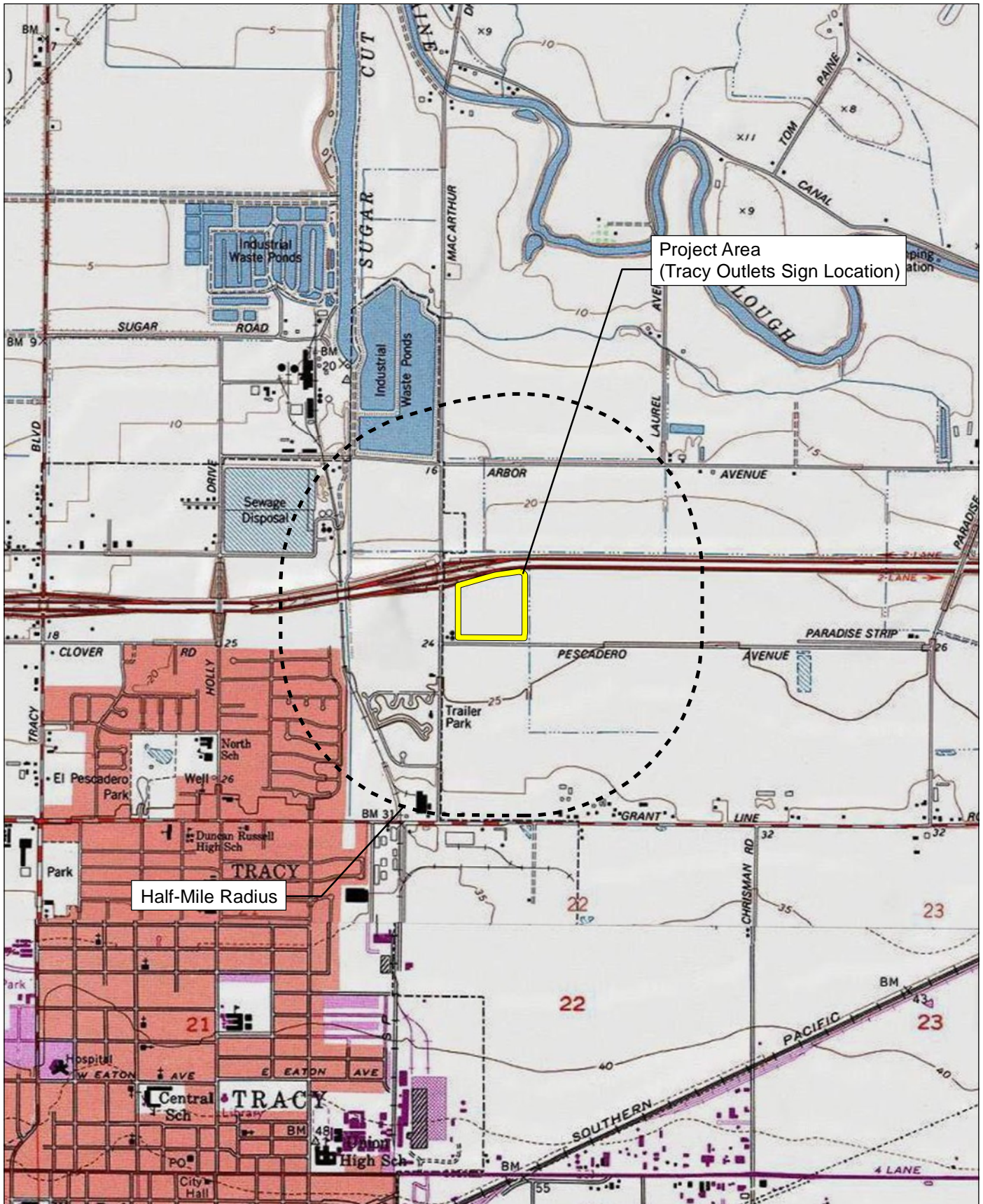
Stefanie Estelle Griffin, MA, Archaeologist
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map 1
and Attachment B: Records Search Map 2



