MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR THE

TRACY SENIOR LIVING PROJECT AT 301 WEST STREET

DECEMBER 2023

Prepared for:

City of Tracy
Development Services Department
333 Civic Center Plaza
Tracy, CA 95376

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 235-0116

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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Proposed Tracy Senior Living Project at 301 West Street

Lead Agency:
City of Tracy, Planning Division
333 Civic Center Plaza
Tracy, CA 95376

Project Proponent:
Housing Authority of the County of San Joaquin
2575 Grand Canal Blvd., Ste. 100
Stockton, CA 95207

Project Title: Tracy Senior Living Project at 301 West Street

Project Location: The Tracy Senior Living Project site (Project site) is located at 301 West Street in the City of Tracy, San Joaquin County, California. The Project site is located on Assessor Parcel Number (APN) 235-420-16. The 1.94-acre Project site consists of seven affordable housing buildings containing 17 units along the border of the northern, eastern, and southern boundaries of the site surrounding a landscaped courtyard area with pedestrian pathways. Twenty trees are located along the Project boundary. The site is bound by South C Street and multi-family residential uses to the north, West Street and single-family residential uses to the east, West Mt. Diablo Avenue, vacant undeveloped land, and single-family residential uses to the south, and multi-family uses to the west.

Project Description: The proposed Project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low income affordable senior housing units, associated amenities, landscaping, circulation, and utility improvements. The Project would be developed in two phases of 55 units per phase.

Site access would be provided by two proposed driveways: one along W. Mount Diablo Avenue and one along West Street. A north-south drive aisle would be provided along the western boundary of the site. This drive aisle would connect to the West Street driveway via a east-west roadway in the center of the site. The proposed parking areas would be located in the western and central portions of the Project site. The parking areas would include 37 vehicle parking stalls per phase, for a total of 74 vehicle parking stalls. Four of the 74 spaces would be Americans with Disabilities Act (ADA) spaces, and six would be electric vehicle parking spaces. Additionally, 12 bicycle parking spaces would be provided.

The proposed Project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities. Existing storm drain, sewer, water, and gas lines/pipes are currently located along West Mt. Diablo Avenue and West Street.

If the City Council adopts the IS/MND in accordance with CEQA requirements, the City may use the IS/MND to support the following actions:

- General Plan Amendment of the property from MDR to HDR;
- Rezone of the property from MDR to HDR;
- Development Review Permit approval for building design, landscaping, and other site features;
- Building, grading, and other permits as necessary for Project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

Findings:

In accordance with the California Environmental Quality Act, the City of Tracy has prepared an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment. The Initial Study and Proposed Mitigated Negative Declaration reflect the independent judgment of City of Tracy staff. On the basis of the Initial Study, the City of Tracy hereby finds:

> *Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A Mitigated Negative Declaration has thus been prepared.*

The Initial Study, which provides the basis and reasons for this determination, is attached and/or referenced herein and is hereby made a part of this document.

Signature

12/21/2023

Date

Proposed Mitigation Measures:

The following Mitigation Measures are extracted from the Initial Study. These measures are designed to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level. An MMRP is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP will describe actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements. Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures presented below.

AIR QUALITY

Mitigation Measure AIR-1: *Prior to the commencement of grading activities, the contractor hired to complete the grading activities shall prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.*

Mitigation Measure AIR-2: *The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:*

- *Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Reduce speed on unpaved roads to less than 5 miles per hour.*
- *Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.*
- *Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the City.*
- *Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).*
- *Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.*

Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: *Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.*

CULTURAL RESOURCES

Mitigation Measure CUL-1: *If any prehistoric or historic artifacts, human remains or other indications of archaeological or paleontological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*

- *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*
- *If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.*

GEOLOGY AND SOILS

Mitigation Measure GEO-1: *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.*

Mitigation Measure GEO-2: *Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.*

Mitigation Measure GEO-3: *If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Tracy or San Joaquin County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: *Prior to any demolition of the existing structures within the Project site, surveys shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. If concentrations of hazardous materials are determined to exceed applicable ESL thresholds, appropriate on-site remediation shall be conducted in coordination with the San Joaquin County EHD. Removal, demolition and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California and other local environmental regulations and policies, including but not limited to the NESHAP and Cal-OSHA requirements.*

NOISE

Mitigation Measure NOISE-1: *The City of Tracy Development Services Department shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*

- *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
- *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
- *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.*
- *Unnecessary idling of internal combustion engines is prohibited.*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.*

These requirements shall be noted on the Project plans prior to approval of grading and/or building permits.

TRIBAL CULTURAL RESOURCES

Implement ***Mitigation Measure CUL-1***

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TABLE OF CONTENTS

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INITIAL STUDY

PROJECT TITLE

Tracy Senior Living Project at 301 West Street

LEAD AGENCY NAME AND ADDRESS

City of Tracy
Development Services Department
333 Civic Center Plaza
Tracy, CA 95376

CONTACT PERSON AND PHONE NUMBER

Kenny Lipich, Associate Planner
City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376
kenneth.lipich@cityoftracy.org
(209) 831-6443

PROJECT SPONSOR'S NAME AND ADDRESS

Housing Authority of the County of San Joaquin
2575 Grand Canal Boulevard, Suite 100
Stockton, CA 95207

PROJECT LOCATION AND SETTING

The Tracy Senior Living Project site (Project site) is located at 301 West Street in the City of Tracy, San Joaquin County, California (see Figures 1 and 2). The Project site is located on Assessor Parcel Number (APN) 235-420-16. The Project site is 1.94 acres consisting of seven affordable housing buildings containing 17 units along the border of the northern, eastern, and southern boundaries of the site surrounding a landscaped courtyard area with pedestrian pathways (see Figure 3). Twenty trees are located along the Project boundary. The site is bound by multi-family residential uses to the north, West Street and single-family residential uses to the east, West Mt. Diablo Avenue, vacant undeveloped land, and single-family residential uses to the south, and multi-family uses to the west.

PROJECT DESCRIPTION

The proposed Project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low income affordable senior housing units, associated amenities, landscaping, circulation, and utility improvements (see Figure 4). The Project would be developed in two phases of 55 units per phase.

The Project components, including the apartment buildings, landscaping, circulation, utilities, and requested development applications and construction permits, are discussed in detail below.

APARTMENT BUILDINGS

The 110-unit apartment complex would be contained within two separate buildings on the northern and southern portions of the Project site. Each building would contain 55 units and would be three stories high. Table PD-1 shows the breakdown of unit types.

Table PD-1: Proposed Unit Types and Counts

UNIT TYPE	*PHASE 1 UNIT COUNT*	*PHASE 1 UNIT COUNT*	*TOTAL UNIT COUNT*
1 bedroom unit	44	44	88
1 bedroom mobility unit	6	6	12
2 bedroom mobility unit	1	1	2
Sensory impaired unit	3	3	6
Manager's unit	1	1	2
TOTAL	**55**	**55**	**110**

SOURCE: ARTIFEXWEST STUDIO, 2023.

In addition to the residential units, each building would contain an elevator, electrical room, mechanical room, storage room, mailboxes, public restrooms, two staff offices, laundry room, computer lab, and community room. A single-story utility and storage space building would also be provided.

The proposed Project would be subject to Development Review Permit approval by the City, during which City staff would ensure that the proposed Project would comply with all applicable City regulations including, but not limited to, landscaping and visual screening.

LANDSCAPING

The Project includes landscaping throughout the site. Each of the two phases would contain approximately 14,000 square feet (SF) (approximately 0.32 acres) of usable open space, for a total of 28,000 SF (approximately 0.64 acres) of usable open space. Fifteen of the existing 20 trees would be retained as part of the Project.

The irrigation on the site will use drip irrigation, will meet the City's requirements, and will comply with the requirements of the City's Water Efficient Landscape Ordinance. The landscape design uses water-wise plant species suitable for this region and that are low maintenance and durable, uses trees to shade paved areas, and plants have been grouped into hydro-zones.

ACCESS, PARKING AND CIRCULATION

Site access would be provided by two proposed driveways: one along W. Mount Diablo Avenue and one along West Street. A north-south drive aisle would be provided along the western boundary of the site. This drive aisle would connect to the West Street driveway via a east-west roadway in the center of the site.

The proposed parking areas would be located in the western and central portions of the Project site. The parking areas would include 37 vehicle parking stalls per phase, for a total of 74 vehicle parking stalls. Four of the 74 spaces would be Americans with Disabilities Act (ADA) spaces, and

six would be electric vehicle parking spaces. Additionally, 12 bicycle parking spaces would be provided.

UTILITIES

The proposed Project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities. Existing storm drain, sewer, water, and gas lines/pipes are currently located along West Mt. Diablo Avenue and West Street.

The Project would be served by the following existing service providers:

1. City of Tracy for water;
2. City of Tracy for wastewater collection and treatment;
3. City of Tracy for stormwater collection;
4. Pacific Gas and Electric Company for gas and electricity.

Utility lines within adjacent roadways would be extended throughout the Project site. Wastewater, water, and storm drainage lines would be connected via existing lines along West Mt. Diablo Avenue and West Street. The Project would also connect to existing electrical and natural gas infrastructure in the Project vicinity.

Stormwater retention treatment planters would be located throughout the Project site, mainly in the proposed landscaped areas surrounding the apartment buildings. Stormwater runoff from each of the drainage areas would be routed to a series of on-site stormwater bioretention treatment planters.

The preliminary plan for the Project shows an underground infiltration system to meet stormwater quality requirements. Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater treatment planters and bioretention areas by a new stormwater conveyance system on the Project site. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

GENERAL PLAN AND ZONING

The Project site is designated Residential Medium (RM) by the Tracy General Plan Land Use Map (see Figure 5) and Medium Density Residential (MDR) on the Tracy Zoning Map (see Figure 6). The Project would require a General Plan Amendment to change the designation from RM to Residential High (RH). The Project would also require a rezone from MDR to High Density Residential (HDR).

The characteristic housing for the RH designation includes triplexes, fourplexes, townhouses, apartments, and includes condominiums as an ownership type. Densities in the RH designation are from 12.1 to 25 units per gross acre. The Project proposes to develop 110 units on the 1.94-acre site, resulting in a density of 56.7 units per acre. The proposed use and density are consistent with the proposed RH land use designation and density bonus from Assembly Bill (AB) 2334.

AB 2334 amends State Density Bonus Law to include several changes and clarifications. This includes expanding the locations where significant concessions are provided for 100 percent affordable housing developments to include very low vehicle travel areas, an update to the definition of maximum allowable residential density, a change to the resident age requirement to allow for the elimination of parking, and a clarification regarding the maximum rent levels in 100% affordable projects.

The HDR Zone classification is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses and to be utilized in appropriate locations within the areas designated high-medium density residential with a density range of 12 to 25 dwelling units per gross acre by the General Plan. The proposed use and density are consistent with the proposed HDR Zone and density bonus from AB 2334.

REQUESTED DEVELOPMENT APPLICATIONS AND OTHER APPROVALS

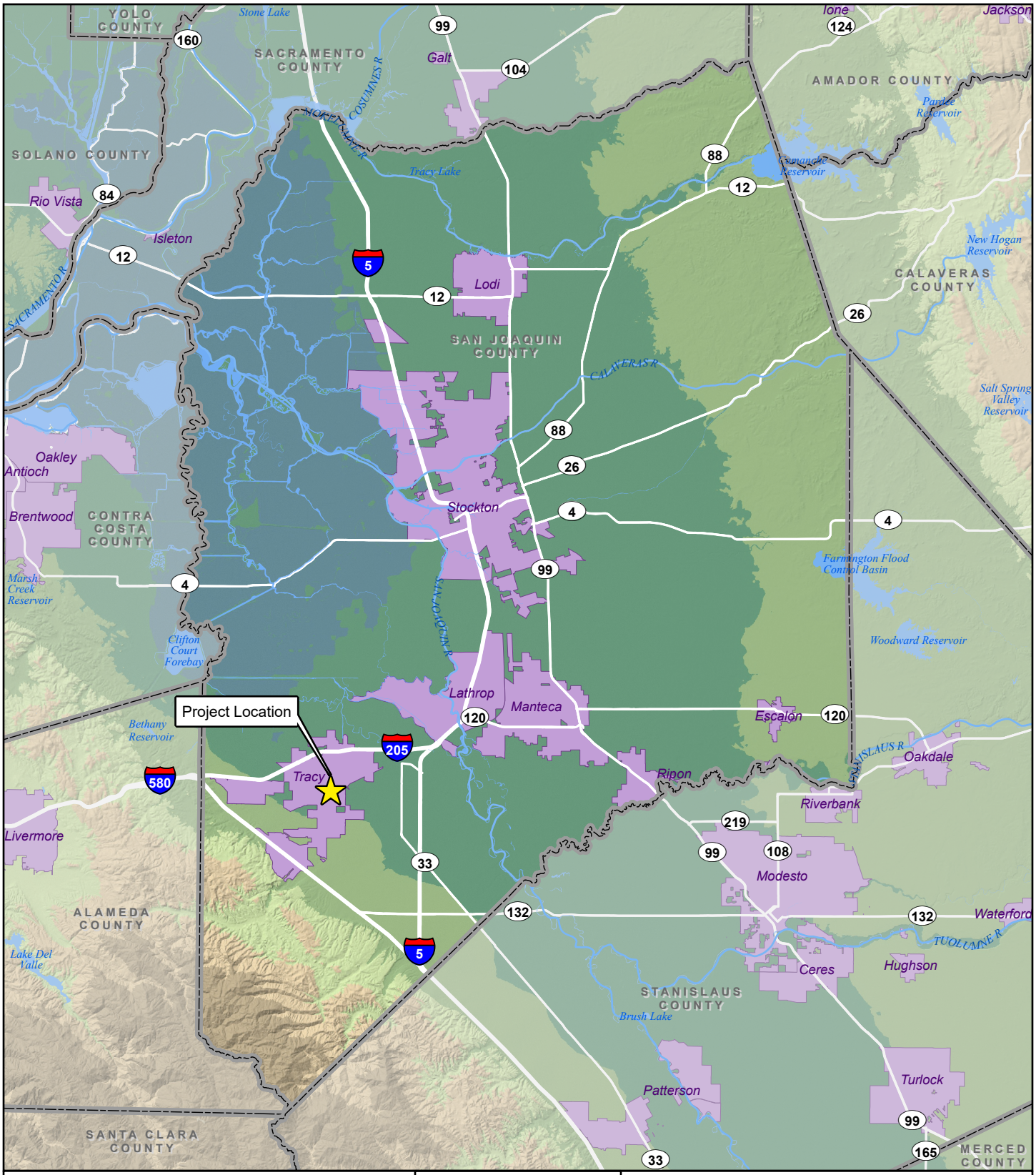
The City of Tracy is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

If the City Council adopts the IS/MND in accordance with CEQA requirements, the City may use the IS/MND to support the following actions:

- General Plan Amendment of the property from MDR to HDR;
- Rezone of the property from MDR to HDR;
- Development Review Permit approval for building design, landscaping, and other site features;
- Building, grading, and other permits as necessary for Project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may rely on the adopted IS/MND to issue permits or approve certain aspects of the proposed Project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction activities would be subject to the SJVAPCD codes and requirements.



TRACY SENIOR LIVING PROJECT

Figure 1. Regional Project Location

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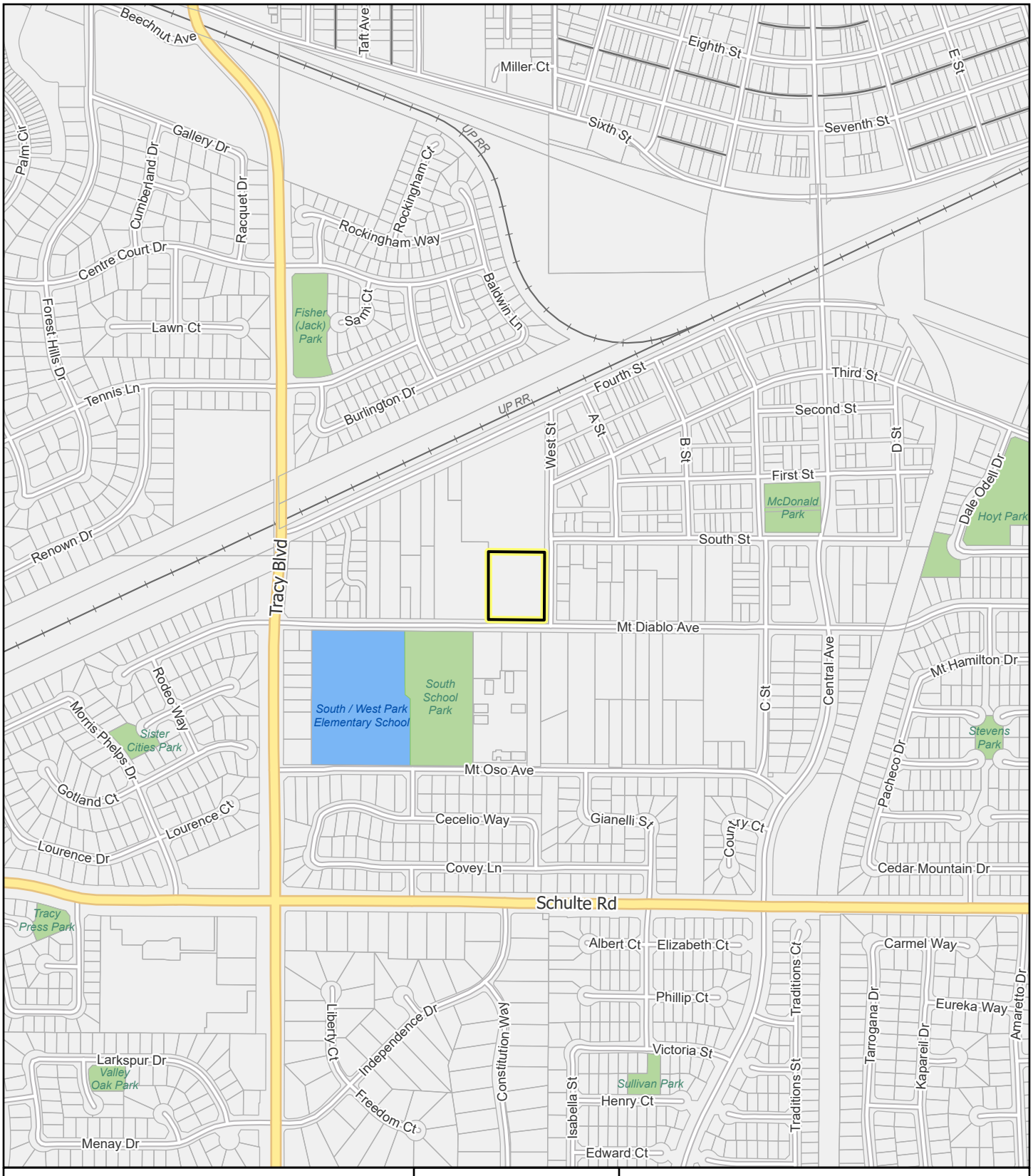

LEGEND

- Project Site
- Public Schools
- Parks

N

0 250 500

US Feet

Sources: San Joaquin County GIS. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 2. Project Vicinity Map

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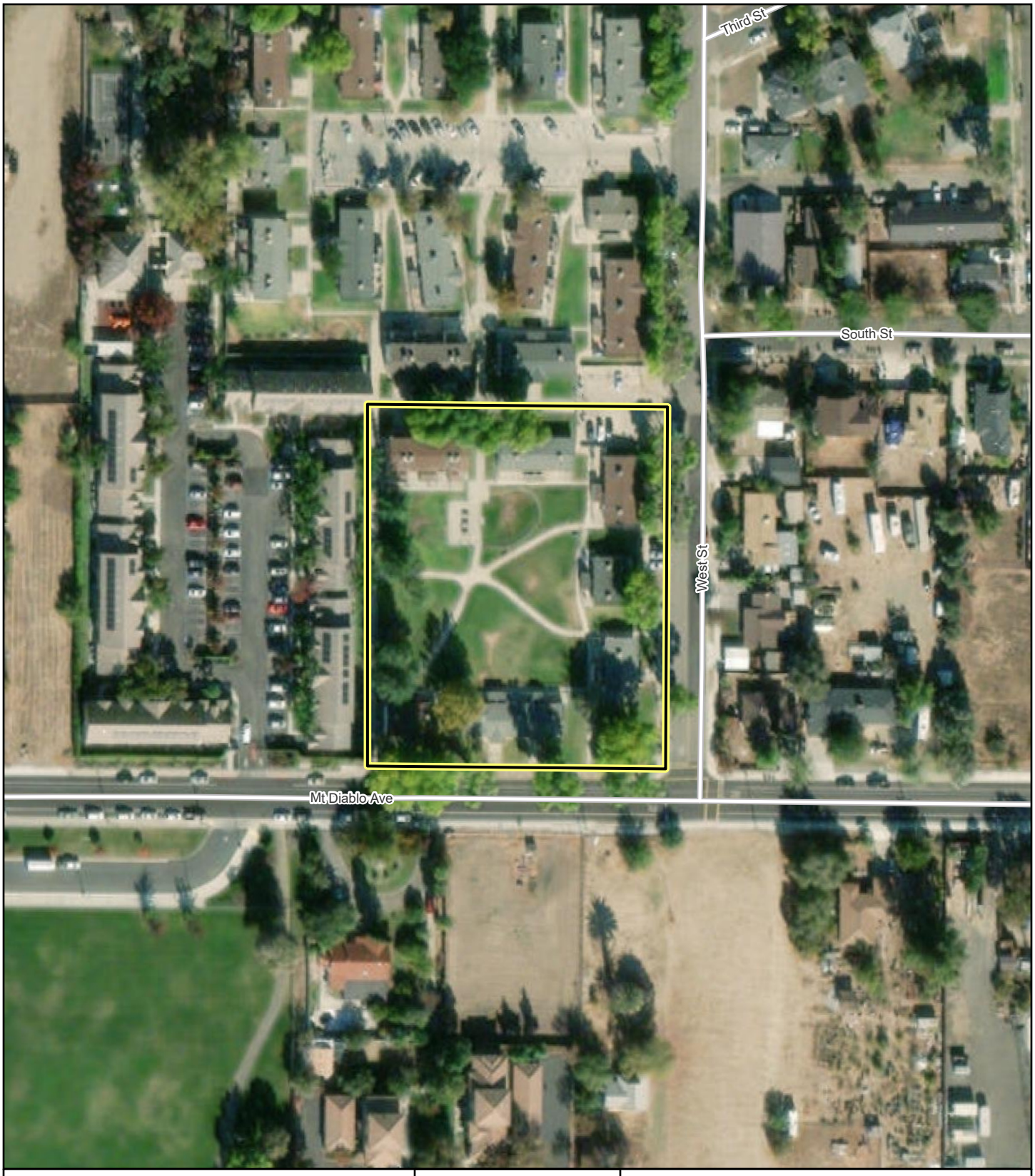

LEGEND

Project Site

N

0 50 100

US Feet

Sources: San Joaquin County GIS. ArcGIS Map Service. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 3. Aerial View of Project Site

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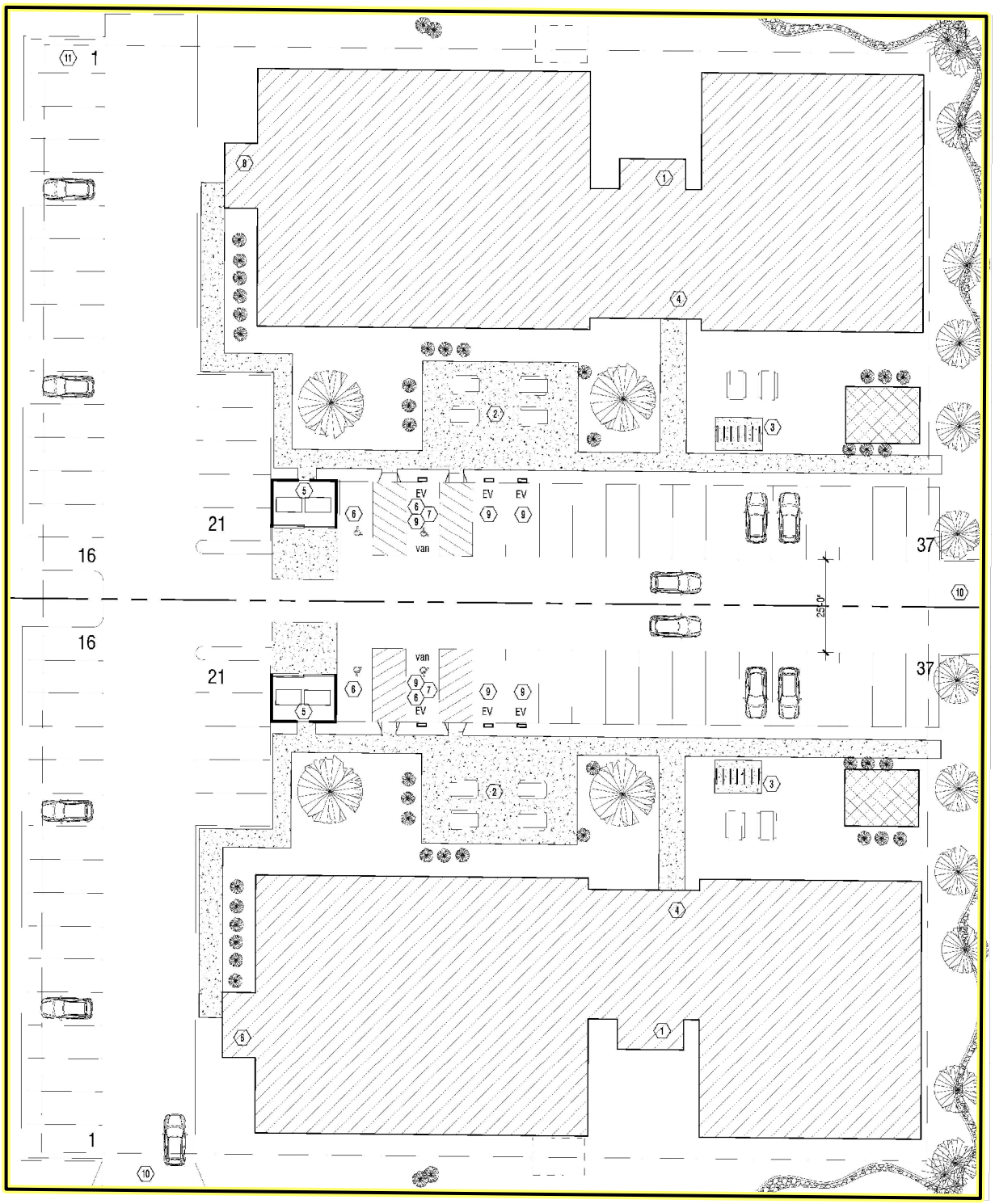

LEGEND

Project Site

N

0 15 30

US Feet

TRACY SENIOR LIVING PROJECT

Figure 4. Site Plan

Sources: Artifex West Studio. Map date: June 20, 2023.