Attachment A:
Records Search Map 1





Source: USGS Union Island 7.5' Quadrangle / Land Grant: El Pescadero

FIRSTCARBON
SOLUTIONS™



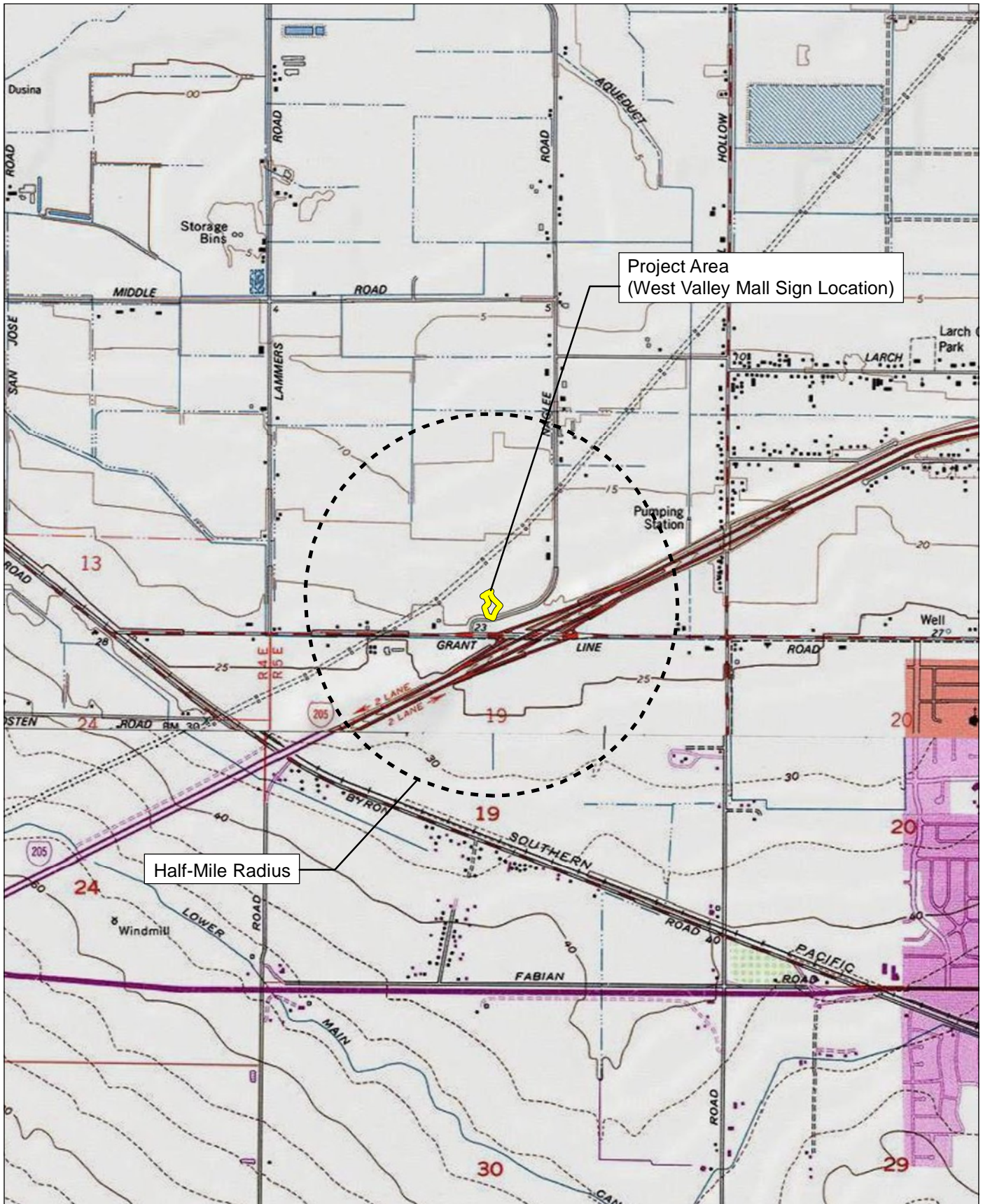
2,000 1,000 0 2,000
Feet

Record Search Map
Tracy Outlets Sign Location



Attachment B:
Records Search Map 2







Photograph 1: Overview from the southwest corner of the project site; facing northeast.



Photograph 2: Overview from the northwest corner of the project site; facing southeast.



Photograph 3: Overview from the northeast corner of the project site; facing southwest.