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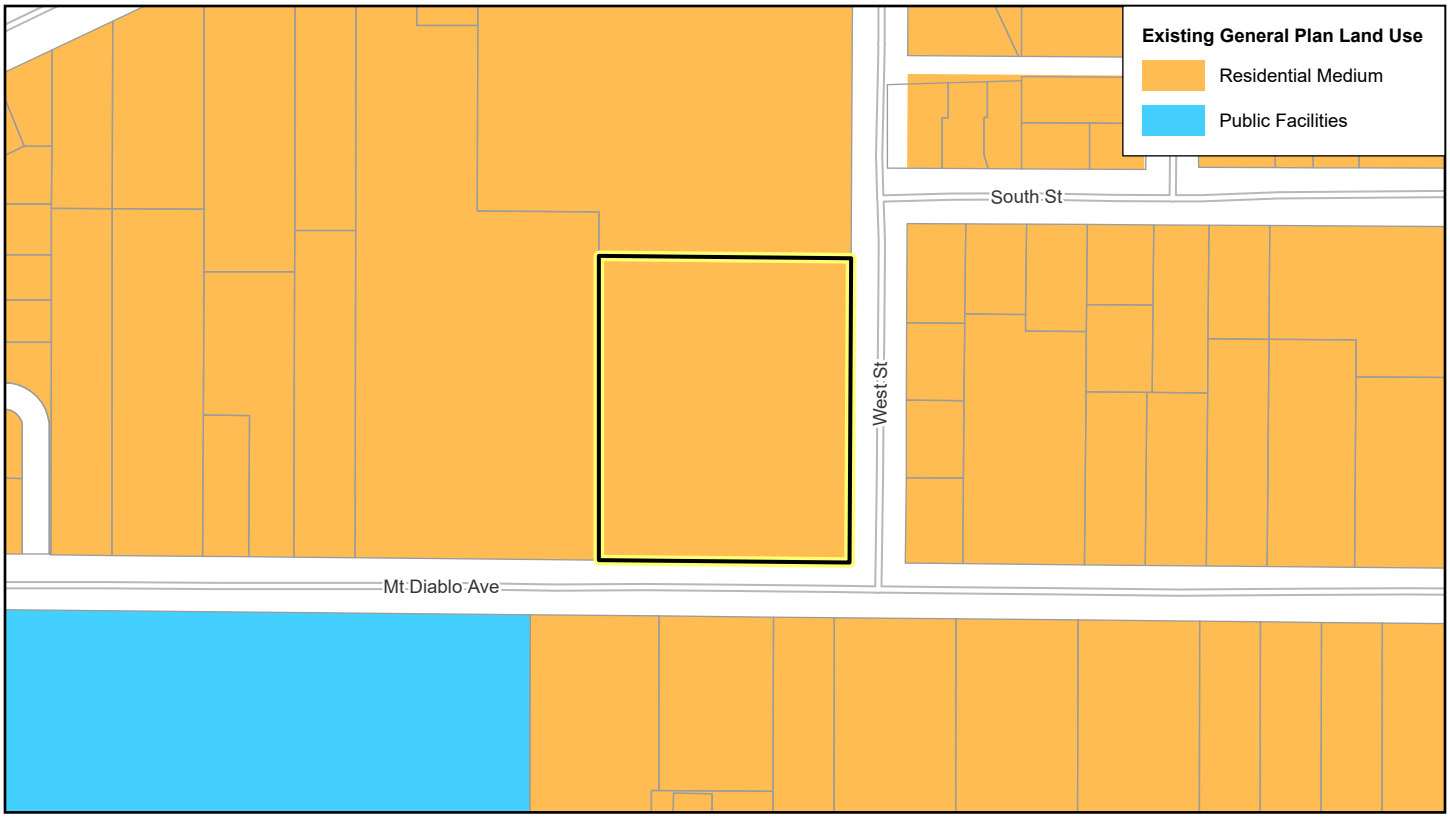

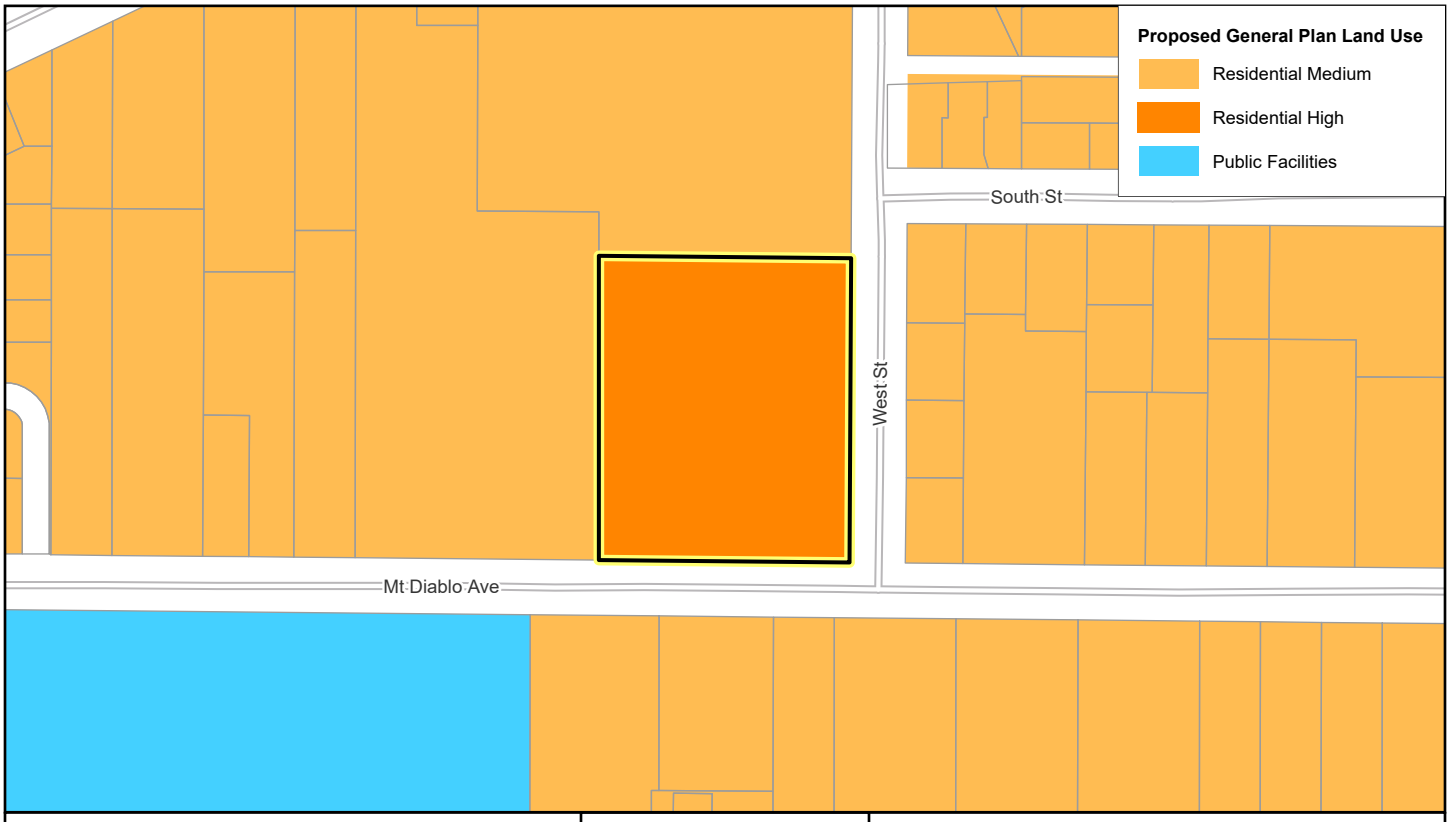

LEGEND

Project Site

N

0 50 100

US Feet

Sources:San Joaquin County GIS. City of Tracy GIS. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 5.Existing and Proposed General Plan

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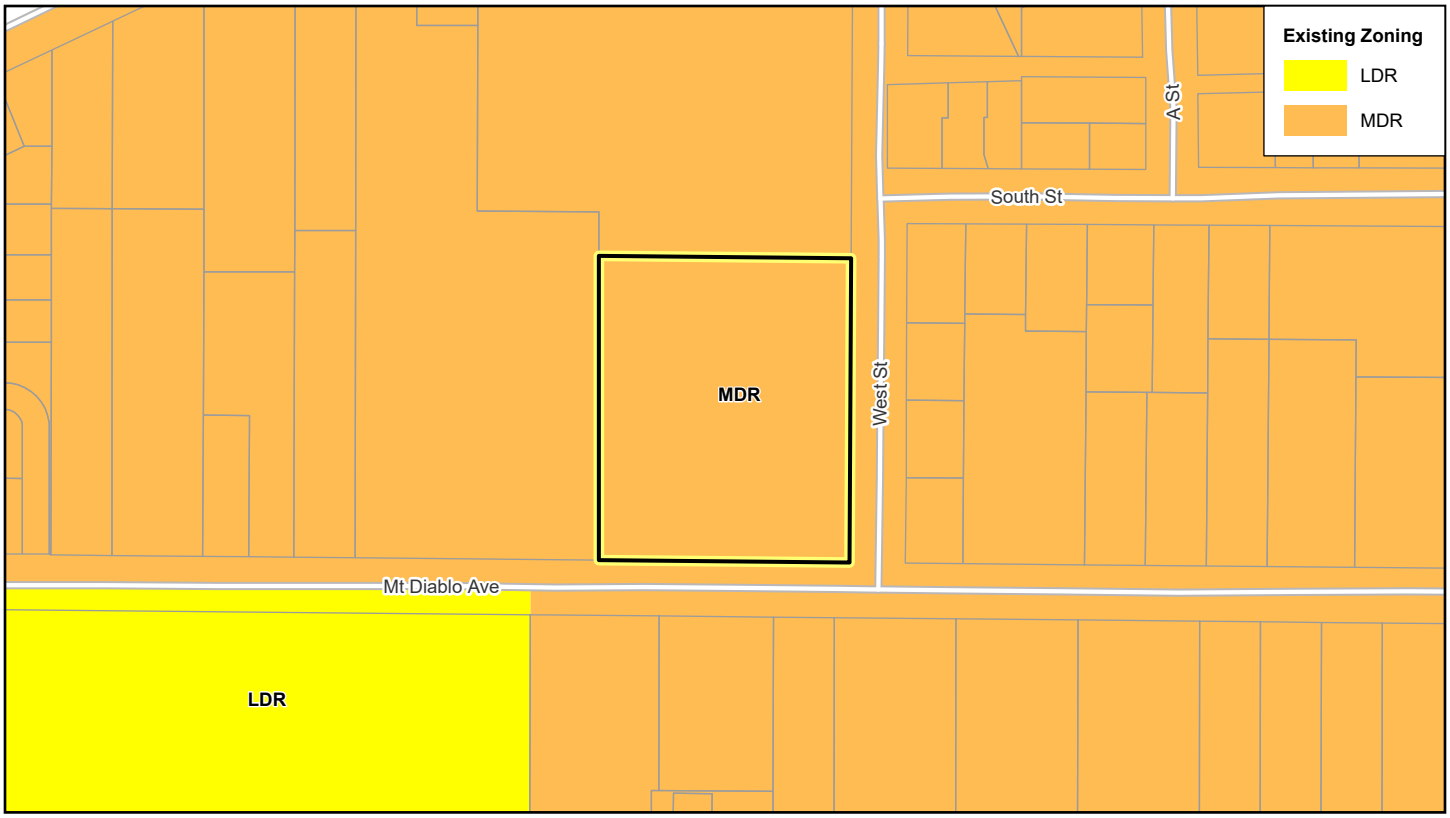

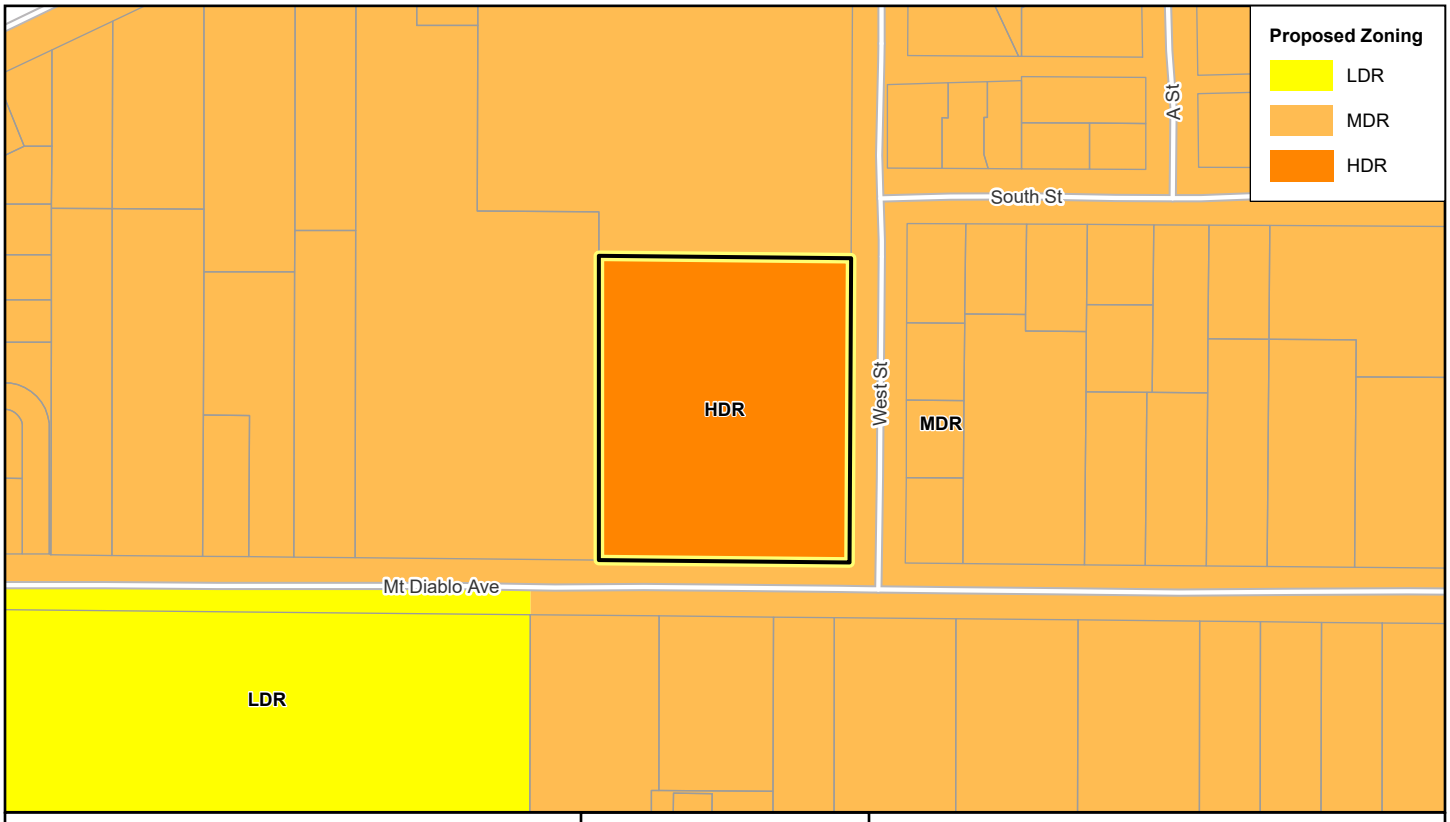

LEGEND

Project Site

N

0 50 100

US Feet

Sources:San Joaquin County GIS. City of Tracy GIS. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 6.Existing and Proposed Zoning

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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.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology and Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology and Water Quality
	Land Use and Planning		Mineral Resources		Noise
	Population and Housing		Public Services		Recreation
	Transportation and Traffic		Tribal Cultural Resources		Utilities and Service Systems
	Wildfire		Mandatory Findings of Significance		

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.
X	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 measures 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.

Signature Date

EVALUATION INSTRUCTIONS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. There are no designated scenic vistas located on or adjacent to the Project site. The project site is 1.94 acres consisting of seven affordable housing buildings containing 17 units along the border of the northern, eastern, and southern boundaries of the site surrounding a landscaped courtyard area with pedestrian pathways. Twenty trees are located along the Project boundary. The Project site is surrounded by land designated for residential uses.

The proposed Project uses are consistent and compatible with the surrounding land uses. The site is bound by multi-family residential uses to the north, West Street and single-family residential uses to the east, West Mt. Diablo Avenue, vacant undeveloped land, and single-family residential uses to the south, and multi-family uses to the west.

Implementation of the proposed Project would result in redevelopment of a site currently used for residential uses for new affordable residential uses in an area of the City that is adjacent to existing residential development. The Project site is not topographically elevated from the surrounding lands, and is not highly visible from areas beyond the immediate vicinity of the site. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other

visually distinctive features that contribute to the scenic quality of the site. The Project site is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed Project would not significantly change the existing visual character of the Project area, as much of the areas immediately adjacent to the site are used for residential purposes. The Project site is currently developed with residential uses and the proposed Project would result in development of affordable residential units on the site. Therefore, this impact is considered **less than significant**.

Response b): Less than Significant. As described in the Tracy General Plan EIR**,** there are two Officially Designated California Scenic Highway segments in the Tracy Planning Area, which extend a total length of 16 miles. The first designated scenic highway is the portion of I-580 between I-205 and I-5, which offers views of the Coast Range to the west and the Central Valley's urban and agricultural lands to the east. The second scenic highway is the portion of I-5 that starts at I-205 and continues south to Stanislaus County, which allows for views of the surrounding agricultural lands and the Delta-Mendota Canal and California Aqueduct.

The Project site is not visible from either scenic highway portions discuss above. Although 20 trees are found on-site, 15 of the 20 trees would be retained by the Project. Development of the proposed Project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, this is a **less than significant** impact.

Response c): Less than Significant. The CEQA definition for an "Urbanized area" means a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. In addition, to be considered an Urbanized area according to CEQA, projects must also be within the boundary of a map prepared by the U.S. Bureau of the Census which designates the area as urbanized area. According to the U.S. Bureau of the Census, the Project site is mapped and designated as urbanized area. In addition, the Project site is located within the City of Tracy, which has an estimated population of approximately 94,538 people; meaning the Project site is within an urbanized area and subjected to applicable zoning or other regulation governing scenic quality. Development of the Project site would convert the Project site from its existing medium density residential use to a high density residential use use.

The proposed Project would redevelop a residential site with affordable residential uses in an area that currently contains numerous residential buildings. The proposed Project would be visually compatible with the surrounding residential uses. The proposed density of the residential uses would increase as a result of the Project. However, taking into account the scope and location of the proposed Project relative to the surrounding area uses, this would not greatly alter the area's overall visual character.

Additionally, the Project is subject to the City of Tracy's development and design review criteria, which would ensure that the exterior facades of the proposed structures, landscaping,

streetscape improvements and exterior lighting improvements are compatible with the surrounding land uses. Additionally, the proposed Project includes extensive planting of new trees and other vegetation and would maintain several of the existing trees on-site. Overall, Project implementation would not conflict with the applicable zoning and other regulations governing scenic quality. Therefore, this impact is considered **less than significant**.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed Project would redevelop a residential site with affordable residential uses in an area that currently contains numerous residential buildings. Reflective building materials are not proposed for use in the Project, and as such, the Project is not anticipated to result in increases in daytime glare.

The proposed Project would include exterior lighting around the proposed structures. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Exterior lighting on new projects is also regulated by the Tracy Municipal Code, 10.08.4000 (a), which specifies that the site plan and architectural review package includes an exterior lighting standards and devices review. The City addresses light and glare issues on a case-by-case basis during Project approval and typically adds requirements as a condition of Project approval to shield and protect against light spillover from one property to the next as required by Tracy Municipal Code Section 10.08.3530(h).

Overall, this impact would be **less than significant**.

II. AGRICULTURE AND FOREST RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The Project site is designated as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program and the California Department of Conservation.[1] Due to the existing surrounding land uses, the Project site is not suitable for agricultural production and agricultural operations.

The proposed Project site is designated MDR, which is intended for future urban land uses in the Tracy General Plan, and the site is currently contains residential uses. Therefore, this would be considered a **less than significant** impact.

Response b): No Impact. The Project site is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the Project site under a Williamson Act Contract. Therefore, implementation of the proposed Project would not conflict with a Williamson Act Contract. The Project site is currently zoned MDR by the City's Zoning Map. As such, the proposed Project would not conflict with any agricultural zoning or Williamson Act Contract. There is **no impact**.

Responses c) and d): No Impact. The Project site is located in an area consisting of residential development. Twenty trees are located on-site; however, the trees are ornamental in nature. Fifteen of the existing 20 trees would be retained as part of the Project. There are no forest

[1] Available at: http://maps.conservation.ca.gov/ciff/ciff.html.

resources on the Project site or in the immediate vicinity of the Project site. Therefore, development of the Project would result in **no impact**.

Response e): Less than Significant. As described under Responses (a) above, the proposed Project site has previously been used for residential purposes. The site is also not zoned for agricultural uses. The proposed Project is identified for urban land uses in the Tracy General Plan and is currently developed and surrounded by residential land uses. Therefore, implementation of the proposed Project would result in a **less than significant** impact.

III. AIR QUALITY -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

EXISTING SETTING

The Project site is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c): Less than Significant with Mitigation. Air quality emissions would be generated during construction of the proposed Project and during operation of the proposed Project. Construction-related air quality impacts and operational air quality impacts are addressed separately below.

Project Emissions

The SJVAPCD has published guidance on determining CEQA applicability, significance of impacts, and potential mitigation of significant impacts, in the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided in the SJVAPCD Small Project Level (SPAL) are deemed to have a less than significant impact on air quality and, as such, are excluded from quantifying criteria pollutant emissions for CEQA purposes.

The SJVAPCD's approach to analysis of criteria pollutant impacts is that quantification of criteria pollutant emissions is not necessary if an Initial Study demonstrates that such emissions would less than significant based on the SJVAPCD SPAL screening levels (SJVAPCD, 2015) (SJVAPCD, 2020). The proposed Project would only generate a very small number of vehicle trips during Project operation and would not require a large Project area (far less than the SPAL screening threshold of 800 non-heavy duty truck daily trips and 15 heavy-duty truck trips, and 225 residential units, for the "Apartment, Mid Rise" land uses). Specifically, the Project would only include 110 apartments and, as provided in the Transportation Analysis provided by Kimley Horn (2023), only generate approximately 262 daily trips. Furthermore, when subtracting out the trips associated with the existing land use, the Project would only generate approximately 161 net trips (see Kimley Horn's transportation analysis provided in Appendix B for further detail. Based on these Project characteristics, the proposed Project would be deemed to have a less than significant impact on air quality under the SPAL guidelines (SJVAPCD, 2020). As such, the proposed Project is excluded from quantifying criteria pollutant emissions for CEQA purposes.

However, regardless of emission quantities, the SJVAPCD requires construction related mitigation in accordance with their rules and regulations. Implementation of the following mitigation measures in addition to compliance with all applicable measures from SJVAPCD Rule VIII would ensure that the Project would have a **less than significant** impact related to construction emissions.

MITIGATION MEASURE(S)

Mitigation Measure AIR-1*: Prior to the commencement of grading activities, the contractor hired to complete the grading activities shall prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.*

Mitigation Measure AIR-2*: The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:*

- *Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Reduce speed on unpaved roads to less than 5 miles per hour.*
- *Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.*

- *Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the City.*
- *Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).*
- *Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.*

Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Response d): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The closest sensitive receptors are located immediately adjacent to the Project site, to the north and east (i.e. within approximately 50 feet of the Project site).

Implementation of the proposed Project would not expose these or other nearby sensitive receptors to substantial pollutant concentrations. Air emissions would be generated during the construction phase of the Project. The construction phase of the Project would be temporary and short-term, and the implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3 would greatly reduce pollution concentrations generated during construction activities.

Operation of the proposed Project would result in emissions primarily from vehicle trips. As described under Response a) – c) above, the proposed Project would not generate significant concentrations of air emissions. Impacts to sensitive receptors would be negligible and this is a **less than significant** impact.

Response e): Less than Significant. Operation of the proposed Project would not generate notable odors. The proposed Project includes development of residential uses, which is compatible with the surrounding land uses. Occasional mild odors may be generated during landscaping maintenance (equipment exhaust), but the Project would not otherwise generate odors. Trash receptacles would be provided within the Project site. The receptacles would have lids in order to contain potential odor from trash and waste. This is a **less than significant** impact and no mitigation is required.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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 Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
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?			X	
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 native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
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?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. A background search of special-status species within one mile of the Project site that are documented in the California Natural Diversity Database (CNDDB) was completed. Figure 7 illustrates the special-status species records located within the nine-quadrangle radius of the Project site.

Special-status invertebrates that occur within the San Joaquin County region include: longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. The Project site does not contain essential habitat for these special status invertebrates. Additionally, no CNDDB records of the aforementioned special-status invertebrates exist within one-mile of the Project site. Implementation of the

proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Special-status reptiles and amphibians that occur within the region include the western pond turtle, which requires aquatic environments located along ponds, marshes, rivers, and ditches; the California tiger salamander, which is found is grassland habitats where there are nearby seasonal wetlands for breeding; the silvery legless lizard, which is found in sandy or loose loamy soils under sparse vegetation with high moisture content; San Joaquin whipsnake, which requires open, dry habitats with little or no tree cover with mammal burrows for refuge; the Alameda whipsnake, which is restricted to valley-foothill hardwood habitat on south-facing slopes; the California horned lizard, which occurs in a variety of habitats including, woodland, forest, riparian, and annual grasslands, usually in open sandy areas; the foothill yellow-legged frog, which occurs in partly shaded and shallow streams with rocky soils; the California red legged frog, which occurs in stream pools and ponds with riparian or emergent marsh vegetation; and the western spadefoot toad, which requires grassland habitats associated with vernal pools.

No CNDDB records of the aforementioned special-status reptiles or amphibians exist within one-mile of the Project site. The Project site does not contain essential habitat for these special status reptiles and amphibians. Implementation of the proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present on the Project site. The Project site is located in an area that has been developed for over 70 years. Human settlement has involved a high frequency of ground disturbance associated with the urban activities in the city center, including the Project site.

CNDDB records of two special-status plant species exist within one mile of the Project site: big tarplant and caper-fruited tropidocarpum. The Project site does not contain suitable habitat for special-status plant species, and these species are not expected to be present on the site due to ongoing site disturbance and current developed site conditions. Implementation of the proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Special-status birds that occur within the region include tricolored blackbird, Swainson's hawk, northern harrier, and bald eagle, which are associated with streams, rivers, lakes, wetlands, marshes, and other wet environments; loggerhead shrike, and burrowing owl, which lives in open areas, usually grasslands, with scattered trees and brush; and raptors that are present in varying habitats throughout the region.

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA). Additionally, Swainson's hawk foraging habitat is protected by the CDFW. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles

from its nesting location. Although not of high quality, potentially suitable nesting habitat for this species occurs within the on-site trees along the sites boundaries. Fifteen of the existing 20 trees would be retained as part of the Project. It is noted, however, that the site and the surrounding developed areas do not provide foraging opportunities for local Swainson's hawks. The San Joaquin Council of Governments (SJCOG) administers the San Joaquin County Multi- Species Open Space and Conservation Plan (SJMSCP) for the region. The proposed Project would require coverage under the SJMSCP. SJCOG would apply incidental take minimization measures for the Project. As such, impacts to Swainson's hawk are **less than significant** with implementation of Mitigation Measure BIO-1.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFW and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. There are three documented occurrences of burrowing owls within one mile of the Project site. The Project site does not contain suitable habitat for burrowing owls. Due to the developed nature of the area, the Project site is not located near other lands that are currently undeveloped that offer foraging and roosting habitat for wintering or breeding owls. As such, impacts to burrowing owls are **less than significant**.

Tricolored Blackbird. Tricolored blackbirds are a California Species of Special Concern and are protected by the CDFW and the MBTA. Tricolored blackbirds nest in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Tricolored blackbird habitat must be large enough to support 50 pairs and likely requires water at or near the nesting colony. The Project site does not contain suitable habitat for tricolored blackbirds. As such, impacts to tricolored blackbirds are **less than significant**.

Participation in the SJMSCP is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, the implementation of Mitigation Measure BIO-1 would ensure that special status plant or wildlife species are protected throughout the region. Impacts to special status plant or wildlife species would be reduced to a **less than significant** level with mitigation.

MITIGATION MEASURE(S)

Mitigation Measure BIO-1*: Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the*

Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.

Responses b): No Impact. Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

Over 135 California bird species either completely depend upon riparian habitats or use them preferentially at some stage of their life history. Riparian habitat provides food, nesting habitat, cover, and migration corridors. Another 90 species of mammals, reptiles, invertebrates and amphibians depend on riparian habitat. Riparian habitat also provides riverbank protection, erosion control and improved water quality, as well as numerous recreational and aesthetic values.

There is no riparian habitat or other sensitive natural communities located on the Project site. As such, the proposed Project would have **no impact** on these resources, and no mitigation is required.

Response c): Less than Significant. A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands are defined by regulatory agencies as having special vegetation, soil, and hydrology characteristics. Hydrology, or water inundation, is a catalyst for the formation of wetlands. Frequent inundation and low oxygen causes chemical changes to the soil properties resulting in what is known as hydric soils. The prevalent vegetation in wetland communities consists of hydrophytic plants, which are adapted to areas that are frequently inundated with water. Hydrophytic plant species have the ability to grow, effectively compete, reproduce, and persist in low oxygen soil conditions.

Below is a list of wetlands that are found in the Tracy planning area:

- Farmed Wetlands: This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.

- Lakes, Ponds and Open Water: This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.
- Seasonal Wetlands: This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.
- Tidal Salt Ponds and Brackish Marsh: This category of wetlands includes areas affected by irregular tidal flooding with generally poor drainage and standing water. There are minimal occurrences along some of the larger river channels in the northern portion of the Tracy Planning Area.

There are no wetlands located on the Project site. Therefore, this is a **less than significant** impact and no mitigation is required.

Response d): Less than Significant. The CNDDB record search did not reveal any documented wildlife corridors or nursery sites on or adjacent to the Project site. Furthermore, field surveys did not reveal any wildlife nursery sites on or adjacent to the Project site. Implementation of the proposed Project would have a **less than significant** impact. No mitigation is necessary.

Responses e), f): Less than Significant with mitigation. The Project site is located within the jurisdiction of the SJMSCP and is located within the Central/Southwest Transition Zone of the SJMSCP. The SJCOG prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOG, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the CDFW, Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1978. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOG. The City of Tracy adopted the Plan on November 6, 2001.

According to Chapter 1 of the SJMSCP, its key purpose is to "provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and, accommodating a growing population while minimizing costs to project proponents and society at large."

In addition, the goals and principles of the SJMSCP include the following:

- Provide a County-wide strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy.
- Preserve landowner property rights.

- Provide for the long-term management of plant, fish, and wildlife species, especially those that are currently listed, or may be listed in the future, under the ESA or the CESA.
- Provide and maintain multiple-use open spaces, which contribute to the quality of life of the residents of San Joaquin County.
- Accommodate a growing population while minimizing costs to project proponents and society at large.

In addition to providing compensation for conversion of open space to non-open space uses, which affect plant and animal species covered by the SJMSCP, the SJMSCP also provides some compensation to offset impacts of open space conversions on non-wildlife related resources such as recreation, agriculture, scenic values and other beneficial open space uses. Specifically, the SJMSCP compensates for conversions of open space to urban development and the expansion of existing urban boundaries, among other activities, for public and private activities throughout the County and within Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy.

Participation in the SJMSCP is voluntary for both local jurisdictions and project applicants. Only agencies adopting the SJMSCP would be covered by the SJMSCP. Individual project applicants have two options if their project is located in a jurisdiction participating in the SJMSCP: mitigating under the SJMSCP or negotiating directly with the state and/or federal permitting agencies. If a project applicant opts for SJMSCP coverage in a jurisdiction that is participating under the SJMSCP, the following options are available, unless their activities are otherwise exempted: pay the appropriate fee; dedicate, as conservation easements or fee title, habitat lands; purchase approved mitigation bank credits; or, propose an alternative mitigation plan.

Responsibilities of permittees covered by the SJMSCP include collection of fees, maintenance of implementing ordinances/resolutions, conditioning permits (if applicable), and coordinating with the Joint Powers Authority (JPA) for Annual Report accounting. Funds collected for the SJMSCP are to be used for the following: acquiring Preserve lands, enhancing Preserve lands, monitoring and management of Preserve lands in perpetuity, and the administration of the SJMSCP. Because the primary goal of SJMSCP to preserve productive agricultural use that is compatible with SJMSCP's biological goals, most of the SJMSCP's Preserve lands would be acquired through the purchase of easements in which landowners retain ownership of the land and continue to farm the land. These functions are managed by San Joaquin Council of Governments.

As described under Response (a), the proposed Project is subject to participation in the SJMSCP by Mitigation Measure BIO-1. The City of Tracy and the Project applicant shall consult with SJCOG and determine coverage of the Project pursuant to the SJMSCP. Implementation of Mitigation Measure BIO-1 would ensure that the Project complies with the requirements of the SJMSCP, and would not conflict with any applicable habitat conservation plans. With the implementation of Mitigation Measure BIO-1, the Project would have a **less than significant** impact.

MITIGATION MEASURE(S)

Implement Mitigation Measure BIO-1

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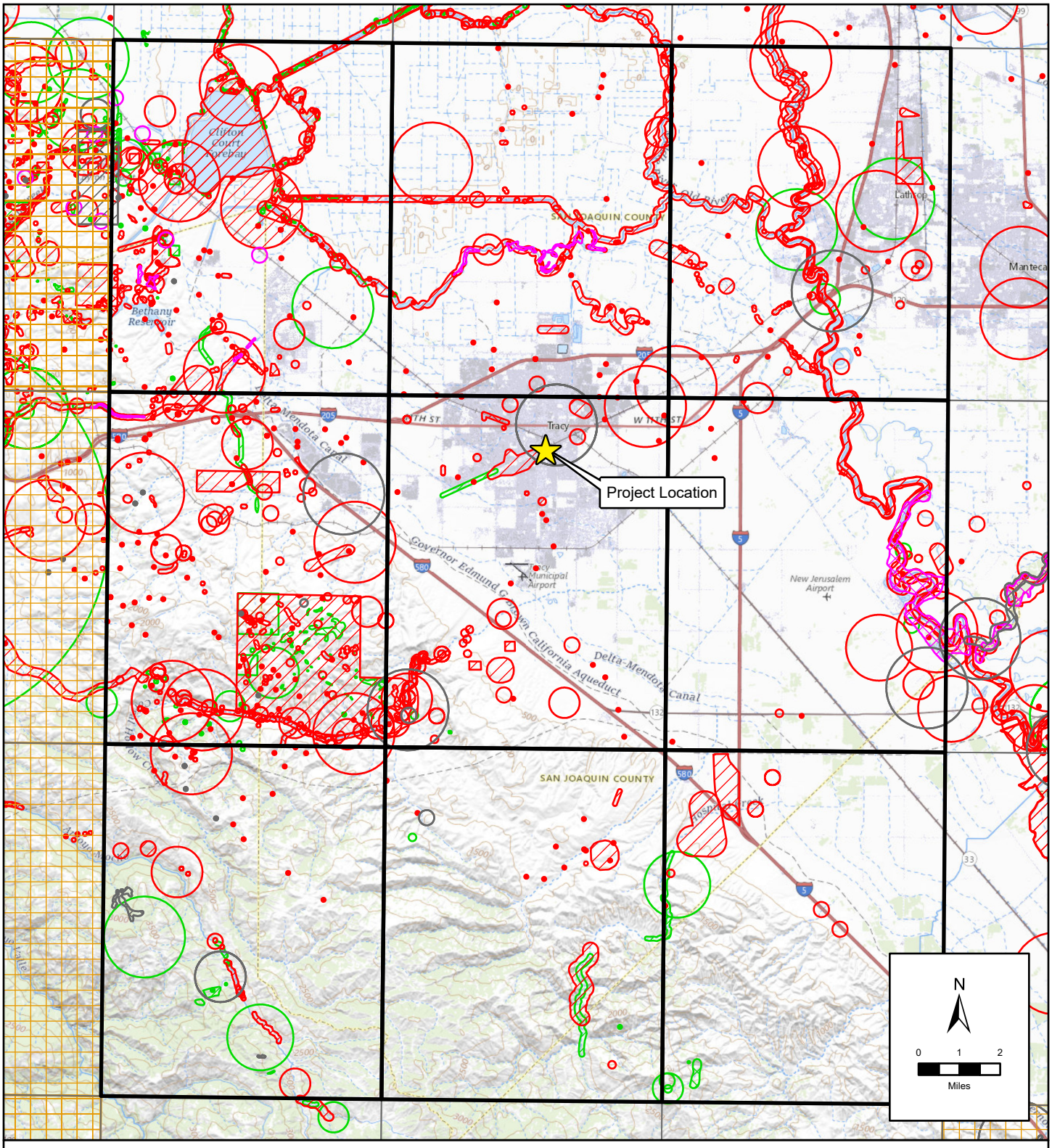

LEGEND

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive EO's (Commercial only)

TRACY SENIOR LIVING PROJECT

Figure 7. CNDDB 9-Quad Search

Sources: ArcGIS Online USGS Topo Map Service; CNDDB version 3/1/2023. Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. Map date: July 13, 2023.

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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V. CULTURAL RESOURCES -- WOULD THE PROJECT:

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. A Determination of Eligibility and Effect (DOEE) was prepared for the Project (Peak & Associates, Inc., 2023). The following is based on the DOEE.

Record Search

A record search was conducted for the current Project site and a 0.25-mile radius at the Central California Information Center of the California Historical Resources Information System on June 21, 2023 (Record Search File No.: 12573L; Appendix 2 of Appendix C). There are no resources reported to be located within the Project site, and two resources recorded within a ¼ mile radius—the South School (P-39-005009), and a historic district created in 1978, P-39-00598. The district is a list of older buildings, with no known status update of additions to the list and removals of buildings. No reports cover the Project area; three reports are known within the ¼-mile radius.

Historic Group Consultation

On June 20, 2023, Peak & Associates sent a letter to the Tracy Museum and West Side Pioneer Association asking about concerns for the existing building complex (Appendix 4 of Appendix C). No response has been received to date.

Field Assessment

A pedestrian survey of the Project site was completed by Peak & Associates on August 30, 2023. The survey area is a vintage residential complex, including seven buildings, now vacant and boarded up around a central courtyard. The buildings are multi-family units surrounding a park-like open area. Five of the buildings appear to be duplexes with the building in the northwest corner comprised of four units. The building at the center of the south side (#6) is a triplex. All the units have a fenced back patio with a concrete floor, storage shed and clothesline set up.

Although some architectural details vary between buildings, they all have components in common, including composition roofing, stucco exterior and replacement vinyl-framed windows. The existing shutters appear to be vinyl as well.

Overall architecture and design are consistent with construction around 1950. The buildings appear to have been maintained, but are in poor to fair condition. The open areas are covered with mown grass and occasional trees: ash, spruce, crepe myrtle, and other unidentified ornamental trees. Photographs were taken of each side of each building, showing variations in architecture, design, and style, along with similarities and current condition.

There is no evidence of prehistoric period cultural resources within the Project Site.

The Building Complex

The seven buildings in the survey area were all built by the Department of Housing and Urban Development (HUD) for low-income housing, and all were built in the same style with variations in detail. There are no other buildings in the district. The buildings are arranged around three margins of a rectangular area, with the west side open, and the inner square a landscaped plaza. Individual variations in the buildings are described on the primary records (Appendix 5 of Appendix C). Table CUL-1 summarizes the building types and conditions.

Table CUL-1: Apartment Units and Conditions

UNITS	*FLOORS*	*TYPE*	*CONDITION*
316 South Court	2	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
314 South Court	2	4 Bedroom/ 1 Bathroom	Vacant. Poor condition.
312 South Court	2	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
310 South Court	2	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
302 South Court	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
300 South Court	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
11 West Street	1	3 Bedroom/ 1 Bathroom	Vacant. Fair condition.
9 West Street	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
7 West Street	1	1 Bedroom/ 1 Bathroom	Vacant. Fair condition.
5 West Street	1	1 Bedroom/ 1 Bathroom	Vacant. Fair condition.
3 West Street	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
1 West Street	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
301 Mount Diablo	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
303 Mount Diablo	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
305 Mount Diablo	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
315 Mount Diablo	1	1 Bedroom/ 1 Bathroom	Vacant. Poor condition.
317 Mount Diablo	1	1 Bedroom/ 1 Bathroom	Vacant. Poor condition.

SOURCE: PEAK & ASSOCIATES, INC., 2023.

The style of the buildings is, essentially, Contemporary. The mass of the buildings is an undecorated side-gabled block. The only departures are relatively elaborate entry treatments featuring gabled roofs with elements of Craftsman in the treatment of the gable ends. The buildings were a low-income housing development with seven multi-family units built at about the time, in the same style but differing in detail. They are to be demolished and replaced with modern very low-income housing as part of the proposed Project. The associated landscaping will also be destroyed as part of the Project.

Evaluation of Building Complex

Significance of cultural resources is measured against the National Register of Historic Places (NRHP) criteria for evaluation, but also the California Register of Historical Resources (CRHR) criteria.

Under Criterion A of the NRHP, the building complex must be "associated with events that have made a significant contribution to the broad patterns of our history." The CRHR similarly asks for a resource to be associated with "events that have made a significant contribution to the broad patterns of California's history." The building complex is simply a product of the development of Tracy and the recognition of the need for low-income housing. No known important historical events occurred on the site. In conclusion, the building complex is not significant under Criterion A.

For a building complex to be eligible under NRHP or CRHR Criterion B, there must be an association with a person important in our past. The historical research has failed to identify any such figure associated with this property. In conclusion, the building complex is not associated with important people in local, California, or federal history, and the complex is not eligible under either the NRHP nor the CRHR Criterion B.

For a building complex to be eligible under NRHP Criterion C, the building complex must embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values to be eligible under Criterion C, with similar requirements for the CRHR. The buildings are in a Contemporary style, of great popularity from 1945 to 1965. The complex is not particularly innovative, architecturally distinctive, or rare in California. The complex is not eligible for the under NRHP nor the CRHR Criterion C.

Under Criterion D, a site can be eligible for yielding information important in prehistory or history. In that the site has been built on repeatedly over the years and was in an environmentally undesirable location away from a natural water source, there is no likelihood that cultural deposits are present. The Project area will not yield information important for research on the history or prehistory of the region. The building complex is not eligible for the NRHP or the CRHP under Criterion D**.**

Conclusion

As a result of the identification and evaluation efforts, an agency official can find that there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in Section 800.16 (i). There were no historic properties recorded within the project area. With regard to Section 106 of the National Historic Preservation Act, it is recommended that the agency seek concurrence from the California SHPO with a finding of "no historic properties affected" per § 800.4(d) (1). In terms of CEQA, there are no important properties in the project area. This is a **less than significant** impact.

Response b): Less than Significant with Mitigation. A DOEE was prepared for the Project (Peak & Associates, Inc., 2023). The following is based on the DOEE.

The Project site was previously disturbed when the existing buildings were constructed in approximately 1951. There are no known archaeological resources that have been found or are known to exist on the site.

Nevertheless, with any surface inspection there is always a remote possibility that previous activities (both natural and cultural) have obscured prehistoric or historic period artifacts or habitation areas, leaving no surface evidence that would permit discovery of these cultural resources. If, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.) are observed, or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work should cease in the immediate area of discovery and a professionally qualified archeologist should be contacted immediately for an on-site inspection of the discovery.

As with most projects in the region that involve ground-disturbing activities, there is the potential for discovery of previously unknown significant archeological resources. This is a potentially significant impact. Mitigation Measure CUL-1 would ensure that, should any historic artifacts, human remains or other indications of archaeological or paleontological resources be found on-site, the proper avoidance, evaluation, and notification would be conducted. With this mitigation measure, this impact would be **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure CUL-1*: If any prehistoric or historic artifacts, human remains or other indications of archaeological or paleontological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*

- *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*

- *If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.*

Response c): Less than Significant with Mitigation. Indications suggest that humans have occupied San Joaquin County for over 10,000 years and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials.

Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." Additionally, PRC §5097 has specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation.

While no human remains were found during field surveys of the Project site, implementation of the following mitigation measure would ensure that all construction activities which inadvertently discover human remains implement state-required consultation methods to determine the disposition and historical significance of any discovered human remains. Mitigation Measure CUL-1 would reduce this impact to a **less-than-significant** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure CUL-1.

VI. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

Responses a) and b): Appendix G of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate state and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The amount of energy used at the Project site would directly correlate to the energy consumption (including fuel) used by vehicle trips generated during Project construction, fuel used by off-road construction vehicles during construction, fuel used by vehicles during Project operation, and electricity and other energy usage during Project operation.

Electricity and Natural Gas

The CalEEMod modeling results for the proposed Project estimate annual operational electricity usage at approximately 727,104 kWh/year, and annual natural gas usage at 299,6750 kBTU/year (see Appendix A for further detail).

On-road Vehicles (Operation)

The proposed Project would generate vehicle trips (i.e. passenger vehicles for employees and heavy-duty trucks for hauling) during its operational phase. Requirements to limit the idling of vehicles and equipment would result in fuel savings. Similarly, compliance with applicable State laws and regulations would limit idling and a part of a comprehensive regulatory framework that is implemented by the CARB. A description of Project operational on-road mobile energy usage is provided below.

According to the Traffic Study prepared for the proposed Project (Kimley Horn, 2023), and as described in more detail in Section XVI. Transportation of this IS/MND, the proposed Project would generate 262 total daily vehicle trips. However, it should be noted that the existing land use is anticipated to already generate approximately 101 daily trips; when netting out daily trips, the proposed Project would generate approximately 161 daily vehicle trips. In order to calculate operational on-road vehicle energy usage, De Novo Planning Group used fleet mix data from the CalEEMod (v2022.1) output for the proposed Project, and Year 2024 gasoline and diesel MPG (miles per gallon) factors for individual vehicle classes as provided by EMFAC2021, to derive weighted average gasoline and diesel MPG factors for the vehicle fleet as a whole. Based on these calculations, as provided in Appendix B, upon full buildout, the proposed Project would generate operational vehicle trips that would use a total of approximately 164 gallons of gasoline per day, or 59,955 gallons of gasoline per year.[2]

The proposed Project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Title 24 Energy Efficiency Standards for Nonresidential Buildings and Green Building Code Standards. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting, are widely regarded as the some of the most advanced and stringent building energy efficiency standards in the country. Therefore, building energy consumption would not be considered wasteful, inefficient, or unnecessary.

Moreover, the proposed Project would be required to comply with transportation efficiency standards, as promulgated at the State and federal levels. Thus, transportation fuel consumption would not be wasteful, inefficient, or unnecessary.

On-road Vehicles (Construction)

The proposed Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors travelling to and from the Project site). De Novo Planning Group estimated the vehicle fuel consumed during these trips based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2024 gasoline and diesel MPG factors provided by EMFAC2021 (year 2024 factors were used to represent a conservative analysis, as the energy efficiency of construction activities is anticipated to improve over time). For the sake of simplicity and to be conservative, it was assumed that all construction worker light duty passenger cars and truck trips use gasoline as a fuel source, and all medium and heavy-duty vendor trucks use diesel fuel. Table ENERGY-1, below, describes gasoline and diesel fuel consumed during each construction phase (in aggregate). As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the proposed Project would occur during the building construction phase. See

[2] For the purposes of this calculation, all operational vehicles were assumed to use gasoline as a fuel source (for simplicity), since the vast majority of vehicles generated by the Project during operation would use gasoline.

Appendix A of this EIR for a detailed accounting of construction on-road vehicle fuel usage estimates.

Table ENERGY-1: Project On-Road Vehicles (Construction) Fuel Consumption

CONSTRUCTION PHASE	*# OF DAYS*	*TOTAL DAILY WORKER TRIPS(A)*	*TOTAL DAILY VENDOR TRIPS(A)*	*TOTAL HAULER WORKER TRIPS(A)*	*TOTAL GALLONS OF GASOLINE FUEL(B)*	*TOTAL GALLONS OF DIESEL FUEL(B)*
Demolition	20	15	0	6	134	22
Site Preparation	10	18	0	0	78	0
Grading	20	15	0	0	134	0
Building Construction	230	79	12	0	8,128	2,909
Paving	20	15	0	0	134	0
Architectural Coatings	20	16	0	0	141	0
Total	**N/A**	**N/A**	**N/A**	**N/A**	**8,749**	**2,931**

NOTE: (A) PROVIDED BY CALEEMOD OUTPUT. (B) SEE APPENDIX A OF THIS EIR FOR FURTHER DETAIL
SOURCE: CALEEMOD (V.2022.1); EMFAC2021.

Off-road Equipment (Construction)

Off-road construction equipment would use diesel fuel during the construction phase of the proposed Project. A non-exhaustive list of off-road constructive equipment expected to be used during the construction phase of the proposed Project includes: forklifts, generator sets, tractors, excavators, and dozers. Fuel utilized from off-road equipment is anticipated to be approximately 21,504 MT CO_2e.