Photograph 4: Overview from the southeast corner the project site; facing northwest.



Photograph 5: Photograph of the billboard to be replaced..



Photograph 6: Representative landscaping elements in the project site.



Photograph 7: Representative composition of the hardscaped surface of the project site.



Photograph 1: Overview from the southwest corner of the project site; facing northeast.



Photograph 2: Overview from the northwest corner of the project site; facing southeast.



Photograph 3: Overview from the northeast corner of the project site; facing southwest.



Photograph 4: Overview from the southeast corner the project site; facing northwest.



Photograph 5: Representative soil composition of the project site.



Photograph 6: Representative soil composition of the project site.

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix F: Energy Supporting Information

THIS PAGE INTENTIONALLY LEFT BLANK

Appendix E

Table of Contents

Energy Calculations	1
---------------------------	---

Project Energy Use Summary

Summary of Energy Use During Construction

(Annually)

Construction vehicle fuel	114 gallons (gasoline, diesel)
Construction equipment fuel	1,447 gallons (diesel)
Total construction fuel	1,561 gallons (gasoline, diesel)
Construction office electricity	415 kilowatt hours

California Air Resource Board (ARB). 2020. EMFAC2014 Web Database. Website: <https://www.arb.ca.gov/emfac/2014/>. Accessed June 9, 2021.

EMFAC2014 (v1.0.7) Emissions Inventory

Region: San Joaquin

Season: Annual

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Haul	
Sum of VMT*FE (Column BI)	7705939.492
Total VMT	1284998.223
Weighted Average FE	5.996848366

Source: AQ/GHG Appendix, CalEEMod Output
Tracy Electronic Billboard Project - Mitigated Construction - San Joaquin County, Annual
Date: June 9, 2021

Trips and VMT	Phase Name	Trips per Day		Total Trips					Trips per Phase			VMT per Phase			Fuel Consumption (gallons)			
		Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Vendor Vel	Num Days	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
Demolition	8	0	0	10.8	7.3	20	LD_Mix	2	16	0	0	173	0	0	6.20	0.00	0.00	
Grading	8	2	8	10.8	7.3	20	LD_Mix	1	8	2	8	86	15	160	3.10	1.75	1.33	
Building Construction	8	2	0	10.8	7.3	20	LD_Mix	19	152	38	0	1,642	277	0	58.87	33.33	0.00	
Paving	8	2	0	10.8	7.3	20	LD_Mix	2	16	4	0	173	29	0	6.20	3.51	0.00	
On-site Total Construction VMT (miles)		2,555																
On-Site Total Fuel Consumption (gallons)		114																

Construction Equipment Fuel Calculation

Source: AQ/GHG Appendix, CalEEMod Output
Tracy Electronic Billboard Project - Construction Only
Date: June 9, 2021

Construction Schedule	Phase Name	Phase Type	Start Date	End Date	Num Days	
					Week	Num Days
	Demolition	Demolition	9/1/2021	9/3/2021	5	2
	Grading	Grading	9/4/2021	9/5/2021	5	1
	Building Construction	Building Construction	9/6/2021	9/25/2021	5	19
	Paving	Paving	9/27/2021	9/29/2021	5	2

Construction Equipment	Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load	Number of	HP Hours	Diesel Fuel Usage
						Factor	Days		
	Demolition	Concrete/Industrial Saws	1	8	81	0.73	2	946.08	47.30
	Demolition	Rubber Tired Dozers	0	0	247	0.4	2	0.00	0.00
	Demolition	Tractors/Loaders/Backhoes	1	6	97	0.37	2	430.68	21.53
	Demolition	Cranes	1	2	231	0.29	2	267.96	13.40
	Grading	Bore/Drill Rigs	1	8	221	0.50	1	884.00	44.20
	Grading	Concrete/Industrial Saws	1	8	81	0.73	1	473.04	23.65
	Grading	Tractors/Loaders/Backhoes	1	6	97	0.37	1	215.34	10.77
	Building Construction	Cranes	2	4	231	0.29	19	10,182.48	509.12
	Building Construction	Forklifts	2	6	89	0.20	19	4,058.40	202.92
	Building Construction	Tractors/Loaders/Backhoes	2	8	97	0.37	19	10,910.56	545.53
	Paving	Cement and Mortar Mixers	1	6	9	0.56	2	60.48	3.02
	Paving	Tractors/Loaders/Backhoes	1	7	97	0.37	2	502.46	25.12

Construction Equipment Fuel Consumption 1,446.57 gallons

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

South Coast Air Quality Management District. 1993. Air Quality Handbook, Table A9-3E.