State laws and regulations would limit idling from both on-road and off-road diesel-powered equipment and are part of a comprehensive regulatory framework that is implemented by the CARB. Additionally, as a practical matter, it is reasonable to assume that the overall construction schedule and process would be designed to be as efficient as feasible in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for further future efficiency gains during construction are limited. For the foregoing reasons, it is anticipated that the construction phase of the Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Conclusion

The proposed Project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the proposed Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed Project. In addition, PG&E is on its way to achieving the statewide requirement of 60% of total energy mix generated by eligible renewables by year 2030. As of 2021, PG&E generated approximately 48% of its energy from eligible renewables (PG&E, 2019).[3] The proposed Project would comply with all existing energy standards, including the statewide Title 24 Energy Efficiency Standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in potentially significant environmental impacts due to inefficient, wasteful, or unnecessary use of energy resources during construction and operation, nor conflict with or construct with a State or local plan for renewable energy or energy efficiency. This is a **less than significant** impact.

[3] *PG&E 2021 Power Mix. Website: https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2022/1022-Power-Content-Label.pdf*

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?		X		
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?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii): Less than Significant. The Project site is located in an area of low to moderate seismicity. No known active faults cross the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville fault, located approximately 16 miles southwest of the site. Figure 8 shows nearby faults in relation to the Project site.

The Tracy area has a low-to-moderate seismic history. The largest recorded measurable magnitude earthquake in Tracy measured 3.9 on the Richter scale. The greatest potential for significant ground shaking in Tracy is believed to be from maximum credible earthquakes occurring on the Calaveras, Hayward, San Andreas, or Greenville faults. Further seismic activity can be expected to continue along the western margin of the Central Valley, and as with all projects in the area, the Project will be designed to accommodate strong earthquake ground shaking, in compliance with the applicable California building code standards.

Other faults capable of producing ground shaking at the site include the San Joaquin fault, 8.1 miles south; the Midway fault, 7.5 miles west; and the Corral Hollow-Carnegie fault, 10.4 miles west of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

Since there are no known active faults crossing the Project site and the site is not located within an Earthquake Fault Special Study Zone, the potential for ground rupture at the site is considered low.

An earthquake of moderate to high magnitude generated within the San Francisco Bay Region and along the margins of the central valley could cause considerable ground shaking at the site, similar to that which has occurred in the past. In order to minimize potential damage to the proposed structures caused by groundshaking, all construction would comply with the latest California Building Code standards, as required by the City of Tracy Municipal Code 9.04.030.

Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage.

Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be **less than significant**. Building new structures for human use would increase the number of people exposed to local and regional seismic hazards. Seismic hazards are a significant risk for most property in California.

The Safety Element of the Tracy General Plan includes several goals, objectives and policies to reduce the risks to the community from earthquakes and other geologic hazards. In particular, the following policies would apply to the Project site:

> **SA-1.1, Policy P1:** Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.

SA-1.1, Policy P2: Geotechnical reports shall be required for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.

SA-1.2, Policy P1: All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code including provisions addressing unreinforced masonry buildings.

The City reviews all proposed development projects for consistency with the General Plan policies and California Building Code provisions identified above. This review occurs throughout the project application review and processing stage, and throughout plan check and building inspection phases prior to the issuance of a certificate of occupancy.

Consistency with the requirements of the California Building Code and the Tracy General Plan policies identified above would ensure that impacts on humans associated with seismic hazards would be **less than significant**. No mitigation is required.

Responses a.iii), c), d): Less than Significant with Mitigation. Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a typical characteristic of clay-type soils. Expansive soils shrink and swell in volume during changes in moisture content, such as a result of seasonal rain events, and can cause damage to foundations, concrete slabs, roadway improvements, and pavement sections.

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Figure 9 shows the soils within the Project site, and Figure 10 shows the shrink-swell potential of the soils within the site. The soils encountered at the site consist of capay-urban land complex, zero percent slopes. The capay-urban land complex series consists of deep, moderately well drained soils derived from clayey alluvium derived from sedimentary rock. Therefore, the potential for liquefaction to occur at the Project site is considered low. However, as shown in Figure 10, the of capay-urban land complex soil type has a very high risk of soil expansion. Implementation of Mitigation Measures GEO-1 and GEO-2 below would bring this impact to **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure GEO-1*: Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.*

Mitigation Measure GEO-2*: Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.*

Responses a.iv): Less than Significant. The Project site is flat and there are no major slopes in the vicinity of the Project site. According to the City's General Plan EIR, the landslide risk in Tracy is low in most areas. In the wider Tracy Planning Area, some limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest. The potential for small scale slope failures along river banks also exists. The Project site is not located in the foothills, mountain terrain, or along a river bank. Additionally, the Project site is essentially flat. The Project site is not in an area known to have landslide susceptibility. As such, the Project site is exposed to little or no risk associated with landslides. This is a **less than significant** impact and no mitigation is required.

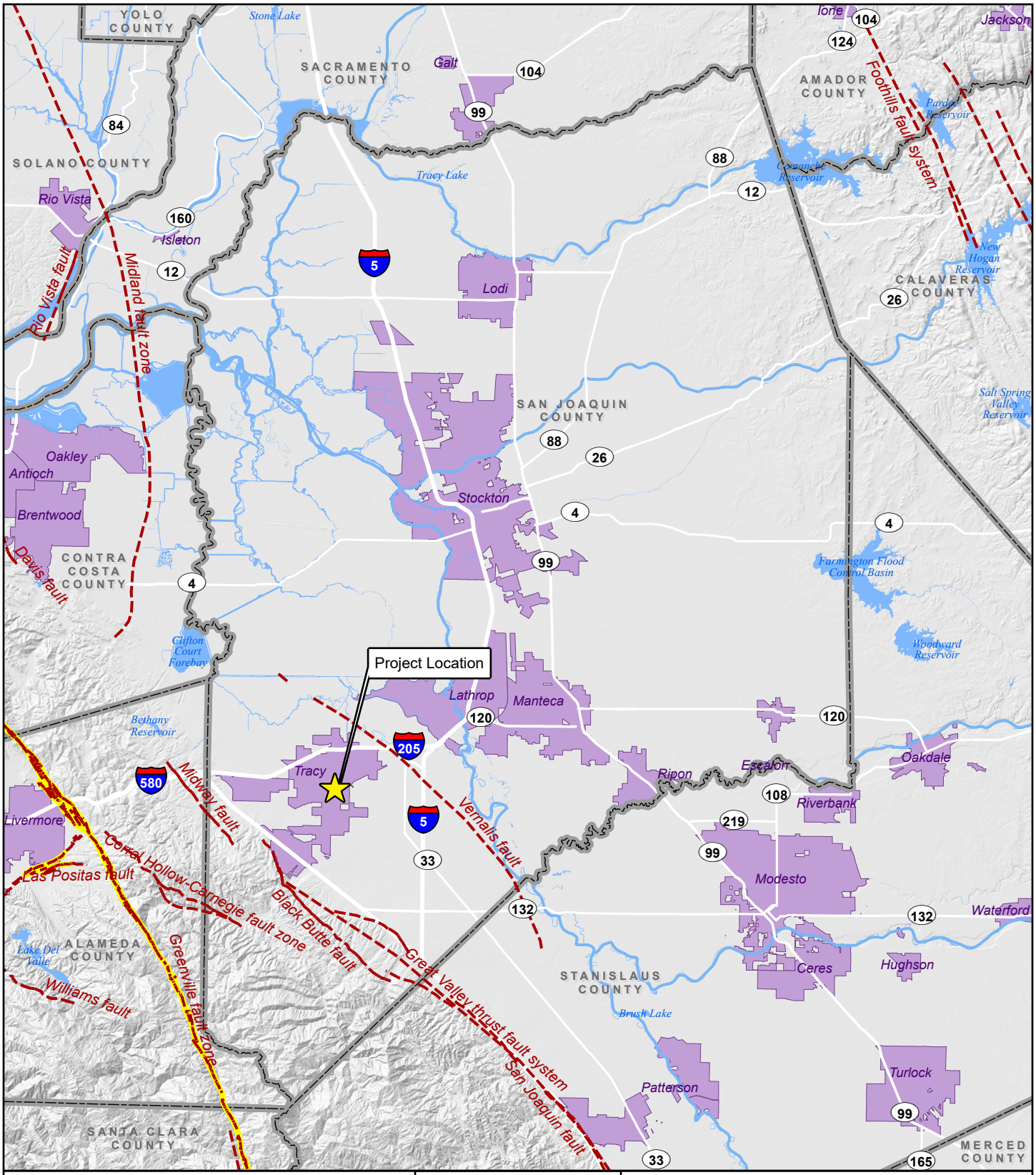
Response b): Less than Significant. During the construction preparation process, existing vegetation would be removed to grade and compact the Project site, as necessary. As construction occurs, these exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts on water quality and air quality. Exposed soils that are not properly contained or capped increase the potential for increased airborne dust and increased discharge of sediment and other pollutants into nearby stormwater drainage facilities. Risks associated with erosive surface soils can be reduced by using appropriate controls during construction and properly re-vegetating exposed areas. The SJVAPCD's Rule 8021 requires the implementation of various dust control measures during site preparation and construction activities that would reduce the potential for soil erosion and the loss of topsoil. Additionally, the Project would be required to implement various best management practices (BMPs) and a SWPPP that would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction activities. Compliance with these existing regulations would ensure these impacts are **less than significant**.

Response e): No Impact. The Project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks. Implementation of the proposed Project would have **no impact** on this environmental issue.

Response f): Less than Significant with Mitigation. The Project site is not expected to contain subsurface paleontological resources, although it is possible. Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, state, or federal criteria. Implementation of the following mitigation measure would ensure steps would be taken to reduce impacts to paleontological resources in the event that they are discovered during construction. This would ensure that any potentially significant impacts would be reduced to a **less than significant** level regarding this topic.

MITIGATION MEASURE(S)

Mitigation Measure GEO-3: *If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Tracy or San Joaquin County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*


YOLO COUNTY
SACRAMENTO COUNTY
SOLANO COUNTY
AMADOR COUNTY
CALAVERAS COUNTY
SAN JOAQUIN COUNTY
CONTRA COSTA COUNTY
ALAMEDA COUNTY
STANISLAUS COUNTY
SANTA CLARA COUNTY
MERCED COUNTY
Stone Lake
Galt
Ione
Jackson
Tracy Lake
Rio Vista
Isleton
Lodi
Pardee Reservoir
Camanche Reservoir
New Hogan Reservoir
Salt Spring Valley Reservoir
Oakley
Antioch
Brentwood
Stockton
Farmington Flood Control Basin
Woodward Reservoir
Clifton Court Forebay
Bethany Reservoir
Lathrop
Manteca
Tracy
Ripon
Escalon
Oakdale
Riverbank
Modesto
Waterford
Ceres
Hughson
Turlock
Patterson
Brush Lake
Livermore
Lake Del Valle
Project Location
Foothills fault system
Rio Vista fault
Midland fault zone
Davis fault
Midway fault
Vernalis fault
Corral Hollow-Carnegie fault zone
Las Positas fault
Black Butte fault
Greenville fault zone
Williams fault
Great Valley thrust fault system
San Joaquin fault
84
160
12
5
99
104
88
26
4
205
580
33
132
120
108
219
124
165
LEGEND
Incorporated Area
County Boundary
Quaternary Fault
Alquist Priolo Fault Zone
Sources: USGS, California State GeoPortal; San Joaquin County GIS. Map date: July 13, 2023.
N
0
2½
5
Miles
TRACY SENIOR LIVING PROJECT
Figure 8. Earthquake Faults
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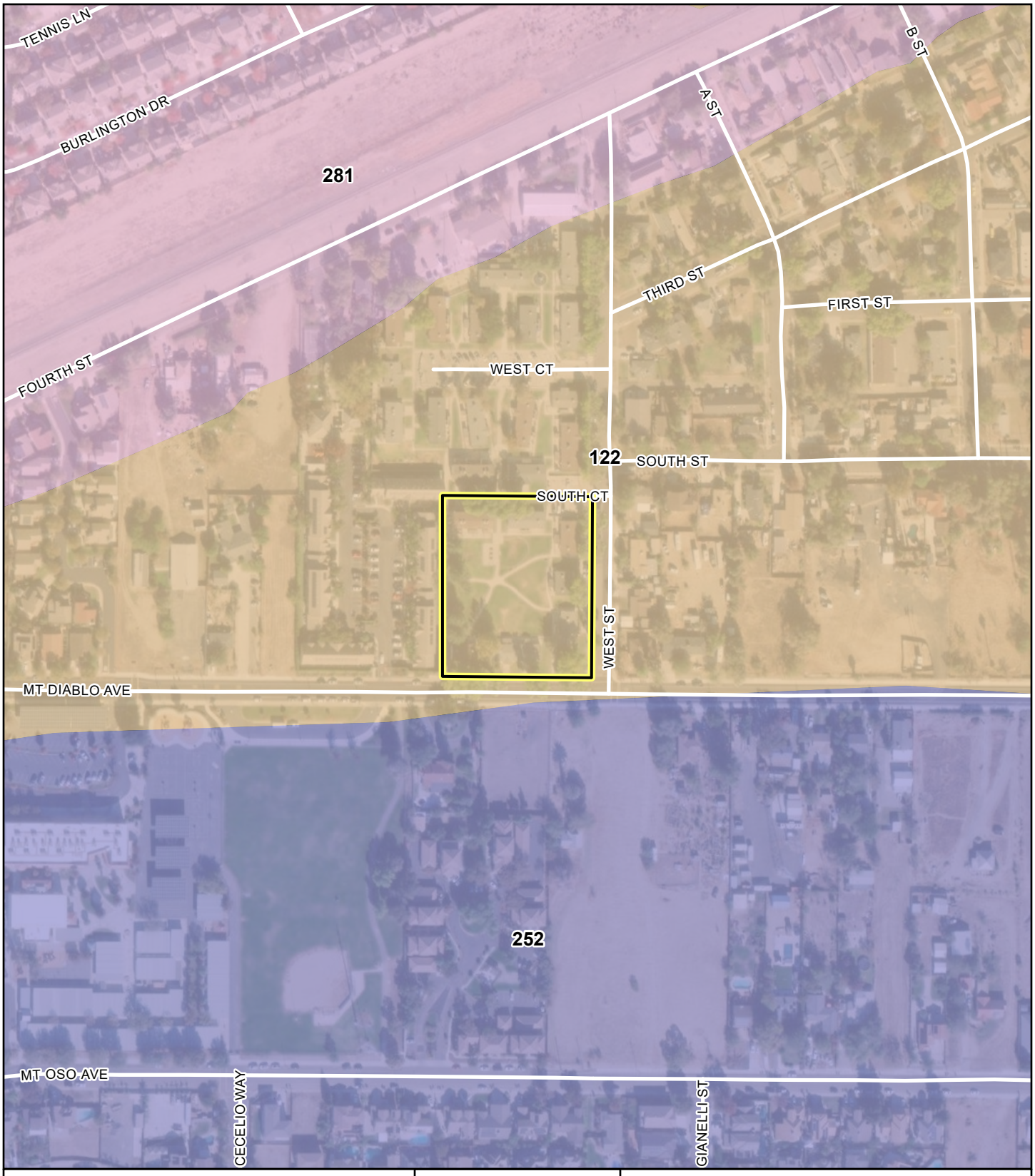

LEGEND

Project Site

Soil Types

122 - Capay-Urban land complex, 0 percent slopes

252 - Stomar clay loam, 0 to 2 percent slopes

281 - Zacharias clay loam, 0 to 2 percent slopes

Sources: Natural Resources Conservation Service Soil Survey. Map date: July 13, 2023.

N

0 100 200

US Feet

TRACY SENIOR LIVING PROJECT

Figure 9. Soil Map

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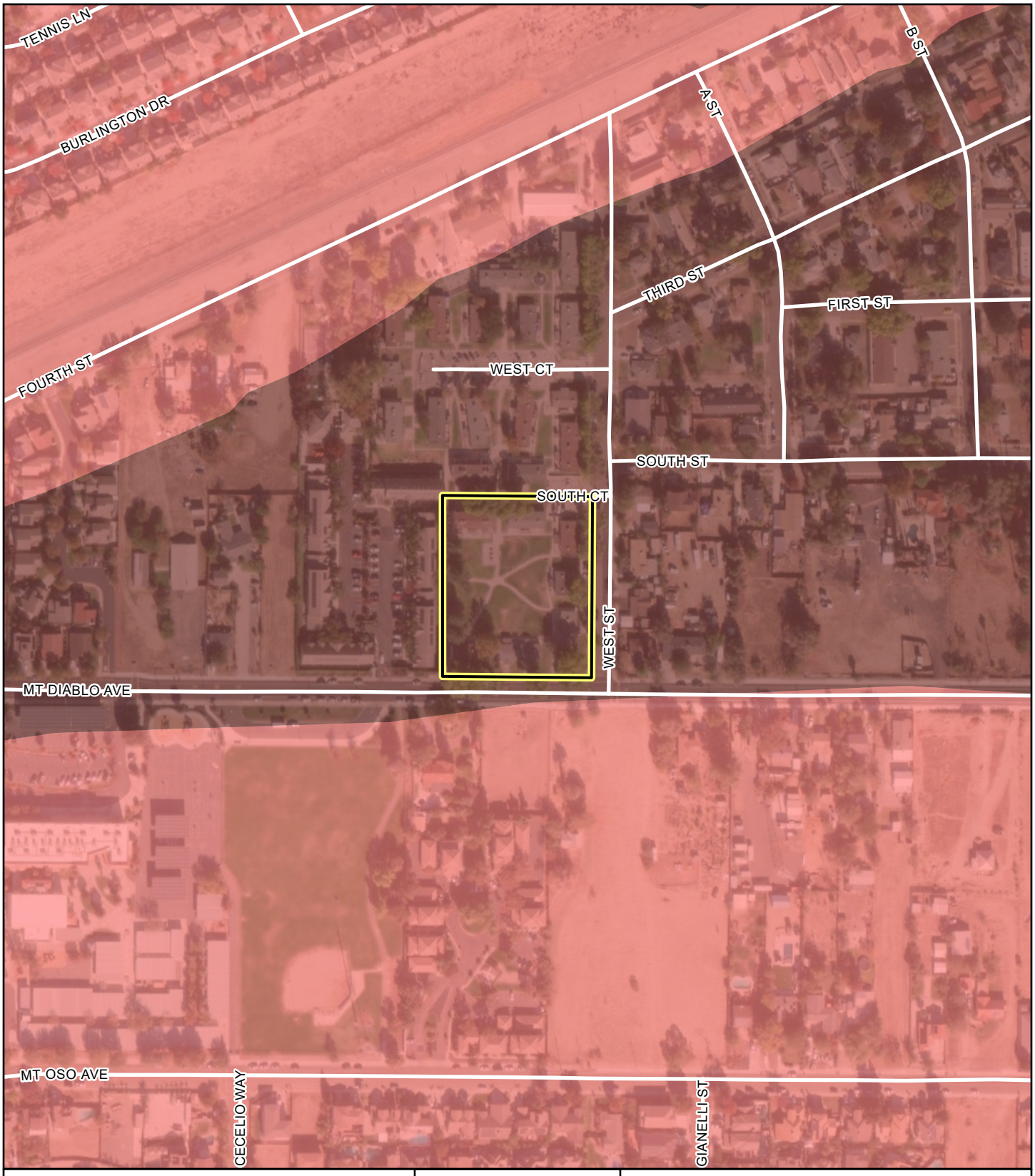

LEGEND

- Project Site
- Moderate
- Very High

N

0 100 200

US Feet

Sources: Natural Resources Conservation Service Soil Survey. Map date: July 13, 2023.

TRACY SENIOR LIVING PROJECT

Figure 10. Shrink-Swell Potential

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VIII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

BACKGROUND

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone. Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively (IPCC, 2023).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are cCO_2) CH_4, ozone, water vapor, N_2), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Air Resources Board, 2023).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 369 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2020 (California Air Resources Board, 2023).

CO_2equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in CO_2 equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2020, accounting for 38 percent of total GHG emissions in the state. This category was followed by the industrial sector (23 percent), the electricity generation sector (including both in-state and out-of-state sources) (16 percent), the agriculture and forestry sector (nine percent), the residential energy consumption sector (eight percent), and the commercial energy consumption sector (six percent) (California Air Resources Board, 2023).

RESPONSES TO CHECKLIST QUESTIONS

Response a) and b): Less than Significant. Existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change. This is readily understood when one considers that global climatic change is the result of the sum total of GHG emissions, both man-made and natural that occurred in the past; that is occurring now; and will occur in the future. The effects of project specific GHG emissions are cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant.

The SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (SJVAPCD, 2015) provides an approach to assessing a project's impacts on greenhouse gas emissions by evaluating the project's emissions to the "reduction targets" established in the CARB's AB 32 Scoping Plan. For instance, the SJVACD's guidance recommends that projects should demonstrate that "*project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business as Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG*."

Subsequent to the SJVAPCD's approval of the *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015), the California Supreme Court issued an opinion that affects the conclusions that should/should not be drawn from a GHG emissions analysis that is based on consistency with the AB 32 Scoping Plan. More specifically, in *Center for Biological Diversity v. California Department of Fish and Wildlife*, the Court ruled that showing a "project-level reduction" that meets or exceeds the Scoping Plan's overall statewide GHG reduction goal is not necessarily sufficient to show that the project's GHG impacts will be adequately mitigated: "*the Scoping Plan nowhere related that statewide level of reduction effort to the percentage of reduction that would or should be required from individual projects*..." According to the Court, the lead agency cannot simply assume that the overall level of effort required to achieve the statewide goal for emissions reductions will suffice for a specific project.

Given this Court decision, reliance on a 29 percent GHG emissions reduction from projected BAU levels compared to the project's estimated 2020 levels as recommended in the SJVAPCD's

guidance documents is not an appropriate basis for an impact conclusion in the MND. Given that the SJVAPCD staff has concluded that "*existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change,*" this MND instead relies on consistency with the local reduction strategies contained within the latest version of the CARB's Scoping Plan policies, and the policies contained within the SJCOG's 2022 RTP/SCS.

The approach still relies on the Appendix G of the CEQA Guidelines thresholds which indicate that climate change-related impacts are considered significant if implementation of the proposed Project would do any of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

These two CEQA Appendix G threshold questions are provided within the Initial Study checklist and are the thresholds used for the subsequent analysis. The focus of the analysis is on the Project's consistency with the 2022 Scoping Plan policies and the policies contained within the SJCOG's 2022 RTP/SCS.

Project Greenhouse Gas Emissions

The proposed Project would generate GHGs during the construction and operational phases of the proposed Project. The primary source of construction-related GHGs from the proposed Project would result from emissions of CO_2 associated with the construction of the proposed Project, and worker vehicle trips. The proposed Project would require demolition, limited grading, and would also include site preparation, building construction, architectural coating, and paving phases. Sources of GHGs during Project operation would include CO_2 associated with operational vehicle trips and on-site energy usage (e.g. electricity). Other sources of GHG emissions would be minimal.

Table GHG-1 provides the estimated GHG emissions that would be generated during Project construction and operation.

Table GHG-1: Project Mitigated Construction and Operational GHG Emissions (metric tons/year)

YEAR	*CO_2E*
Construction	
Maximum Annual	152
Operation	
Annual	730

SOURCE: CALEEMOD, V.2022.1

Project Consistency with the 2022 Scoping Plan Policies

Table GHG-2, below provides a consistency analysis of the relevant 2022 Scoping Plan Policies in comparison to the proposed Project. The 2030 goal was codified under SB 32 and is addressed by the 2022 Scoping Plan. The new plan provides a strategy that is capable of reaching the SB 32

target if the measures included in the plan are implemented and achieve reductions within the ranges expected. Under the Scoping Plan Update, local government plays a supporting role through its land use authority and control over local transportation infrastructure. SB 375 and AB 32 is implemented with the SJCOG RTP/SCS. The RTP/SCS envisions an increase in development density that would encourage fewer and shorter trips and more trips by transit, walking, and bicycling in amounts sufficient to achieve the SB 375 targets. The 2022 Scoping Plan Update includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32.

TABLE GHG-2: PROJECT CONSISTENCY WITH THE 2022 SCOPING PLAN

SCOPING PLAN MEASURE	*PROJECT CONSISTENCY*
SCAQMD Rule 445 (Wood Burning Devices): Restricts the installation of wood-burning devices in new development.	Mandatory Compliance. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100): Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The Project would utilize electricity provided by Pacific Gas & Electric (PG&E), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2021, 48 percent of PG&E's electricity came from renewable resources.[1] By 2030 PG&E plans to achieve over 60 percent carbon-free energy.
All Electric Appliances for New Residential and Commercial Buildings (AB 197): All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Mandatory Compliance. Project-specific plans would be required to demonstrate that only all electric appliances would be installed for residential land uses starting in 2026, and for commercial uses starting in 2029, consistent with this requirement.
California Code of Regulations, Title 24, Building Standards Code: Requires compliance with energy efficiency standards for residential and nonresidential buildings.	Mandatory Compliance. Future development associated with Project implementation would be required to meet the applicable requirements of the 2022 Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code requirements below).
California Green Building Standards (CALGreen) Code Requirements: All bathroom exhaust fans are required to be ENERGY STAR compliant.	Mandatory Compliance. Project-specific construction plans would be required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.

SCOPING PLAN MEASURE	*PROJECT CONSISTENCY*
California Green Building Standards (CALGreen) Code Requirements: HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	Mandatory Compliance. Project-specific construction plans would be required to demonstrate that the HVAC system meets the ASHRAE standards.
California Green Building Standards (CALGreen) Code Requirements: Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	Mandatory Compliance. Specific development projects would be required to install air filtration systems (MERV 8 or higher) as part of its compliance with the 2022 Title 24 Building Energy Efficiency Standards.
California Green Building Standards (CALGreen) Code Requirements: Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	Mandatory Compliance. Specific development projects would be required to meet this requirement as part of its compliance with the CALGreen Code.
California Green Building Standards (CALGreen) Code Requirements: Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	Mandatory Compliance. Specific development projects would be required to meet this requirement as part of its compliance the CALGreen Code.
Mobile Source Strategy (Cleaner Technology and Fuels): Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	Consistent. The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375: SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	Consistent. As demonstrated in Table GHG-3, the Project would comply with the San Joaquin Council of Governments (SJCOG) 2022 RTP/SCS, and therefore, the Project would be consistent with SB 375.
CCR, Title 24, Building Standards Code: Title 24 includes water efficiency requirements for new residential and non- residential uses.	Mandatory Compliance. Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7): The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	Consistent. Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.

SCOPING PLAN MEASURE	*PROJECT CONSISTENCY*
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341: The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. The Project would be required to comply with AB 341 which requires multifamily residential dwelling of five units or more to arrange for recycling services. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.

[1]*PG&E 2021 POWER MIX. WEBSITE: HTTPS://WWW.PGE.COM/PGE_GLOBAL/COMMON/PDFS/YOUR-ACCOUNT/YOUR-BILL/UNDERSTAND-YOUR-BILL/BILL-INSERTS/2022/1022-POWER-CONTENT-LABEL.PDF*
SOURCE: CALIFORNIA AIR RESOURCES BOARD. 2022. FINAL 2022 SCOPING PLAN FOR ACHIEVING CARBON NEUTRALITY. WEBSITE: HTTPS://WW2.ARB.CA.GOV/SITES/DEFAULT/FILES/2022-12/2022-SP.PDF

Project Consistency with SJCOG's RTP/SCS

The proposed Project is analyzed for consistency with the strategies contained in the latest adopted SJCOG RTP/SCS (i.e. SJCOG's 2022 RTP/SCS). With the passage of SB 375 in 2008, metropolitan planning organizations were required to develop an SCS, which must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets, set by the California Air Resources Board, call for the region to reduce per capita emissions. Table GHG-3 below provides this consistency analysis.

TABLE GHG-3: PROJECT CONSISTENCY WITH THE SJCOG'S 2022 RTP/SCS

RTP/SCS POLICY	*PROJECT CONSISTENCY*
Policy 1: Enhance the Environment for Existing and Future Generations and Conserve Energy	**Consistent**. The proposed Project would meet the requirements of Title 24 for energy efficient design.
Policy 2: Maximize Mobility and Accessibility	**Consistent**. The proposed Project is compatible to the surrounding area. The proposed Project's location would be easily accessible from the surrounding area.
Policy 3: Increase Safety and Security	**Consistent**. The proposed Project is along W. Mt. Diablo Avenue, in a safe and accessible location.
Policy 4: Preserve the Efficiency of the Existing Transportation System	**Consistent**. The proposed Project would not reduce the efficiency of existing transportation system, as it is located in area already planned for development.
Policy 5: Support Economic Vitality	**Consistent**. The proposed Project supports the implementation of transportation improvements adjacent to the Project site (since the Project would pay its fair share of traffic improvements).
Policy 6: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	**Not Applicable**. The proposed Project is not a transportation Project.
Policy 7: Maximize Cost-Effectiveness	**Consistent**. The proposed Project is located in an area that has been planned for in the City's General Plan for residential uses such as the proposed Project. Moreover, the proposed Project utilizes an existing transportation corridor.
Policy 8: Improve the Quality of Life for Residents	**Consistent**. The proposed Project implements a residential Project in an area that has been planned for in the General Plan for residential

RTP/SCS POLICY	*PROJECT CONSISTENCY*
	land uses. Therefore, the proposed Project avoids being sited in an area that would be highly sensitive to the physical environmental impacts associated with the proposed Project, thereby maintaining quality of life for residents in the City of Tracy and the region.

SOURCE: SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG). 2022. 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS). AUGUST 5, 2022. WEBSITE: HTTPS://WWW.SJCOG.ORG/608/ADOPTED-2022-RTPSCS-PLAN. ACCESSED MARCH 21, 2023.

Conclusion

Overall, the proposed Project would be consistent with the policies within the CARB's 2022 Scoping Plan and the SJCOG's latest RTP/SCS. Therefore, the proposed Project would not generate a significant cumulative impact to GHGs. The proposed Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations. Therefore, impacts related to greenhouse gases are **less than significant**.

IX. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
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?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?			X	
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant with Mitigation. The proposed Project would place residential uses in an area of the City that currently contains residential uses. The proposed residential land uses do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common hazardous materials such as household cleaners, paint, etc. The operational phase of the proposed Project does not pose a significant hazard to the public or the environment.

Development of the Project would involve the demolition of the on-site structures, which were originally constructed in approximately 1951. Given the age of the structures, it is likely that asbestos containing building materials and lead-based paints were used in the construction and/or maintenance of the on-site structures. As such, the potential still exists for construction workers to be exposed to these hazardous materials. Pursuant to federal (National Emission

Standards for Hazardous Air Pollutants [NESHAP]) and state (8 CCR 1529) regulations, all suspect asbestos-containing materials would either be presumed to contain asbestos or adequate rebuttal sampling would be conducted by an accredited building inspector prior to demolition. Demolition contractors would be required to follow applicable regulations and guidelines set forth by federal and state regulations. Prior to demolition and/or renovation of structures within the Project site, asbestos-containing building material and lead-based paint surveys should be conducted, as required by Mitigation Measure HAZ-1. If hazardous materials are determined to be present at concentrations exceeding applicable ESLs, appropriate remediation would need to be implemented in coordination with the San Joaquin County Environmental Health Department (EHD).

Onsite reconnaissance and historical records indicate that there are no known underground storage tanks or pipelines located on the Project site that contain hazardous materials. Therefore, the disturbance of such items during construction activities is unlikely. Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. Therefore, the proposed Project would have a **less than significant** impact relative to this issue.

MITIGATION MEASURE(S)

Mitigation Measure HAZ-1*: Prior to any demolition of the existing structures within the Project site, surveys shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. If concentrations of hazardous materials are determined to exceed applicable ESL thresholds, appropriate on-site remediation shall be conducted in coordination with the San Joaquin County EHD. Removal, demolition and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California and other local environmental regulations and policies, including but not limited to the NESHAP and Cal-OSHA requirements.*

Response c): No Impact. The Project site is located within ¼ mile of an existing school. A park and ballfield area on the South/West Park Elementary School campus is located approximately 0.02 miles southwest of the Project site. Although a school is located within ¼ miles of the Project site, the residential Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, **no impact** would occur as a result of the proposed Project.

Response d): Less than Significant. According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the Project site. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. Therefore, implementation of the proposed Project would result in a **less than significant** impact relative to this environmental topic.

Response e): No Impact. The Project is not located within the airport land use plan area for any airport, including for the Tracy Municipal Airport, which is located approximately 2.7 miles south of the Project site. Therefore, implementation of the proposed Project would have **no impact** relative to this topic.

Response f): Less than Significant. The Project site currently connects to an existing network of City streets. Implementation of the proposed Project would not result in any substantial modifications to the existing roadway system and would not interfere with potential evacuation or response routes used by emergency response teams. The proposed Project would also not interfere with any emergency response plan or emergency evaluation plan. As shown on Figure 4, site access would be provided by two proposed driveways: one along W. Mount Diablo Avenue and one along West Street. A north-south drive aisle would be provided along the western boundary of the site. This drive aisle would connect to the West Street driveway via a east-west roadway in the center of the site. This is a **less than significant** impact.

Response g): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the County.

The Project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. The site is not located within an area where wildland fires occur. The site is surrounded by developed land uses. The site is bound by multi-family residential uses to the north, West Street and single-family residential uses to the east, West Mt. Diablo Avenue, vacant undeveloped land, and single-family residential uses to the south, and multi-family uses to the west. Therefore, impacts from Project implementation would be considered **less than significant** relative to this topic.

X. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:			X	
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(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			X	
(iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less than Significant. The proposed Project does not contain any drainage connectivity to Waters of the US. In order to accommodate stormwater runoff as a result of the Project, stormwater retention treatment planters would be located throughout the Project site, mainly in the proposed landscaped areas surrounding the apartment buildings. Stormwater runoff from each of the drainage areas would be routed to a series of on-site stormwater bioretention treatment planters.

The preliminary plan for the Project shows an underground infiltration system to meet stormwater quality requirements. BMPs will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater treatment planters and bioretention areas by a new stormwater conveyance system on the Project site. The landscaping plan includes

stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure during construction, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during construction of the Project are required. As noted in the Project description, a SWPPP would be required to be approved prior to construction activities pursuant to the Clean Water Act.

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed Project would not result in a violation of any water quality standards or waste discharge requirements. Therefore, through compliance with the NPDES, and SWPPP requirements, the proposed Project would result in a **less than significant** impact relative to this topic.

Responses b): Less than Significant. The proposed Project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The proposed Project would be served by the City's municipal water system. The City of Tracy uses several water sources, including the US Bureau of Reclamation, the South County Water Supply Project (SCWSP), and groundwater. As described in greater detail in the Utilities Section of this document, the City has adequate water supplies to serve the proposed Project without increasing the current rate of groundwater extraction.

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (such as roads, parking lots, buildings, etc.) can interfere with this natural groundwater recharge process. Upon full Project buildout, most of the Project site would be covered in impervious surfaces, which would limit the potential for groundwater percolation to occur on the Project site. However, given the relatively large size of the groundwater basin in the Tracy area, the areas of impervious surfaces added as a result of Project implementation will not adversely affect the recharge capabilities of the local groundwater basin. The proposed Project would result in **less than significant** impacts related to depletion of groundwater supplies and interference with groundwater recharge. No mitigation is required.

Responses c.i)-c.iv): Less than Significant. The proposed Project would not alter a stream or river. The implementation of the proposed Project would result in additional impervious surfaces. As a standard practice, the City requires post-Project runoff to be equal to or less than pre-Project runoff, which would ensure that the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Additionally, the Project is subject to the requirements of Chapter 11.34 of the Tracy Municipal Code – Stormwater Management and Discharge Control. The purpose of this Chapter is to *"Protect and promote the health, safety and general welfare of the citizens of the City by controlling*

non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable."

This chapter is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 USC Section 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) and NPDES Permit No. CAS000004, as such permit is amended and/or renewed.

New projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan. Prior to approval of the improvement plans, a detailed storm drainage infrastructure plan shall be coordinated with the City of Tracy Development Services Department and Utilities Department for review and approval. The proposed Project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site to the existing stormwater conveyance system and demonstrate that the proposed Project would not result in on- or off-site flooding impacts.

In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise degrade water quality, a SWPPP would be required. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the Project.

As noted previously, in order to accommodate stormwater runoff as a result of the Project, stormwater retention treatment planters would be located throughout the Project site, mainly in the proposed landscaped areas surrounding the apartment buildings. Stormwater runoff from each of the drainage areas would be routed to a series of on-site stormwater bioretention treatment planters.

The preliminary plan for the Project shows an underground infiltration system to meet stormwater quality requirements. BMPs will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater treatment planters and bioretention areas by a new stormwater conveyance system on the Project site. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

As noted above, the City requires post-Project runoff to be equal to or less than pre-Project runoff, which would ensure that the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Overall, impacts from Project implementation would be reduced to a **less than significant** level relative to this topic.

Response d): Less than Significant. The Project site is not within a 100-year or 200-year flood zone as delineated by FEMA. Additionally, the Project site is not within a tsunami or seiche zone. Further, the Project site is not within a dam inundation area. Development of the proposed Project would not place housing or structures in a flood hazard area. As a result, the proposed Project would have a **less than significant** impact relative to this topic.

Response e): Less than Significant. The Water Quality Control Plan for the Central Valley Region and the 2014 Eastern San Joaquin Integrated Water Resources Master Plan (IRWMP) are the two guiding documents for water quality and sustainable groundwater management in the Project area. Consistency with the two plans is discussed below.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known.

As discussed above, impacts related to water quality during construction and operation would be less than significant with implementation of the proposed storm water drainage improvements and the Project-specific SWPPP. The long-term operations of the proposed Project would not result in long-term impacts to surface water quality from urban stormwater runoff.

2014 Eastern San Joaquin IRWMP

The 2014 Eastern San Joaquin IRWMP defines and integrates key water management strategies to establish protocols and courses of action to implement the Eastern San Joaquin Integrated Conjunctive Use Program. The 2014 Eastern San Joaquin IRWMP is an update and expansion of the 2007 IRWMP prepared for the Eastern San Joaquin Region. There has been significant progress toward implementing the goal of improving the sustainability and reliability of water supplies in the Region, but the process is ongoing and as yet incomplete. The IWRMP does not include requirements for individual projects, such as the proposed Project. Instead, the IWRMP outlines projects to be carried out which achieve regional goals, such as reduced water demand, improved efficiency, improved water quality, and improved flood management.

As discussed previously, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would result in a slight increase in impervious surfaces compared to the existing developed condition that could slightly reduce rainwater infiltration and groundwater recharge. Rainwater which falls on the new impervious surfaces would flow to the adjacent stormwater facilities. Additionally, the proposed Project would not interfere with groundwater recharge.

Conclusion

Overall, implementation of the proposed Project would have a **less than significant** impact related to conflicts with the Basin Plan and the Groundwater Management Plan.

XI. LAND USE AND PLANNING -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?				X
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?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No Impact. The Project site is surrounded by residential land uses. The Project would be consistent and compatible with the surrounding land uses. The Project would not physically divide any established community. Therefore, there is **no impact.**

Responses b): Less than Significant. The Project site is currently designated RM by the City of Tracy General Plan Land Use Designations Map and is zoned MDR. The Project would require a General Plan Amendment to change the designation from RM to RH. The Project would also require a rezone from MDR to HDR.

The key planning documents that are directly related to, or that establish a framework within which the proposed Project must be consistent, include:

- City of Tracy General Plan
- City of Tracy Zoning Ordinance

The characteristic housing for the existing RM designation includes small lot single-family detached homes, duplexes, triplexes, fourplexes, townhouses, apartments and includes condominiums as an ownership type. Densities in the Residential Medium designation are from 5.9 to 12 dwelling units per gross acre.

The characteristic housing for the proposed RH designation includes triplexes, fourplexes, townhouses, apartments, and includes condominiums as an ownership type. Densities in the RH designation are from 12.1 to 25 units per gross acre. The Project proposes to develop 110 units on the 1.94-acre site, resulting in a density of 56.7 units per acre. The proposed use and density are consistent with the proposed RH land use designation and density bonus allowed by AB 2334.

The City of Tracy Zoning Ordinance (Municipal Code Title 10) provides the following designation relevant to the proposed Project:

- The HDR Zone classification is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses and to be utilized in appropriate locations within the areas designated high-medium density residential with a density range of 12 to 25 dwelling units per gross acre by the General Plan. The proposed use and density are consistent with the proposed HDR Zone and density bonus from AB 2334.

The proposed use on the Project site is consistent with the purpose of the General Plan designation of RH. It is also noted that the City's Municipal Code allows for increased residential densities for projects which provide very-low income units. The Project is consistent with the City's Code requirements. Approval of the requested General Plan Amendment (from RM to RH) would be required to ensure that the proposed Project is consistent with the Tracy General Plan. Approval of the proposed General Plan Amendment would ensure that this is a **less than significant** impact, and no mitigation is required.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?				X
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?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. As described in the Tracy General Plan EIR, the main mineral resources found in San Joaquin County, and the Tracy Planning Area, are sand and gravel (aggregate), which are primarily used for construction materials such as asphalt and concrete. According to the California Geological Survey (CGS) evaluation of the quality and quantity of these resources, the most marketable aggregate materials in San Joaquin County are found in three main areas:

- In the Corral Hollow alluvial fan deposits south of Tracy
- Along the channel and floodplain deposits of the Mokelumne River
- Along the San Joaquin River near Lathrop

Figure 4.8-1 of the General Plan EIR identifies Mineral Resource Zones (MRZs) throughout the Tracy Planning Area. The Project site is located within an area designated as MRZ-1. The MRZ-1 designation applies to areas where adequate information indicates that no significant mineral deposits are present, or where there is little likelihood for their presence. There are no substantial aggregate materials located within the Project site. Therefore, the Project would not result in the loss of availability of a known mineral resource. There is **no impact**.

XIII. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

KEY NOISE TERMS

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of noise.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

CNEL Community noise equivalent level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

Impulsive Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level. This section provides a general description of the existing noise sources in the project vicinity, a discussion of the regulatory setting, and identifies potential noise impacts associated with the proposed project. project impacts are evaluated relative to applicable noise level criteria and to the existing ambient noise environment.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

$L_{(n)}$ The sound level exceeded a described percentile over a measurement period. For instance, an hourly L_{50} is the sound level exceeded 50 percent of the time during the one hour period.

Loudness A subjective term for the sensation of the magnitude of sound.

Noise Unwanted sound.

SEL Sound exposure levels. A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. The following analysis is based on the Environmental Noise Assessment prepared by Saxelby Acoustics for the proposed Project on August 2, 2023 (see Appendix D).

Summary of Applicable Noise Level Criteria

The proposed Project includes development of transient lodging and is subject to the City of Tracy hotel noise level standards.

Table NOISE-1 shows the City of Tracy Land Use Compatibility Chart. The table indicates that development of residential uses is "Normally Acceptable" where the ambient noise level is 65 dBA L_{dn} or less. Ambient levels exceeding 60 dB L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code. Construction where the ambient noise level exceeds 70 dBA L_{dn} is considered "Unacceptable." Construction may occur where noise levels range from 60 dBA L_{dn} to 70 dBA L_{dn} if noise reduction measures are implemented to ensure interior and exterior spaces are protected from excessive noise. Policy P5 establishes an acceptable interior noise level of 45 dBA L_{dn}.

Table NOISE-1: Effects of Vibration on People and Buildings

LAND USE CATEGORY	*EXTERIOR NOISE EXPOSURE (LDN)*					
	55	*60*	*65*	*70*	*75*	*80*
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

(A) RESIDENTIAL DEVELOPMENT SITES EXPOSED TO NOISE LEVELS EXCEEDING 60 LDN SHALL BE ANALYZED FOLLOWING PROTOCOLS IN APPENDIX CHAPTER 12, SECTION 1208A, SOUND TRANSMISSION CONTROL, CALIFORNIA BUILDING CODE. SOURCE: CITY OF TRACY GENERAL PLAN.

Table NOISE-2 shows the noise level standard of a one-hour average sound level permitted at any point on or beyond the boundaries of the property. The table indicates the proposed Project shall not produce non-transportation noise levels of 55 dBA L_{eq} at adjacent noise sensitive receptors.

Table NOISE-2: General Sound Level Limits at Base District Zone

BASE DISTRICT ZONE	*SOUND LEVEL LIMITS (DECIBELS)*
1. Residential Districts RE (Residential Estate) LDR (Low Density) MDR/MDC (Medium Density) HDR (High Density) RMH (Mobile Home)	55
2. Commercial Districts MO (Medical Office) POM (Professional Office and Medical) NS (Neighborhood Shopping) CBD (Central Business District) GHC (General Highway) H-s (Highway Service)	65
3. Industrial Districts M-1 (Light Industrial) M-2 (Heavy Industrial)	75

BASE DISTRICT ZONE	*SOUND LEVEL LIMITS (DECIBELS)*
4. A (Agricultural)	75
5. AMO Aggregate Mineral Overlay Zone	75

SOURCE: CITY OF TRACY MUNICIPAL CODE.

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the Project site, sensitive land uses include existing single-family residential uses to the north and west of the Project site, multi-family residential uses to the east of the Project site, and the South/West Park Elementary School south of the Project site.

Existing General Ambient Noise Levels

The existing noise environment in the Project area is primarily defined by traffic on West Mount Diablo Avenue and operations from Union Pacific Railroad. To quantify the existing ambient noise environment in the Project vicinity, Saxelby Acoustics conducted a continuous (24-hr.) noise level measurement at one location on the Project site. The noise measurement location is shown on Figure 11. A summary of the noise level measurement survey results is provided in Table NOISE-3. Appendix B of Appendix D contains the complete results of the noise monitoring.

Table NOISE-3: Summary of Existing Background Noise Measurement Data

LOCATION	*DATE*	L_{DN}	*DAYTIME* L_{EQ}	*DAYTIME* L_{50}	*DAYTIME* L_{MAX}	*NIGHTTIME* L_{EQ}	*NIGHTTIME* L_{50}	*NIGHTTIME* L_{MAX}
LT-1: 40 ft. to centerline of W Mount Diablo Ave.	6/7/2023	58	54	51	68	51	42	68
	6/8/2023	56	55	52	68	48	43	70
	6/9/2023	51	51	48	68	41	39	63

SOURCE: SAXELBY ACOUSTICS, 2023.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Future Traffic Noise Environment at Off-Site Receptors

Off-Site Traffic Noise Impact Assessment Methodology

To assess noise impacts due to Project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly Leq values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the Project traffic engineer (Kimley Horn 2023), truck usage and vehicle speeds on the local area roadways were estimated from field observations. Existing and Cumulative traffic volumes for West Mount Diablo were obtained from the City of Tracy City Roadway & Transportation Master Plan 2022. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the Project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each Project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables NOISE-4 and NOISE-5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. Appendix C of Appendix D provides the complete inputs and results of the FHWA traffic modeling.

Based upon the Tables NOISE-4 and NOISE-5 data, the proposed Project is predicted to result in an increase in a maximum traffic noise level increase of 0.6 dBA.

Table NOISE-4: Predicted Traffic Noise Level and Projected-Related Traffic Noise Level Increases

ROADWAY	SEGMENT	PREDICTED EXTERIOR NOISE LEVEL (DBA LDN) AT CLOSEST SENSITIVE RECEPTORS		
		EXISTING NO PROJECT	EXISTING + PROJECT	CHANGE
West Mt. Diablo Ave.	East of S. Tracy Blvd.	51.1	51.7	0.6

SOURCE: SAXELBY ACOUSTICS, 2023.

Table NOISE-5: Background Traffic Noise Level and Projected-Related Traffic Noise Level Increases

ROADWAY	SEGMENT	PREDICTED EXTERIOR NOISE LEVEL (DBA LDN) AT CLOSEST SENSITIVE RECEPTORS		
		BACKGROUND NO PROJECT	BACKGROUND + PROJECT	CHANGE
West Mt. Diablo Ave.	East of S. Tracy Blvd.	53.7	54.0	0.3

SOURCE: SAXELBY ACOUSTICS, 2023.

Evaluation of Project Operational Noise on Existing Sensitive Receptors

Project site traffic circulation and residential HVAC noise are the primary noise sources for this Project. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

On-Site Circulation

The Project is projected to generate 161 daily trips with 11 trips in the morning peak hour (Kimley Horn). Saxelby Acoustics assumed that 1-2 of these trips could be heavy trucks to account for deliveries and trash collection. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for passenger vehicles and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB Ldn, a +1.5 dB Ldn increase in roadway noise levels will be considered significant. According to Tables NOISE-4 and NOISE-5, the maximum increase is traffic noise at the nearest sensitive receptor is predicted to be 0.6 dBA. Therefore, impacts resulting from increased traffic noise would be considered **less-than-significant**, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

The analysis for noise associated with the HVAC assumes a single three-ton HVAC unit for each residential unit. The units were assumed to have a sound level rating of 70 dBA (manufacturer's data).

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type,

and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. Figure 12 shows the noise level contours resulting from operation of the Project.

Table NOISE-6 shows increases in the day/night average ambient noise levels due to operation of the proposed Project. As shown in the table, the proposed Project will result in a +2.5 dBA Ldn increase in the ambient noise level of nearby noise-sensitive receptors.

Table NOISE-6: Project Operational Noise Significant Increase at Adjacent Noise Sensitive Receptors

NOISE SENSITIVE RECEPTOR	*AMBIENT NOISE LEVEL*	*PROJECT NOISE LEVEL*	*AMBIENT + PROJECT NOISE LEVEL*	*DIFFERENCE*
R1	51.2 L_{DN}[1]	50.0 L_{DN}	53.7 L_{DN}[2]	2.5
R2	51.2 L_{DN}[1]	44.0 L_{DN}	52.0 L_{DN}[2]	0.8

NOTES:
[1] AS MEASURED AT LT-1
[2] CONSIDERED "NORMALLY ACCEPTABLE"
SOURCE: SAXELBY ACOUSTICS, 2023.

Based on Table NOISE-6 data, the proposed Project will result in a 00.8 to 2.5 dBA L_{dn} increase in the ambient noise level of nearby noise-sensitive receptors. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

The proposed Project operational noise will not require mitigation because noise levels will remain at the "normally acceptable" level of 60 dBA Ldn and the noise level increase is less than 5 dB. The predicted Project noise levels are predicted to comply with the City of Tracy General Plan Policy P2. This is a **less-than-significant** impact, and no mitigation is required.

Evaluation of Project Construction Noise on Existing Sensitive Receptors

During the construction of the proposed Project, noise from construction activities would temporarily add to the noise environment in the Project vicinity. As shown in Table NOISE-7, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

Table NOISE-7: Construction Equipment Noise

TYPE OF EQUIPMENT	*MAXIMUM LEVEL, DBA AT 50 FEET*
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

SOURCE: ROADWAY CONSTRUCTION NOISE MODEL USER'S GUIDE. FEDERAL HIGHWAY ADMINISTRATION. FHWA-HEP-05-054. JANUARY 2006.