Website: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>. Accessed May 3, 2021.

Construction Office Electricity Calculation

Energy Appendix: CalEEMod Typical Construction Trailer

Typical Construction Trailer - Alameda County, Annual

Date: June 9, 2021

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	7207.2	2.0967	9.0000e- 005	2.0000e- 005	2.1049
Total		2.0967	9.0000e- 005	2.0000e- 005	2.1049

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity

Annual

7,207 kWh/yr

Total Over Construction

415 kWh

Total Construction Schedule

Start

9/1/2021

End

9/29/2021

Total Calendar Days

21

Years

0.06

Digital Billboard Energy Use in California

July 2014

Project Manager

Nathaniel Taylor
San Diego Gas & Electric Company (SDG&E)

Prepared by

Bijit Kundu
Daniel Young
Sarah Schneider
Energy Solutions
1610 Harrison Street
Oakland, CA 94612



5.2 PER UNIT ENERGY USE

As previously stated, the energy use information provided by manufacturers often lacked specificity around display image content and display brightness. Assuming that all data listed in Table 1 reflect 100% full output displays at maximum brightness (i.e. displaying an image that is 100% white in color), and that the maximum brightness of all displays is equivalent, our research identified a range of **16 to 51 W/sq ft** for a current generation DBB. In order to calculate the annual energy use of a DBB, additional assumptions around typical duty cycles and operating modes are needed. For this report, we assume that a DBB will be operating for 24 hours a day (12 hours daylight, 12 hours nighttime), that the display will operate at full brightness (which is capped at 50% of achievable

maximum brightness, due to sign color and content) during the day, and that nighttime operating power will be significantly lower than daytime operating power as reported by manufacturers. Ultimately, ambient light levels as well as customer choice play a major role in how much sign brightness is dimmed at night. For calculations in this report, a value of 40% was used. Table 2 describes the basic assumptions required for calculating the energy use of DBBs.

TABLE 2. BASIC ASSUMPTIONS FOR CALCULATING THE ENERGY USE OF DBBS

Parameter	Assumed Value
Daylight hours	12 hours
Nighttime hours	12 hours
Daylight operating brightness	100%
Nighttime operating brightness	40%
Average color of message content ¹	50%

¹ As noted in Section 5.1, designs that contain heavy whites, or light colors, use more energy than those using darker colors or primarily black

The following equation describes how the assumptions presented in Table 2 are used to calculate annual energy use for a typical 14 feet by 48 feet (598 square feet) sign:

$$AEU = \frac{W}{ft^2} * \frac{598ft^2}{sign} * 50\% * \left(\frac{12hrs}{1day} * \frac{365days}{1yr} * 100\% + \frac{12hrs}{1day} * \frac{365days}{1yr} * 40\% \right) * \frac{1kW}{1000W}$$

Using these assumptions, DBBs may consume between **29,000 and 94,000 kWh per year**. More manufacturer data on actual LED efficacy by color and brightness level is needed to be able to more effectively estimate the expected energy consumption of these products when installed in the field. These calculations are summarized in Table 3.

TABLE 3. SUMMARY OF RANGE OF REPORTED DBB ENERGY USAGE METRICS, CONVERTED TO ANNUAL ENERGY USE

Reported Energy Use by Metric	Energy Use per Square Foot (W)	Energy Use for 14'x48' Sign (W)	Annual Energy Use (kWh)
0.14 – 0.2 W/pixel	46 – 51	20,000 – 30,000	85,000 – 94,000
16 – 20 W/ft²	16 – 20	10,000 – 12,000	29,000 – 37,000
15,000 W/sign	25	15,000	46,000

It should be noted that the energy use estimates presented in this section do not include the energy use of other DBB components beyond the display, such as the computer and the cooling system, because these components contribute a relatively small fraction of total DBB energy use.

THIS PAGE INTENTIONALLY LEFT BLANK