During the construction phases of the Project, noise from construction activities would add to the noise environment in the immediate Project vicinity. As indicated in Table NOISE-7, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A Project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

The City of Tracy Municipal Code restricts construction noise from the noise ordinance between the hours of 7:00 a.m. and 7:00 p.m. or daylight hours. In addition, the Municipal Code requires the following noise control measures:

- 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 equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the Project. As shown in Table NOISE-7, construction equipment is predicted to generate noise levels of up to 90 dBA Lm_{ax} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the Project site. The nearest residential uses are located approximately 155 feet as measured from the center of the Project site. At this distance, maximum construction noise levels would be up to 80 dBA. The average daytime maximum noise level in the vicinity of the sensitive

receptors was measured to be 68 dBA, resulting in a 12 dB increase. Therefore, Project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A Project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered potentially significant.

Implementation of Mitigation Measure NOISE-1 would reduce construction-generated noise levels. With implementation of Mitigation Measure NOISE-1, the proposed Project would have a ***less than significant*** impact relative to this environmental topic.

MITIGATION MEASURE(S)

Mitigation Measure NOISE-1: *The City of Tracy Development Services Department shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*

- *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
- *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
- *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.*
- *Unnecessary idling of internal combustion engines is prohibited.*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.*

These requirements shall be noted on the Project plans prior to approval of grading and/or building permits.

Response b): Less than Significant. Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table NOISE-8 indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v.). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table NOISE-8: Effects of Vibration on People and Buildings

PEAK PARTICLE VELOCITY		*HUMAN REACTION*	*EFFECT ON BUILDINGS*
MM/SEC.	*IN./SEC.*		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBORN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

Construction Vibration Impacts

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The primary vibration-generating activities associated with the proposed Project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. Table NOISE-9 shows the typical vibration levels produced by construction equipment.

Table NOISE-9: Vibration Levels for Varying Construction Equipment

TYPE OF EQUIPMENT	*PEAK PARTICLE VELOCITY @ 25 FEET (INCHES/SECOND)*	*PEAK PARTICLE VELOCITY @ 50 FEET (INCHES/SECOND)*	*PEAK PARTICLE VELOCITY @ 100 FEET (INCHES/SECOND)*
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.037	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/Drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/Roller	0.210 (less than 0.20 at 26 feet)	0.074	0.026

SOURCE: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES. FEDERAL TRANSIT ADMINISTRATION. MAY 2006.

The Table NOISE-9 data indicates that construction vibration levels anticipated for the Project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact, and no mitigation is required.

Response c): No Impact. The Project site is located approximately 2.7 miles south of the nearest airport (the Tracy Municipal Airport) and is outside of the contours of the Tracy Municipal Airport land use plan. Therefore, there is **no impact** relative to this topic.

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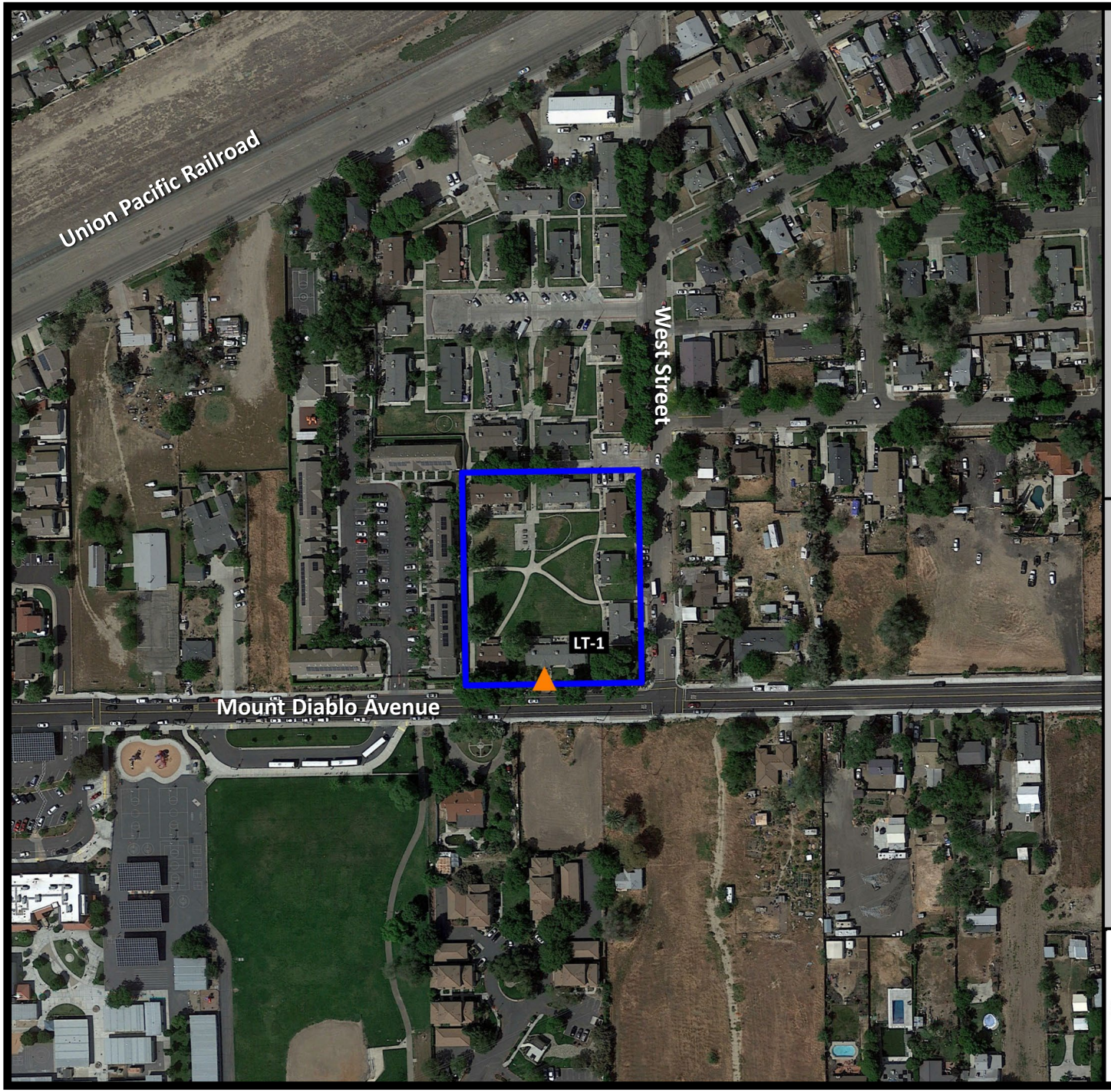

Tracy Senior Living

City of Tracy, California

Figure 11

Noise Measurement Sites

Legend

Project Site

Noise Measurement Site - Long Term

50 ft 150 ft 250 ft 350 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 07/24/2023

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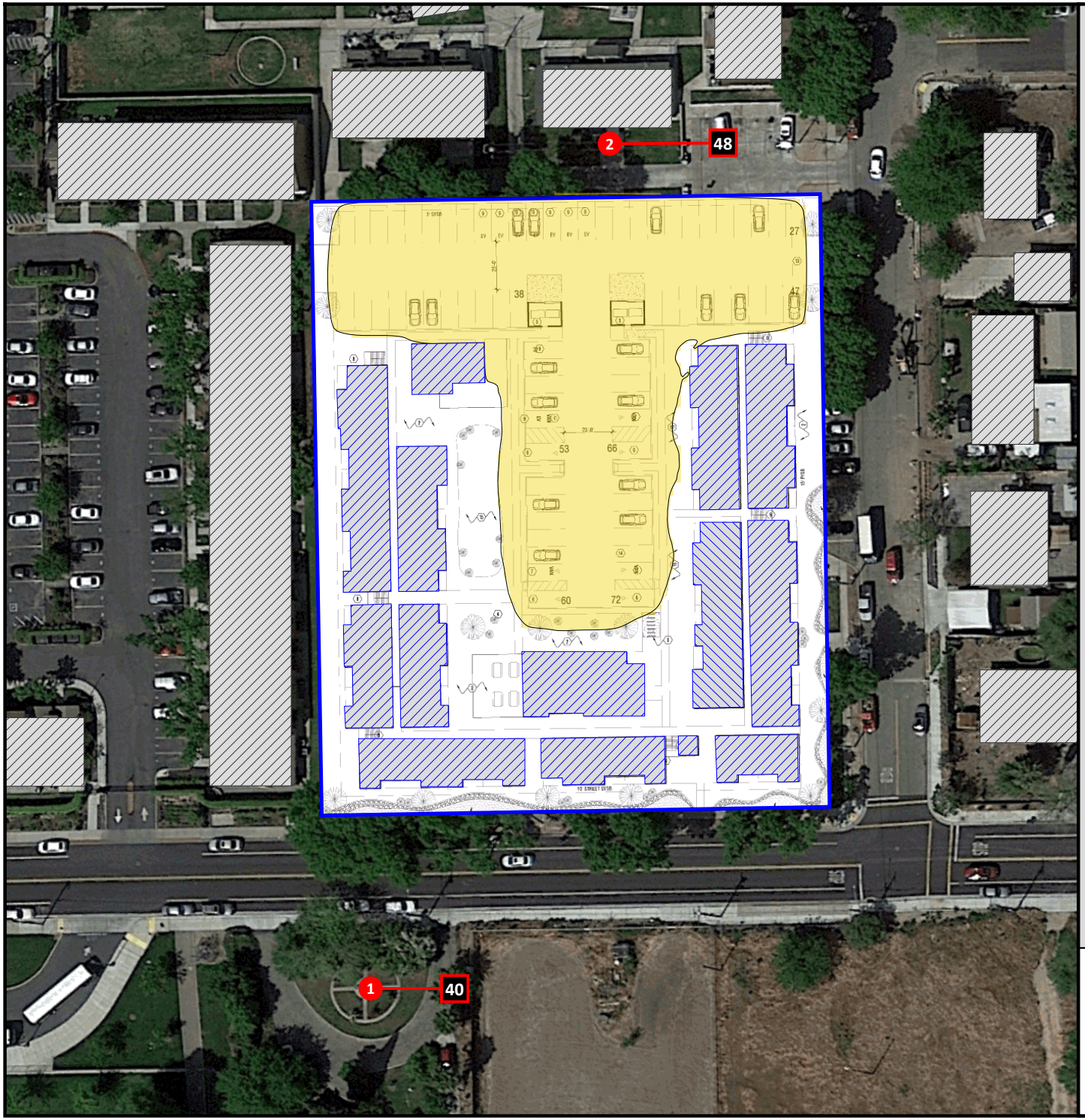

Tracy Senior Living

City of Tracy, California

Figure 12

Daytime and Nighttime Project
Noise Contours
Leq, dB(A)

Noise Level, dB(A)

50 <	<=	55
55 <	<=	60
60 <	<=	65
65 <		

Legend

- Project Building
- Existing Building
- Project Site

Scale 1:75

0 15 30 60 90 120 feet

N

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XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. According to the US Census population estimates, the population in Tracy in 2022 was approximately 97,328 people and the average persons per household was 3.40. The proposed Project would result in the construction of replacement residential housing on a site that currently contains residential uses. The existing residential uses provide 17 units. The proposed Project would provide 110 residential units. This would result in an increase of 93 units compared to the existing condition. Although the Project would directly increase population growth in the area, it is likely that the residents of the proposed units would move from other portions of the City or County. Additionally, the proposed Project would not include upsizing of offsite infrastructure or roadways. Implementation of the proposed Project would not indirectly induce substantial population growth in an area.

This impact is **less-than-significant**, as demonstrated throughout this document. No additional mitigation is required.

Response b): Less than Significant. The Project site is a 1.94-acre site consisting of seven affordable housing buildings containing 17 units along the border of the northern, eastern, and southern boundaries of the site surrounding a landscaped courtyard area with pedestrian pathways (see Figure 3). The proposed Project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low income affordable senior housing units, associated amenities, landscaping, circulation, and utility improvements.

The proposed Project would increase the number of units by 93 compared to the existing condition. As such, the Project would not necessitate the construction of replacement housing elsewhere. Therefore, the Project would not displace substantial numbers of people or existing housing and would have a **less-than-significant** impact in this respect.

XV. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) 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:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a.i) Fire Protection: Less than Significant. On September 16, 1999, the City of Tracy Fire Department merged with the Tracy Rural Fire Protection District, forming the South San Joaquin County Fire Authority (SCFA). The SCFA was created to provide fire protection services to the entire jurisdictional area of both the corporate city limits and surrounding rural community. Employees of the Tracy Rural Fire Protection District became employees of the City of Tracy with the City of Tracy maintaining day to day administrative control of the department. Both the Tracy Rural Fire Protection District and the City of Tracy contract with the SCFA to receive fire protection services. The SCFA in turn contracts with the City of Tracy to provide employees and administrative services.

The SCFA/Tracy Fire Department provides emergency medical services to citizens located within the San Joaquin Emergency Medical Services Agency (SJEMSA) Zone C. Ambulance transport is provided by private provider, American Medical Response (AMR) under contract with the SJEMSA. The SCFA currently operates six fire stations and an administrative office. Twenty-four hour-per-day staffing is provided with six paramedic engine companies and one ladder truck company. Four fire stations are within the incorporated area of the City of Tracy, and two are in the surrounding rural Tracy area.

Three fire stations are located near the Project site: the South San Joaquin County Fire Authority, located at 835 N Central Avenue, and the Tracy Fire Station 97, located at 595 W Central Avenue, and Tracy Fire Station 91, located at 1701 W 11th Street. The nearest fire station, the South San Joaquin County Fire Authority, is located approximately 0.56 miles northeast of the Project site.

Response time and fire department effectiveness once units arrive are critical considerations in mitigating emergencies. The response time standard is defined as total reflex time (1:30 call processing, 1:00 turn-out time, and 4:00 travel-time). In addition, the SCFA performance standard to measure effectiveness is to confine moderate risk structure fires to the room of origin

or less 90 percent of the time in the City. In order to successfully mitigate emergencies, it is essential the SCFA assemble an adequate number of personnel to perform critical tasks at the scene once the unit(s) arrive.

Recognizing the potential need for increases in fire protection and emergency medical services, the City's General Plan includes policies to ensure that adequate related facilities are funded and provided to meet future growth (Objective PF-1.1, P1). This policy is implemented through the review of all new projects with the City's Sphere of Influence, prior to development, and through the collection of development impact fees for the funding of facilities.

Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service facility and equipment needs.

Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, participation in the Community Facilities District or similar funding mechanism, and other revenues generated by the Project, would fund capital and labor costs associated with fire protection services.

All construction plans and development proposals are evaluated to determine fire protection needs. The Fire Prevention Division works closely with other City departments to ensure appropriate design and construction standards, including adequate fire protection water flows and that fire-resistant building materials are met within new development projects.

Overall, this impact is considered **less than significant**.

a.ii) Police Protection: Less than Significant. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive, 0.9 miles northeast of the Project site. There are no satellite offices or plans to construct any in the near future.

The Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening, but require immediate response. Priority 3 calls cover all other calls received by the police. Average response time for Priority 1 calls within city limits is approximately six to eight minutes. Response time for Priority 2 and 3 calls is, on average, 22 minutes.

The Tracy Police Department provides mutual aid to the San Joaquin County Sheriff's office, and vice versa, when a situation exceeds the capabilities of either department. Mutual aid is coordinated through the San Joaquin County Sheriff.

The City of Tracy General Fund provides approximately 96% of the Police Department's budget. The remaining 4% comes from various grants, fees, and assessments. The Police Department operates on a pre-approved annual budget, based on a fiscal year. New service demands are assessed when budget proposals are reviewed. Supplemental budget requests are considered on a case-by-case basis during the fiscal year.

It is not anticipated that implementation of the proposed Project would result in significant new demand for police services. Project implementation would not require the construction of new police facilities to serve the Project Area, nor would it result in impacts to the existing response times and existing police protection service levels. Therefore, impacts to police services will be **less than significant.**

a.iii) Schools: Less than Significant. The proposed Project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low income affordable senior housing units. Although the residences are for senior populations, the possibility exists that school-aged children may occupy some of the units, requiring accommodation in the Tracy Unified School District (TUSD).

The TUSD collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the Project, would fund improvements associated with school services. Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the Project's impacts to school services are **less than significant**.

a.iv) Parks: Less than Significant. Potential Project impacts to parks and recreational facilities are addressed in the following Recreation section of this document.

a.v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed Project would increase demand on these facilities. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would ensure that Project impacts to libraries and public buildings are **less than significant.**

XVI. RECREATION

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?			X	
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?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would increase demand for parks and recreational facilities within the City of Tracy, and would increase the use of the City's existing parks and recreation system. Residents of the Project may visit existing park and recreational facilities within the City. As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City is also in the process of constructing the Legacy Fields sports park at the northern edge of the City, which will provide an additional 166 acres of sports parks, 86 acres of passive recreation area, and a 46-acre future expansion area for additional park facilities.

The City strives to maintain a standard of 4 acres of park land for every 1,000 persons. In order to maintain this standard, the City requires new development projects to either include land dedicated for park uses, or to pay in-lieu fees towards the City's parks program. Chapter 13.12 of the Tracy Municipal Code states that, *"all development projects shall be required to maintain the City standard of four (4) acres of park land per 1,000 population. All development projects, as a condition of approval of any tentative parcel map or tentative subdivision map, or as a condition of approval of any building permit, shall dedicate land to the City or pay a fee in lieu thereof, or a combination of both, in order to maintain this City standard. The precise obligation of any development project to dedicate land or pay a fee pursuant to this section shall be incorporated in the implementing resolution for the park fee applicable to the development project."*

The City of Tracy requires the payment of the Project's fair share in-lieu parks fees, as required by the City's General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all city residents. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks and the maintenance of existing parks, the additional demand for parks generated by the proposed Project would not result in the physical deterioration of existing parks and facilities within Tracy. As such, this is a **less than significant** impact and no mitigation is required.

XVII. TRANSPORTATION AND CIRCULATION -- WOULD THE PROJECT:

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Implementation of the proposed Project would not result in a conflict with an existing or planned pedestrian facility, bicycle facility, or transit service/facility. In addition, the Project would not interfere with the implementation of a planned bicycle facility, pedestrian facility, or transit service/facility. The Project would not cause a degradation in transit service such that service does not meet performance standards established by the transit operator.

Existing pedestrian and bicycle facilities are located on the roadways adjacent to the Project site. There are no pedestrian or bicycle facilities within the developed Project site. The City of Tracy General Plan describes an interconnected, hierarchical system of sidewalks, on-street bike lanes, and off-street trails for pedestrians and bicyclists that provides access to this area of the City of Tracy. The Project's transportation and circulation system is designed to accommodate access to and from Mt. Diablo Road and West Street.

Site access would be provided by two proposed driveways: one along W. Mount Diablo Avenue and one along West Street. A north-south drive aisle would be provided along the western boundary of the site. This drive aisle would connect to the West Street driveway via a east-west roadway in the center of the site. Additionally, 12 bicycle parking spaces would be provided.

Overall, this impact would be **less than significant**.

Response b): Less than Significant. A CEQA Transportation Analysis was prepared by Kimley Horn on July 11, 2023. The following VMT analysis is based on the CEQA Transportation Review prepared by Kimley Horn (See Appendix B for further detail).

Purpose of Analysis

Senate Bill (SB) 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill

development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Methodology and Assumptions

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the Senior Living Attached Housing land use was analyzed. The Project description indicates that all dwelling units will be very low-income affordable senior housing units.

Per the *2023 CEQA Statute & Guidelines* (January 2023) published by the Association of Environmental Professionals (AEP), low-income housing is exempt from a quantitative VMT analysis and is presumed to result in a less than significant impact. This presumption is due to a low trip generation and higher use of alternative modes associated with low-income housing.

Findings

As the proposed Project is classified as affordable housing, it is presumed to be exempt from a quantitative VMT analysis. Therefore, this impact would be **less than significant**.

Responses c-d): Less than Significant. Per CEQA guidance Appendix G, the CEQA Transportation Analysis includes a safety analysis to determine if the project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project trip generation was conducted for the existing land uses and the proposed Project to determine if additional trips would be added to the existing roadway network with the addition of the Project.

The existing land use currently generates 101 daily trips, 5 AM peak hour trips (1 IN / 4 OUT) and 9 PM peak hour trips (6 In / 3 OUT).

The proposed Project land use generates 262 daily trips, 16 AM peak hour trips (5 IN / 11 OUT) and 20 PM peak hour trips (11 In / 9 OUT).

Therefore, the Project will produce a net of 161 daily trips, 11 AM peak hour trips (4 IN / 7 OUT) and 11 PM peak hour trips (5 IN / 6 OUT).

Since it was determined that the Project increases traffic, a qualitative analysis was conducted to determine the impacts of the additional trips to the network. At most, seven vehicles will be added to the AM peak hour out volumes, which is equivalent to approximately one vehicle every 8.6 minutes. Therefore, the additional trips added to the network due to the proposed Project are assumed to be negligible and not result in a safety impact.

The Project proposes two driveways:

- One along West Street
- One along W. Mt Diablo Avenue

It was determined that these new driveways would not substantially increase hazards based on the following:

- Low net trips generated for the Project
- Adequate sight distance available along West Street and W. Mt Diablo Avenue
- Low speed limits along West Street (25 mph) and W. Mt Diablo Avenue (25 mph)

No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. The Project does not include any design features or incompatible uses that pose a significant safety risk. The Project would create no adverse impacts to emergency vehicle access or circulation.

Overall, Project implementation would have a **less-than-significant** impact relative to this topic.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) 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) 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)?		X		
ii) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

BACKGROUND

Assembly Bill 52 (AB 52) requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

A letter was sent to the Native American Heritage Commission (NAHC) by Peak & Associates, Inc. requesting a check of the Sacred Lands files for the Project site. A reply from that office was prepared on July 7, 2023 (Appendix 3 of Appendix C). The NAHC letter indicated the results were negative for Sacred Lands and provided a list of nine groups, some with multiple representatives, all who might have knowledge of resources of concern in the APE. Letters have been sent to the groups on August 23, 2023 (sample letter in Appendix 3 of Appendix C). No replies have been received to date.

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i)-a.ii): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural resources known to occur on, or within the immediate vicinity of the Project site. The site has previously been used for residential uses. No instances of cultural resources or human remains have been unearthed on the Project site. Based on the above information, the Project site has a low potential for the discovery of prehistoric,

ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources. Although no Tribal Cultural Resources have been documented in the Project site, the Project is located in a region where cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the Tribal Cultural Resource definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the Tribal Cultural Resources definition would include villages and cemeteries.

Due to the possible presence of undocumented Tribal Cultural Resources within the Project site, construction-related impacts on tribal cultural resources would be potentially significant. Implementation of the Mitigation Measure CUL-1 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure CUL-1

XIX. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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 projects projected demand in addition to the providers existing commitments?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Response a)-c): Less than Significant.

Water

The provision of public services and the construction of onsite infrastructure improvements will be required to accommodate the development of the proposed Project. The proposed Project would require extensions of offsite water conveyance infrastructure to the Project site for potable water and irrigation water. Water distribution will be by an underground distribution system to be installed as per the City of Tracy standards and specifications. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the Project site, thereby limiting any potential impact to areas that were not already disturbed.

Estimated Project Water Demands

The water demands for the Project were estimated based on the unit water demand factors adopted in the Citywide Water System Master Plan Update (2023). The total annual potable water demand for the Project is approximately 24,200 gallons per day (or 27.1 acre-feet per year [af/yr]) based on a unit water demand factor of 220 gallons per day per dwelling unit for high density residential land uses.

Based on the existing uses and proposed water demand calculation, the Project does not significantly impact the existing system deficiencies. There is sufficient storage capacity to serve the Project. No off-site improvements are required to serve the Project.

Conclusion

The proposed Project would not result in insufficient water supplies available to serve the proposed Project from existing entitlements and resources. Therefore, the proposed Project would result in a **less than significant** impact to water supplies.

Wastewater

The provision of public services and the construction of onsite infrastructure improvements will be required to accommodate the development of the proposed Project. The proposed Project would require extensions of offsite wastewater conveyance infrastructure to the Project site. Wastewater lines are located on-site to serve the existing residences as well as in the adjacent roadways. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the Project site, thereby limiting any potential impact to areas that were not already disturbed.

Sewer generated from the Project is proposed to flow into the existing sewer trunklines in the area and would eventually be pumped to the wastewater treatment plant (WWTP).

Estimated Project Sewer Flows

The wastewater flow for the Project was calculated based on the wastewater generation factors adopted in the City's Wastewater Master Plan (2023). The wastewater flow for the Project is approximately 396,000 gallons per day (gpd) based on a wastewater generation factor of 3,600 gpd/unit for the high density residential land use designation.

No additional off-site improvements are required to serve the Project. Additionally, the utility plans meet City requirements for on-site sewer improvements.

Conclusion

Ultimately, the sanitary sewer collection system will be an underground collection system installed as per the City of Tracy standards and specifications. Sanitary sewer disposal and treatment will be to the City of Tracy WWTP. The development of the proposed Project would not exceed the wastewater discharge requirements in the WDR Order. Therefore, the proposed Project is anticipated to have a **less than significant** impact relative to this topic.

Storm Drainage

The Project site is currently developed with residential uses with a courtyard grass area in the center. The Project site contains pervious and impervious surfaces. Construction of the Project would increase the building footprints and, as such, would increase the amount of impervious surfaces. Because the proposed Project increases impervious surface area from an existing

developed site, the Project site could increase runoff slightly. Onsite storm drainage would be installed to serve the proposed Project. Development of the proposed Project would include construction of a new storm drainage system.

Pursuant to section 11.34.210 Design Standards of the City's Municipal Code, installation of the Project's storm drain system would be required to conform to the design criteria, standard plans and specifications and the inspection and testing procedures set forth in the applicable City public improvement design standards. Thus, the proposed storm drainage collection and detention system will be subject to the SWRCB and City of Tracy regulations, including: Tracy Municipal Code, Tracy Storm Drain Master Plan, 2012; Phase II, NPDES Permit Requirements; NPDES-MS4 Permit Requirements; and LID Guidelines.

As noted previously, stormwater retention treatment planters would be located throughout the Project site, mainly in the proposed landscaped areas surrounding the apartment buildings. Stormwater runoff from each of the drainage areas would be routed to a series of on-site stormwater bioretention treatment planters.

The preliminary plan for the Project shows an underground infiltration system to meet stormwater quality requirements. Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater treatment planters and bioretention areas by a new stormwater conveyance system on the Project site. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

Overall, impacts from Project implementation would be **less than significant**.

Responses d), e): Less than Significant. The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Based on the most recent waste generation factor provided by CalRecycle for residential uses (12.23 pounds per household per day), the proposed Project is expected to generate approximately 1,345.3 pounds per day of solid waste upon full buildout, which is equivalent to less than 0.07 tons per day.

Currently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. As noted previously, the remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future. The addition of the volume of solid waste associated with the proposed Project to the Foothill Landfill would not exceed the landfill's remaining capacity.

Overall, the proposed Project would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The City would coordinate development of the proposed Project with Tracy Disposal Service. Furthermore, the addition of the volume of solid waste associated with the proposed

Project, approximately 0.07 tons per day, would increase the total tons of solid waste to the landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. Therefore, the proposed Project would not generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or exceed any State or local standards associated with solid waste. This is a **less-than-significant** impact.

XX. WILDFIRE

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	
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?			X	
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?			X	

Existing Setting

According to the 2022 San Joaquin County State Responsibility Area Fire Hazard Severity Zone map completed by the California Department of Forestry and Fire Protection (Cal Fire), the Project site is not within a State Responsibility Area or Very High Fire Hazard Severity Zone (VHFHSZ). Although this CEQA topic only applies to areas within an SRA or VHFHSZ, out of an abundance of caution, these checklist questions are analyzed below.

Responses to Checklist Questions

Response a): Less than Significant. As discussed in Section IX, Hazards and Hazardous Materials, the Project site would connect to the existing network of City streets adjacent to the site. Site access would be provided by two proposed driveways: one along W. Mount Diablo Avenue and one along West Street. A north-south drive aisle would be provided along the western boundary of the site. This drive aisle would connect to the West Street driveway via a east-west roadway in the center of the site.

Three fire stations are located near the Project site: the South San Joaquin County Fire Authority, located at 835 N Central Avenue, and the Tracy Fire Station 97, located at 595 W Central Avenue, and Tracy Fire Station 91, located at 1701 W 11th Street. The nearest fire station, the South San Joaquin County Fire Authority, is located approximately 0.56 miles northeast of the Project site. The appropriate turning radiuses have been planned to accommodate fire trucks on-site. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. Moreover, the proposed Project would require building construction to meet the fire code requirements, and would have fire hydrants consistent with the standards of the

City; such fire hydrants would assist with fire suppression efforts if a fire was to occur on or near the Project site. Therefore, impacts from Project implementation would be considered **less than significant** relative to adopted emergency response plans or evacuation plans.

Response b): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The Project site is located in an area that is predominately urban, which is not considered at a significant risk of wildlife. There are no steep slopes on or near the Project site. Therefore, impacts from Project implementation would be considered **less than significant** relative to the spread of wildfire.

Response c): Less than Significant. The Project includes development of infrastructure (water, sewer, and storm drainage) to serve the proposed residential buildings. The Project does not include the construction of fuel breaks, emergency water sources, or power lines. As noted above, the proposed Project would require fire hydrants consistent with the standards of the City, and such fire hydrants would assist with fire suppression efforts if a fire was to occur. Therefore, impacts from Project implementation would be considered **less than significant** relative to infrastructure that may exacerbate fire risk.

Response d): Less than Significant. The proposed Project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the Project site and does not result in downstream flooding or major drainage changes. Stormwater retention treatment planters would be located throughout the Project site, mainly in the proposed landscaped areas surrounding the apartment buildings. Stormwater runoff from each of the drainage areas would be routed to a series of on-site stormwater bioretention treatment planters.

The preliminary plan for the Project shows an underground infiltration system to meet stormwater quality requirements. Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater treatment planters and bioretention areas by a new stormwater conveyance system on the Project site. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

Runoff from the Project site currently flows to the existing City storm drains located in West Street and W Mt Diablo Avenue. Upon development of the site, stormwater would flow to the on-site retention basins and/or the existing storm drains in the adjacent roadways. Additionally, the Project site is located within FEMA Zone X (un-shaded), indicating that the site is located outside of the 100-year flood hazard zone.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. The elevation of the site is approximately 75 feet above MSL with no significant slopes. The Project would also be required to comply with the provisions of the California Building Standard's Code, which requires development projects to perform geotechnical investigations in accordance with State law, which include general engineering characteristics of the subsurface conditions within the Project site and potential mitigation strategies to address any geotechnical concerns or potential hazards (such as slope failure). Therefore, the potential for a landslide (including rockfalls, deep slope failure, and shallow slope failure) on the Project site is low.

Overall, impacts from Project implementation would be considered **less than significant** relative to risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to 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, 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?			X	
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. All potentially significant impacts related to plant and animal species would be mitigated to a less than significant level. The proposed Project would be required to implement a SWPPP aimed at reducing stormwater pollutants and runoff during construction, as well as through compliance of various other state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through adaptive management, Mitigation Measure BIO-1 requires the SJMSCP Monitoring Plan an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan. The Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species that would reduce any potentially significant impacts to a less than significant level. Through the full mitigation of biological impacts, the Project would not result in any cumulative impacts, related to biological resources. These are **less-than-significant** impacts.

Response b): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant individual or cumulative impacts that would not be mitigated to less than significant levels. Therefore, these are **less-than-significant** impacts.

Response c): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. The analysis in the relevant sections above provides standards and mitigation measures to reduce any potentially significant impacts on humans to less than significant levels. A variety of mitigation measures including those related to air quality, biological resources, cultural resources, geology and soils, hazardous materials, tribal cultural resources, and noise, ensure any adverse effects on humans are reduce to an acceptable standard. Therefore, these are **less-than-significant** impacts.

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APPENDIX A

Greenhouse Gas Emission Modeling and Energy Calculations

Tracy Senior Housing Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Tracy Senior Housing
Construction Start Date	4/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	37.72940527154742, -121.43099013745683
County	San Joaquin
City	Tracy
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2135
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	110	Dwelling Unit	6.85	105,600	42,000	0.00	355	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.43	33.2	36.0	33.9	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,461	5,461	0.22	0.10	3.92	5,482
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.81	1.54	12.0	16.8	0.03	0.50	0.76	1.26	0.46	0.18	0.64	—	3,413	3,413	0.15	0.10	0.10	3,446
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.15	2.21	8.12	9.92	0.01	0.35	1.28	1.62	0.32	0.55	0.87	—	1,893	1,893	0.08	0.05	0.73	1,910
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.40	1.48	1.81	< 0.005	0.06	0.23	0.30	0.06	0.10	0.16	—	313	313	0.01	0.01	0.12	316

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.43	3.73	36.0	33.9	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,461	5,461	0.22	0.10	3.92	5,482
2025	1.72	33.2	11.1	17.3	0.03	0.44	0.76	1.19	0.40	0.18	0.58	—	3,463	3,463	0.14	0.10	3.64	3,499
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.81	1.54	12.0	16.8	0.03	0.50	0.76	1.26	0.46	0.18	0.64	—	3,413	3,413	0.15	0.10	0.10	3,446
2025	1.70	1.44	11.2	16.5	0.03	0.44	0.76	1.19	0.40	0.18	0.58	—	3,393	3,393	0.12	0.10	0.09	3,425
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.15	0.97	8.12	9.92	0.01	0.35	1.28	1.62	0.32	0.55	0.87	—	1,893	1,893	0.08	0.05	0.73	1,910
2025	0.47	2.21	3.10	4.60	0.01	0.12	0.19	0.32	0.11	0.05	0.16	—	912	912	0.03	0.02	0.40	920
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.21	0.18	1.48	1.81	< 0.005	0.06	0.23	0.30	0.06	0.10	0.16	—	313	313	0.01	0.01	0.12	316
2025	0.09	0.40	0.57	0.84	< 0.005	0.02	0.04	0.06	0.02	0.01	0.03	—	151	151	0.01	< 0.005	0.07	152

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.38	4.63	2.09	21.6	0.04	0.06	2.88	2.95	0.06	0.73	0.79	52.4	4,365	4,417	5.48	0.18	14.2	4,624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.67	3.94	2.30	13.2	0.03	0.06	2.88	2.94	0.06	0.73	0.79	52.4	4,088	4,140	5.49	0.20	1.11	4,338

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.96	4.22	2.21	16.3	0.04	0.06	2.87	2.93	0.06	0.73	0.79	52.4	4,157	4,210	5.49	0.19	6.58	4,411
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.77	0.40	2.98	0.01	0.01	0.52	0.54	0.01	0.13	0.14	8.67	688	697	0.91	0.03	1.09	730

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.75	1.60	1.65	15.2	0.04	0.03	2.88	2.91	0.03	0.73	0.76	—	3,575	3,575	0.13	0.16	13.5	3,639
Area	0.59	3.00	0.06	6.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.7	16.7	< 0.005	< 0.005	—	16.7
Energy	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	764	764	0.09	0.01	—	768
Water	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Waste	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Total	2.38	4.63	2.09	21.6	0.04	0.06	2.88	2.95	0.06	0.73	0.79	52.4	4,365	4,417	5.48	0.18	14.2	4,624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.48	1.91	13.0	0.03	0.03	2.88	2.91	0.03	0.73	0.76	—	3,315	3,315	0.15	0.17	0.35	3,370
Area	—	2.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	764	764	0.09	0.01	—	768
Water	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Waste	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76

Total	1.67	3.94	2.30	13.2	0.03	0.06	2.88	2.94	0.06	0.73	0.79	52.4	4,088	4,140	5.49	0.20	1.11	4,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.48	1.80	13.1	0.03	0.03	2.87	2.90	0.03	0.73	0.76	—	3,376	3,376	0.14	0.16	5.82	3,434
Area	0.29	2.72	0.03	3.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.23	8.23	< 0.005	< 0.005	—	8.26
Energy	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	764	764	0.09	0.01	—	768
Water	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Waste	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Total	1.96	4.22	2.21	16.3	0.04	0.06	2.87	2.93	0.06	0.73	0.79	52.4	4,157	4,210	5.49	0.19	6.58	4,411
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.30	0.27	0.33	2.39	0.01	0.01	0.52	0.53	0.01	0.13	0.14	—	559	559	0.02	0.03	0.96	569
Area	0.05	0.50	0.01	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.36	1.36	< 0.005	< 0.005	—	1.37
Energy	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	127
Water	—	—	—	—	—	—	—	—	—	—	—	1.42	1.47	2.89	0.15	< 0.005	—	7.57
Waste	—	—	—	—	—	—	—	—	—	—	—	7.25	0.00	7.25	0.72	0.00	—	25.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Total	0.36	0.77	0.40	2.98	0.01	0.01	0.52	0.54	0.01	0.13	0.14	8.67	688	697	0.91	0.03	1.09	730

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.12	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.54	0.54	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.85	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	0.01	0.57	144
Vendor	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	0.00
Hauling	0.02	0.01	0.52	0.12	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	432	432	0.01	0.07	1.04	454

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	0.01	7.30
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.7	23.7	< 0.005	< 0.005	0.02	24.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.21
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.92	3.92	< 0.005	< 0.005	< 0.005	4.11

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.05	1.00	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	165	165	0.01	0.01	0.66	168
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.20	4.20	< 0.005	< 0.005	0.01	4.26
Vendor	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	0.00

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.71
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.00	1.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.85	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	0.01	0.57	144
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	0.01	7.30
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.21
Vendor	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	0.00
Hauling	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	0.00

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	0.48	4.44	5.18	0.01	0.20	—	0.20	0.18	—	0.18	—	948	948	0.04	0.01	—	951
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.81	0.95	< 0.005	0.04	—	0.04	0.03	—	0.03	—	157	157	0.01	< 0.005	—	157
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.37	0.25	4.51	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	749	749	0.04	0.03	3.00	761
Vendor	0.02	0.01	0.43	0.15	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	339	339	0.01	0.05	0.92	355
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.32	0.32	3.56	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	676	676	0.04	0.03	0.08	686
Vendor	0.02	0.01	0.46	0.15	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	339	339	0.01	0.05	0.02	354
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.12	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	274	274	0.02	0.01	0.51	278
Vendor	0.01	0.01	0.18	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	134	134	< 0.005	0.02	0.16	140
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	45.4	45.4	< 0.005	< 0.005	0.08	46.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.2	22.2	< 0.005	< 0.005	0.03	23.2
Hauling	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	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.27	2.47	3.09	0.01	0.10	—	0.10	0.09	—	0.09	—	568	568	0.02	< 0.005	—	570
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.56	< 0.005	0.02	—	0.02	0.02	—	0.02	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.33	0.22	4.13	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	733	733	0.03	0.03	2.73	745
Vendor	0.02	0.01	0.41	0.14	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.91	349
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.30	0.30	3.28	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	662	662	0.02	0.03	0.07	671

Vendor	0.02	0.01	0.44	0.14	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	333	333	0.01	0.05	0.02	348
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.79	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	161	161	< 0.005	0.01	0.28	163
Vendor	< 0.005	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.9	78.9	< 0.005	0.01	0.09	82.5
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.6	26.6	< 0.005	< 0.005	0.05	27.0
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.02	13.7
Hauling	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	0.00

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	139	139	0.01	0.01	0.52	141
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.04	7.04	< 0.005	< 0.005	0.01	7.15
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.18
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	33.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	1.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.83	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	147	147	0.01	0.01	0.55	149
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.44	7.44	< 0.005	< 0.005	0.01	7.55
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.23	1.23	< 0.005	< 0.005	< 0.005	1.25
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.75	1.60	1.65	15.2	0.04	0.03	2.88	2.91	0.03	0.73	0.76	—	3,575	3,575	0.13	0.16	13.5	3,639
Total	1.75	1.60	1.65	15.2	0.04	0.03	2.88	2.91	0.03	0.73	0.76	—	3,575	3,575	0.13	0.16	13.5	3,639
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.63	1.48	1.91	13.0	0.03	0.03	2.88	2.91	0.03	0.73	0.76	—	3,315	3,315	0.15	0.17	0.35	3,370
Total	1.63	1.48	1.91	13.0	0.03	0.03	2.88	2.91	0.03	0.73	0.76	—	3,315	3,315	0.15	0.17	0.35	3,370
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.30	0.27	0.33	2.39	0.01	0.01	0.52	0.53	0.01	0.13	0.14	—	559	559	0.02	0.03	0.96	569
Total	0.30	0.27	0.33	2.39	0.01	0.01	0.52	0.53	0.01	0.13	0.14	—	559	559	0.02	0.03	0.96	569

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	278	278	0.04	0.01	—	280
Total	—	—	—	—	—	—	—	—	—	—	—	—	278	278	0.04	0.01	—	280

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	278	278	0.04	0.01	—	280
Total	—	—	—	—	—	—	—	—	—	—	—	—	278	278	0.04	0.01	—	280
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	46.0	46.0	0.01	< 0.005	—	46.4
Total	—	—	—	—	—	—	—	—	—	—	—	—	46.0	46.0	0.01	< 0.005	—	46.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	486	486	0.04	< 0.005	—	488
Total	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	486	486	0.04	< 0.005	—	488
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	486	486	0.04	< 0.005	—	488
Total	0.04	0.02	0.38	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	486	486	0.04	< 0.005	—	488
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.5	80.5	0.01	< 0.005	—	80.7
Total	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.5	80.5	0.01	< 0.005	—	80.7

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	2.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.59	0.56	0.06	6.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.7	16.7	< 0.005	< 0.005	—	16.7
Total	0.59	3.00	0.06	6.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.7	16.7	< 0.005	< 0.005	—	16.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	2.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	2.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	0.05	0.01	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.36	1.36	< 0.005	< 0.005	—	1.37
Total	0.05	0.50	0.01	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.36	1.36	< 0.005	< 0.005	—	1.37

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Total	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7
Total	—	—	—	—	—	—	—	—	—	—	—	8.57	8.85	17.4	0.88	0.02	—	45.7

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.42	1.47	2.89	0.15	< 0.005	—	7.57
Total	—	—	—	—	—	—	—	—	—	—	—	1.42	1.47	2.89	0.15	< 0.005	—	7.57

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Total	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Total	—	—	—	—	—	—	—	—	—	—	—	43.8	0.00	43.8	4.38	0.00	—	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.25	0.00	7.25	0.72	0.00	—	25.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.25	0.00	7.25	0.72	0.00	—	25.4

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.76	0.76
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	4/1/2024	4/29/2024	5.00	20.0	—
Site Preparation	Site Preparation	4/30/2024	5/14/2024	5.00	10.0	—
Grading	Grading	5/15/2024	6/12/2024	5.00	20.0	—
Building Construction	Building Construction	6/13/2024	5/1/2025	5.00	230	—
Paving	Paving	5/2/2025	5/30/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	5/31/2025	6/28/2025	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45

Building Construction	Tractors/Loaders/Backh	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.9	LDA,LDT1,LDT2
Demolition	Vendor	—	9.10	HHDT,MHDT
Demolition	Hauling	6.05	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	79.2	11.9	LDA,LDT1,LDT2

Building Construction	Vendor	11.8	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.8	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	213,840	71,280	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)

Demolition	0.00	0.00	0.00	10,500	—
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	0.00	0.00	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	356	356	356	130,086	4,046	4,046	4,046	1,476,728

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
213840	71,280	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	496,959	204	0.0330	0.0040	1,517,174

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,474,115	720,518

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	81.3	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.2	annual days of extreme heat

Extreme Precipitation	0.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	7.59	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	62.5
AQ-PM	38.5
AQ-DPM	60.6
Drinking Water	20.7
Lead Risk Housing	67.4
Pesticides	0.00

Toxic Releases	26.6
Traffic	42.8
Effect Indicators	—
CleanUp Sites	54.9
Groundwater	80.9
Haz Waste Facilities/Generators	26.7
Impaired Water Bodies	0.00
Solid Waste	2.52
Sensitive Population	—
Asthma	90.0
Cardio-vascular	74.6
Low Birth Weights	45.3
Socioeconomic Factor Indicators	—
Education	75.3
Housing	55.5
Linguistic	56.9
Poverty	83.2
Unemployment	82.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	35.81419222
Employed	21.69896061
Median HI	37.04606698
Education	—

Bachelor's or higher	29.0645451
High school enrollment	100
Preschool enrollment	9.547029385
Transportation	—
Auto Access	83.51084306
Active commuting	16.80995765
Social	—
2-parent households	42.28153471
Voting	41.03682792
Neighborhood	—
Alcohol availability	40.42089054
Park access	81.35506224
Retail density	65.27653022
Supermarket access	83.43385089
Tree canopy	76.50455537
Housing	—
Homeownership	44.65546003
Housing habitability	58.00076992
Low-inc homeowner severe housing cost burden	89.83703323
Low-inc renter severe housing cost burden	73.51469267
Uncrowded housing	31.19466188
Health Outcomes	—
Insured adults	33.3504427
Arthritis	43.8
Asthma ER Admissions	4.4
High Blood Pressure	26.8
Cancer (excluding skin)	66.1

Asthma	27.9
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	35.3
Diagnosed Diabetes	39.3
Life Expectancy at Birth	32.2
Cognitively Disabled	62.4
Physically Disabled	22.7
Heart Attack ER Admissions	12.7
Mental Health Not Good	29.3
Chronic Kidney Disease	55.3
Obesity	18.0
Pedestrian Injuries	19.6
Physical Health Not Good	32.1
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	50.7
Current Smoker	24.8
No Leisure Time for Physical Activity	24.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	45.9
Elderly	75.9
English Speaking	40.7
Foreign-born	53.0
Outdoor Workers	30.6
Climate Change Adaptive Capacity	—

Impervious Surface Cover	40.3
Traffic Density	35.6
Traffic Access	0.0
Other Indices	—
Hardship	72.6
Other Decision Support	—
2016 Voting	22.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	65.0
Healthy Places Index Score for Project Location (b)	35.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Land Use	Lot acreage is 6.85 acres.
Operations: Vehicle Data	For the sake of a more conservative analysis, the existing project vehicle trips were not netted out from the proposed Project operational trip rates. Trips rates provided by Traffic Study prepared by Kimley Horn (3.24 daily trips per residence),
Operations: Hearths	No hearths.

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: San Joaquin (SJV)
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Fuel Consumption	**MPG (Derived)**	
San Joaquin (SJV)	2024	All Other Buses	Aggregate	Aggregate	Diesel	65.05222502	3428.444696	0.394675604	**8.69**	
San Joaquin (SJV)	2024	LDA	Aggregate	Aggregate	Gasoline	247012.0846	10048544.61	343.6270786	**29.24**	
San Joaquin (SJV)	2024	LDA	Aggregate	Aggregate	Diesel	662.6899919	21573.25495	0.501839499	**42.99**	
San Joaquin (SJV)	2024	LDT1	Aggregate	Aggregate	Gasoline	21456.49018	717056.3787	29.4159226	**24.38**	
San Joaquin (SJV)	2024	LDT1	Aggregate	Aggregate	Diesel	5.633733188	62.92292074	0.002565124	**24.53**	
San Joaquin (SJV)	2024	LDT2	Aggregate	Aggregate	Gasoline	102901.1101	4166165.024	174.9447245	**23.81**	
San Joaquin (SJV)	2024	LDT2	Aggregate	Aggregate	Diesel	286.987515	12717.11324	0.385547294	**32.98**	
San Joaquin (SJV)	2024	LHD1	Aggregate	Aggregate	Gasoline	9641.660065	340622.7164	36.05181334	**9.45**	
San Joaquin (SJV)	2024	LHD1	Aggregate	Aggregate	Diesel	8656.00688	302559.269	19.07627031	**15.86**	
San Joaquin (SJV)	2024	LHD2	Aggregate	Aggregate	Gasoline	1150.998132	40352.62191	4.767420056	**8.46**	
San Joaquin (SJV)	2024	LHD2	Aggregate	Aggregate	Diesel	3118.358677	114286.0331	8.708041628	**13.12**	
San Joaquin (SJV)	2024	MCY	Aggregate	Aggregate	Gasoline	12062.21076	65353.43213	1.623503572	**40.25**	
San Joaquin (SJV)	2024	MDV	Aggregate	Aggregate	Gasoline	93457.86813	3290392.694	172.5699306	**19.07**	
San Joaquin (SJV)	2024	MDV	Aggregate	Aggregate	Diesel	1392.771352	53244.94495	2.200486663	**24.20**	
San Joaquin (SJV)	2024	MH	Aggregate	Aggregate	Gasoline	1422.457887	12431.65886	2.817578923	**4.41**	
San Joaquin (SJV)	2024	MH	Aggregate	Aggregate	Diesel	637.8145601	5565.076859	0.591984802	**9.40**	
San Joaquin (SJV)	2024	Motor Coach	Aggregate	Aggregate	Diesel	17.9321887	2501.984796	0.454968807	**5.50**	
San Joaquin (SJV)	2024	OBUS	Aggregate	Aggregate	Gasoline	177.3165445	7727.16438	1.627277957	**4.75**	
San Joaquin (SJV)	2024	PTO	Aggregate	Aggregate	Diesel	0	19970.46672	4.00727503	**4.98**	
San Joaquin (SJV)	2024	SBUS	Aggregate	Aggregate	Gasoline	129.6913882	7167.249263	0.704616753	**10.17**	
San Joaquin (SJV)	2024	SBUS	Aggregate	Aggregate	Diesel	489.5027098	10928.5849	1.334007114	**8.19**	**MHD**
San Joaquin (SJV)	2024	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	10.4258013	692.5730592	0.077624843	**8.92**	**8.49**
San Joaquin (SJV)	2024	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	13.90870419	950.7974883	0.106548597	**8.92**	
San Joaquin (SJV)	2024	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	45.47581648	2476.537004	0.273307239	**9.06**	
San Joaquin (SJV)	2024	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	76.65849176	15605.60454	1.610472397	**9.69**	
San Joaquin (SJV)	2024	T6 Instate Delivery Cl	Aggregate	Aggregate	Diesel	248.0416093	8390.384435	1.014382441	**8.27**	
San Joaquin (SJV)	2024	T6 Instate Delivery Cl	Aggregate	Aggregate	Diesel	159.232235	5459.954804	0.663149843	**8.23**	
San Joaquin (SJV)	2024	T6 Instate Delivery Cl	Aggregate	Aggregate	Diesel	695.0120144	23687.85018	2.864213626	**8.27**	
San Joaquin (SJV)	2024	T6 Instate Delivery Cl	Aggregate	Aggregate	Diesel	123.4336087	6821.359167	0.81523187	**8.37**	
San Joaquin (SJV)	2024	T6 Instate Other Clas	Aggregate	Aggregate	Diesel	451.1129727	18663.28795	2.191013074	**8.52**	
San Joaquin (SJV)	2024	T6 Instate Other Clas	Aggregate	Aggregate	Diesel	1201.861539	52691.78205	6.167338558	**8.54**	
San Joaquin (SJV)	2024	T6 Instate Other Clas	Aggregate	Aggregate	Diesel	923.0227284	39128.69519	4.555077658	**8.59**	
San Joaquin (SJV)	2024	T6 Instate Other Clas	Aggregate	Aggregate	Diesel	576.3302588	26029.21041	2.982693496	**8.73**	
San Joaquin (SJV)	2024	T6 Instate Tractor Cla	Aggregate	Aggregate	Diesel	10.8446098	517.545082	0.060838227	**8.51**	
San Joaquin (SJV)	2024	T6 Instate Tractor Cla	Aggregate	Aggregate	Diesel	714.3465289	43555.15195	4.826227026	**9.02**	
San Joaquin (SJV)	2024	T6 OOS Class 4	Aggregate	Aggregate	Diesel	6.054636746	398.8706276	0.04448499	**8.97**	
San Joaquin (SJV)	2024	T6 OOS Class 5	Aggregate	Aggregate	Diesel	8.039716641	547.1787746	0.061063112	**8.96**	
San Joaquin (SJV)	2024	T6 OOS Class 6	Aggregate	Aggregate	Diesel	26.41414681	1429.793793	0.156729016	**9.12**	
San Joaquin (SJV)	2024	T6 OOS Class 7	Aggregate	Aggregate	Diesel	41.42374128	10396.37881	1.065076157	**9.76**	
San Joaquin (SJV)	2024	T6 Public Class 4	Aggregate	Aggregate	Diesel	31.56333135	1053.78498	0.138898444	**7.59**	
San Joaquin (SJV)	2024	T6 Public Class 5	Aggregate	Aggregate	Diesel	76.95816953	2782.913848	0.359655019	**7.74**	
San Joaquin (SJV)	2024	T6 Public Class 6	Aggregate	Aggregate	Diesel	125.5221254	4449.870691	0.571506625	**7.79**	
San Joaquin (SJV)	2024	T6 Public Class 7	Aggregate	Aggregate	Diesel	150.3174424	6760.620338	0.870575173	**7.77**	
San Joaquin (SJV)	2024	T6 Utility Class 5	Aggregate	Aggregate	Diesel	33.65509289	1370.025298	0.154664523	**8.86**	
San Joaquin (SJV)	2024	T6 Utility Class 6	Aggregate	Aggregate	Diesel	6.378562647	258.4995427	0.029097101	**8.88**	
San Joaquin (SJV)	2024	T6 Utility Class 7	Aggregate	Aggregate	Diesel	7.241994207	359.7153567	0.040236892	**8.94**	
San Joaquin (SJV)	2024	T6TS	Aggregate	Aggregate	Gasoline	543.942625	27420.2383	5.79393515	**4.73**	**HHD**
San Joaquin (SJV)	2024	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1534.527717	313079.2303	51.17544603	**6.12**	**5.48**
San Joaquin (SJV)	2024	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1373.302248	372186.6297	59.77834597	**6.23**	
San Joaquin (SJV)	2024	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	578.3811292	135208.7914	22.07143154	**6.13**	
San Joaquin (SJV)	2024	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	30.34238714	5584.705745	0.939576872	**5.94**	
San Joaquin (SJV)	2024	T7 POAK Class 8	Aggregate	Aggregate	Diesel	136.1535747	13506.37259	2.314776832	**5.83**	
San Joaquin (SJV)	2024	T7 POLA Class 8	Aggregate	Aggregate	Diesel	150.6817261	19103.13151	3.291418093	**5.80**	
San Joaquin (SJV)	2024	T7 Public Class 8	Aggregate	Aggregate	Diesel	386.4292842	16583.79222	3.181568443	**5.21**	
San Joaquin (SJV)	2024	T7 Single Concrete/T	Aggregate	Aggregate	Diesel	120.132319	8584.481023	1.451453452	**5.91**	
San Joaquin (SJV)	2024	T7 Single Dump Class	Aggregate	Aggregate	Diesel	503.0679595	30859.86722	5.349370415	**5.77**	
San Joaquin (SJV)	2024	T7 Single Other Class	Aggregate	Aggregate	Diesel	1102.799233	57868.37225	9.828957612	**5.89**	
San Joaquin (SJV)	2024	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	171.344301	11107.44979	4.365787424	**2.54**	
San Joaquin (SJV)	2024	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	2796.388438	215878.9148	35.37410597	**6.10**	
San Joaquin (SJV)	2024	T7 Utility Class 8	Aggregate	Aggregate	Diesel	23.92280564	1090.321233	0.187456981	**5.82**	
San Joaquin (SJV)	2024	T7IS	Aggregate	Aggregate	Gasoline	1.5755645	52.13121289	0.014943025	**3.49**	
San Joaquin (SJV)	2024	UBUS	Aggregate	Aggregate	Gasoline	50.03970637	3769.973563	0.80245172	**4.70**	
San Joaquin (SJV)	2024	UBUS	Aggregate	Aggregate	Diesel	78.70033808	5451.344083	0.604716218	**9.01**	

On-road Mobile (Operational) Energy Usage

Note: Assumes that all vehicles that are generated as part of proposed project use gasoline as a fuel source (for simplicity), since the vast majority of vehicles generated by the project would use gasoline.

Unmitigated:

Step 1:

Therefore:

Average Daily VMT:

4,046	Source: CalEEMod

Step 2: Given:

Fleet Mix (CalEEMod Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
49.06%	3.86%	19.79%	17.49%	3.30%	0.78%	1.20%	1.75%	0.05%	0.04%	2.20%	0.13%	0.36%

And:

Gasoline MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
29.24	24.38	23.81	19.07	9.45	8.46	N/A	N/A	4.75	4.70	40.25	10.17	4.41

Therefore:

Weighted Average MPG Factors

Gasoline: **24.6**

Step 3: **Therefore:**

164	**daily gallons of gasoline**

or

59,955	**annual gallons of gasoline**

Off-road (i.e. On-site) Mobile (Construction) Energy Usage

Note: For the sake of simplicity, and as a conservative estimation, it was assumed that all off-road vehicles use diesel fuel as an energy source. Demolition, site preparation and grading off-road mobile vehicle on-site gallons of fuel are calculated below.

Given Factor:	**218.3**	**metric tons**	**CO2**	**(provided in CalEEMod Output File)**
Conversion Factor:	2204.6262	pounds	per metric ton	
Intermediate Result:	**481,270**	**pounds**	**CO2**	
Conversion Factor:	22.38	pounds	CO2 per 1 gallon of diesel fuel	Source: U.S. EIA, 2016
Final Result:	**21,504**	**gallons**	**diesel fuel**	http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11

Mitigated Onsite Scenario	Total CO2 (MT/yr) (provided in CalEEMod Output File)
Demolition	31
Site Preparation	24
Grading	163

On-road Mobile (Construction) Energy Usage - Demolition

Note: Year 2021 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1:

Total Daily Worker Trips (CalEEMod Output)

15

Total Hauling Trips (CalEEMod Output)

6

Worker Trip Length (miles) (CalEEMod Output)

11.9

Hauling Trip Length (miles) (CalEEMod Output)

20

Therefore:

Average Worker Daily VMT:

179

Average Vendor Daily VMT:

121

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Fleet Mix for Workers (Conservative Estimate)

MHD	HHD
0%	100%

And:

MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

Gasoline:

LDA	LDT1	LDT2
29.24	24.38	23.81

Diesel:

MHD	HHD
8.49	5.48

Therefore:

Weighted Average Worker MPG Factor

26.7

Weighted Average Hauling (Diesel) MPG Factor

5.5

Step 3:

Therefore:

6.7 **Worker daily gallons of gasoline**

Step 4:

20 **# of Days (CalEEMod Output)**

Therefore:

Result: **134** **Total gallons of gasoline**

Therefore:

22 **Total gallons of diesel**

On-road Mobile (Construction) Energy Usage - Site Preparation

Note: Year 2022 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

18

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

208

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

LDA	LDT1	LDT2
29.24	24.38	23.81

Therefore:

Weighted Average Worker MPG Factor

26.67

Step 3: **Therefore:**

8 **Worker daily gallons of gasoline**

Step 4: 10 **# of Days (CalEEMod Output)**

Therefore:

Result: **78** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Grading

Note: Year 2022 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

179

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

LDA	LDT1	LDT2
29.24	24.38	23.81

Therefore:

Weighted Average Worker MPG Factor

26.67

Step 3: **Therefore:**

7 **Worker daily gallons of gasoline**

Step 4: 20 **# of Days (CalEEMod Output)**

Therefore:

Result: **134** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Building Construction

Note: Year 2021 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1:

Total Daily Worker Trips (CalEEMod Output)

79

Total Daily Vendor Trips (CalEEMod Output)

12

Worker Trip Length (miles) (CalEEMod Output)

11.9

Vendor Trip Length (miles) (CalEEMod Output)

9.1

Therefore:

Average Worker Daily VMT:

942

Average Vendor Daily VMT:

107

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Assumed Fleet Mix for Vendors

Fleet Mix for Workers (CalEEMod Output)

MHD	HHD
100%	0%

And:

MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

Gasoline:

LDA	LDT1	LDT2
29.24	24.38	23.81

Diesel:

MHD	HHD
8.49	5.48

Therefore:

Weighted Average Worker (Gasoline) MPG Factor

26.7

Weighted Average Vendor (Diesel) MPG Factor

8.5

Step 3:

Therefore:

35 **Worker daily gallons of gasoline**

Therefore:

13 **Vendor daily gallons of diesel**

Step 4:

230 **# of Days (CalEEMod Output)**

Therefore:

8,128 **Total gallons of gasoline**

Therefore:

2,909 **Total gallons of diesel**

On-road Mobile (Construction) Energy Usage - Paving

Note: Year 2022 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

179

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

LDA	LDT1	LDT2
29.24	24.38	23.81

Therefore:

Weighted Average Worker MPG Factor

26.7

Step 3: **Therefore:**

7 **Worker daily gallons of gasoline**

Step 4: 20 **# of Days (CalEEMod Output)**

Therefore:

Result: **134** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Architectural Coatings

Note: Year 2021 MPG factors were derived for construction-releated energy consumption (for the sake of a conservative estimate).

Step 1:

Total Daily Worker Trips (CalEEMod Output)

16

Total Hauling Trips (CalEEMod Output)

-

Worker Trip Length (miles) (CalEEMod Output)

11.9

Hauling Trip Length (miles) (CalEEMod Output)

20

Therefore:

Average Worker Daily VMT:

188

Average Vendor Daily VMT:

-

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Fleet Mix for Workers (Conservative Estimate)

MHD	HHD
0%	100%

And:

MPG Factors for each Vehicle Class - Year 2024 (EMFAC2021 Output)

Gasoline:

LDA	LDT1	LDT2
29.24	24.38	23.81

Diesel:

MHD	HHD
8.49	5.48

Therefore:

Weighted Average Worker MPG Factor

26.7

Weighted Average Hauling (Diesel) MPG Factor

5.5

Step 3:

Therefore:

7.1 **Worker daily gallons of gasoline**

Step 4:

20 **# of Days (CalEEMod Output)**

Therefore:

Result: **141** **Total gallons of gasoline**

Therefore:

- **Total gallons of diesel**

APPENDIX B

CEQA Transportation Analysis

Kimley»Horn

MEMORANDUM

From: Frederik Venter, PE, Anthony Nuti, PE | Kimley-Horn and Associates

To: Ben Ritchie

Date: July 11, 2023

Re: **301 West Street Senior Living CEQA Transportation Analysis**

---

1. Introduction

This memorandum presents the findings of the vehicle miles traveled (VMT) and safety analysis for the proposed 301 West Street Senior Living development (the "Project") in Tracy, CA.

Vehicle Miles Traveled (VMT) Analysis

This memorandum documents a SB 743 compliant analysis completed for the proposed 301 West Senior Housing Development located at 301 West Street in the City of Tracy, CA. The proposed Project will demolish 15 existing multi-family dwelling units and construct 81 senior living dwelling units. The Project will provide 37 parking spaces on-site. The site will be accessed from two driveways:

- One full access driveway located along Mt. Diablo Avenue
- One full access driveway located along West Street.

With the passage of SB 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if a new development will result in a "significant transportation impact" under the California Environmental Quality Act (CEQA). This memorandum summarizes the VMT analysis and resultant findings for the proposed project.

Safety Analysis

This memorandum documents the Project's compliance with safety requirements outline under CEQA guidance Appendix G[1] to determine if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

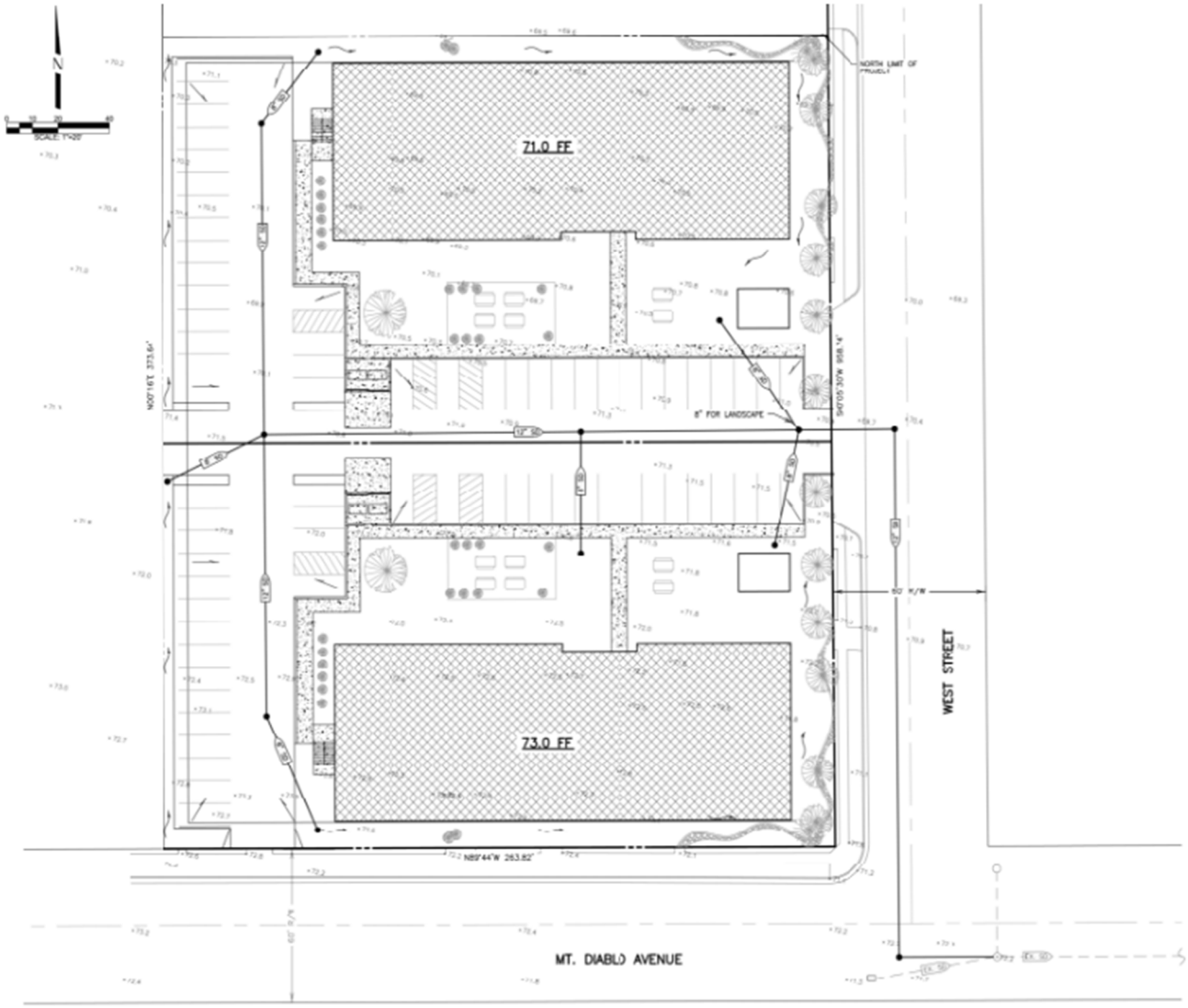
Figure 1 provides a Project vicinity map and **Figure 2** provides the Project site plan.

---

[1] *2023 California Environmental Quality Act (CEQA) Statute and Guidelines*. Association of Environmental Professionals (AEP). January 2023. Appendix G.

Figure 1 – Project Vicinity Map

Figure 2 – Project Site Plan



2. Vehicle Miles Traveled (VMT) Analysis

Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Methodology and Assumptions

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land uses were analyzed:

- Senoir Living Attached Housing

The Project description indicates that all dwelling units will be very low-income affordable senior housing units.

Per the *2023 CEQA Statute & Guidelines* (January 2023) published by the AEP, low-income housing is exempt from a quantitative VMT analysis and is presumed to result in a less than significant impact. This presumption is due to a low trip generation and higher use of alternative modes associated with low-income housing.

Findings

Based on the results of this analysis, the following findings are made:

- The Project applicant is proposing to construct 81 senior-living, very low income dwelling units at the Project site, replacing 15 existing multi-family units. **As the proposed Project is classified as affordable housing, it is presumed to be exempt from a quantitative VMT analysis and results in a less than significant impact.**

3. Safety Analysis

Trip Generation

Per CEQA guidance Appendix G, a safety analysis was also conducted to determine if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Project trip generation was conducted for the existing land uses and the proposed Project to determine if additional trips would be added to the existing roadway network with the addition of the Project.

The existing land use currently generates 101 daily trips, 5 AM peak hour trips (1 IN / 4 OUT) and 9 PM peak hour trips (6 In / 3 OUT).

The proposed Project land use generates 262 daily trips, 16 AM peak hour trips (5 IN / 11 OUT) and 20 PM peak hour trips (11 In / 9 OUT).

Therefore the Project will produce a net of 161 daily trips, 11 AM peak hour trips (4 IN / 7 OUT) and 11 PM peak hour trips (5 IN / 6 OUT).

Table 1 provides the trip generation table for the proposed Project.

Table 1 – Project Trip Generation

Land Uses	ITE Land Use Code	Project Size	Daily Trips	AM Peak Hour				PM Peak Hour			
				Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT
Trip Generation Rates											
Multifamily Housing[1]	-	- DU	6.74	0.31	24%	/	76%	0.59	63%	/	37%
Senior Living Attached Housing[2]	252	- DU	3.24	0.2	34%	/	66%	0.25	56%	/	44%
Existing Land Use (Trip Credits)											
Multifamily Housing	Model	15 DU	(101)	(5)	(1)	/	(4)	(9)	(6)	/	(3)
Proposed Project											
Senior Living Attached Housing	252	81 DU	262	16	5	/	11	20	11	/	9
		Net Trips	**161**	**11**	**4**	**/**	**7**	**11**	**5**	**/**	**6**

Notes
1. Daily trips and peak hour splits based on ITE 220 (Multifamily Housing (Low-Rise) Not Close to Rail Transit). Peak Hour rates based on City of Tracy model.
2. ITE Code 252 (Senior Living Attached Housing); Based on ITE average rates. No equations available.

Since it was determined that the Project increases traffic, a qualitiave analysis was conducted to determine the impacts of the additional trips to the network. At most, seven (7) vehicles will be added to the AM peak hour out volumes, which is equalivent to approximately 1 vehicle every 8.6 minutes. Therefore, the additional trips added to the network due to the proposed Project are assumed to be negligible and not result in a safety impact.

Project Driveways

The Project proposes two driveways:

- One along West Street
- One along W. Mt Diablo Avenue

It was determined that these new driveways would not substanailly increase hazards based on the following:

- Low net trips generated for the Project
- Adequate sight distance available along West Street and W. Mt Diablo Avenue
- Low speed limits along West Street (25 mph) and W. Mt Diablo Avenue (25 mph)

4. Appendix

A. Project Site Plan

A. Project Site Plan

Existing site

VIEW FROM NE

VIEW FROM SE

VIEW FROM SW

TRACY SENIOR LIVING

301 WEST ST. TRACY, CA 95376

CURRENT ZONE - MDR
PROPOSED ZONE - HDR

Tracy Senior Living - Existing conditions

Existing tree - Proposed to be removed

Existing tree - Proposed to remain

Existing building - Proposed to be demolished

Please refer to the site plan for a conceptual landcaping plan. A formal landscaping plan, by a licensed landscape architect will be submitted for the building permit, or as requested.

Project landscaping will be aim to use local species, with drought resitant ground cover, and a pallette that is fitting within the context of the site.

* This sheet is diagrammatic in nature. Locations of property lines can appear misrepresented and the drawing is NTS

RECEIVED
March 31, 2023
City of Tracy
Development Services

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ArtifexWest Studio
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Tracy Senior Living
301 West St
Tracy, CA 95376

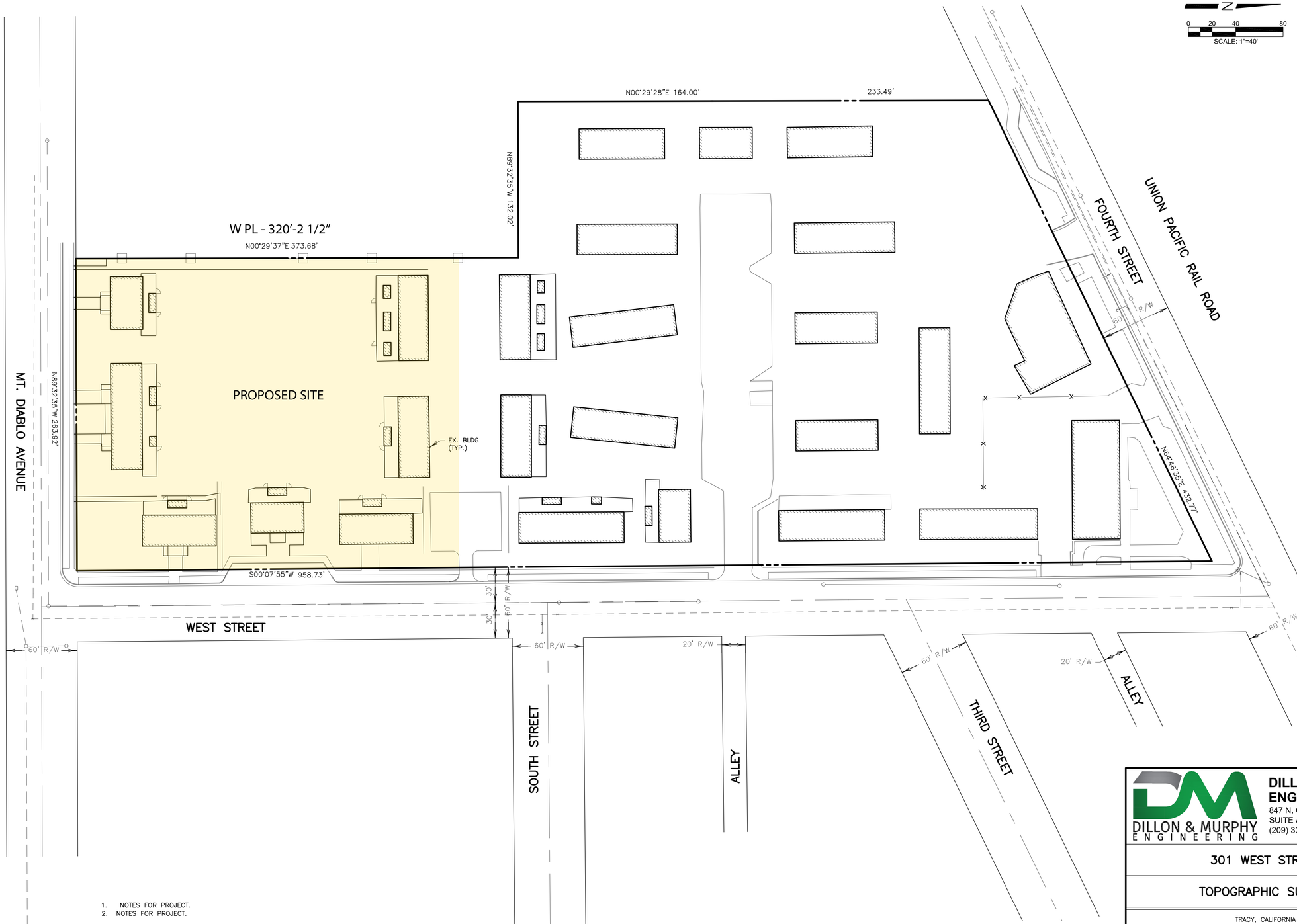
project no: 1020

mark	date	revision

date
2022 Oct 12

sheet title
EXISTING

sheet
G 100



1. NOTES FOR PROJECT.
2. NOTES FOR PROJECT.

DILLON & MURPHY ENGINEERING
847 N. CLUFF AVENUE
SUITE A-2, LODI, CA 95240
(209) 334-6613

301 WEST STREET

TOPOGRAPHIC SURVEY

TRACY, CALIFORNIA
JUNE, 2022

REV. NO.	DESCRIPTION	DATE
–	–	–
–	–	–
–	–	–
–	–	–

SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:
AS BUILT BY:

BENCHMARK: XXXXXXX EL: XXX.XX
DESCRIPTION:

SHEET 1
OF X SHEETS
JOB NO. 2280

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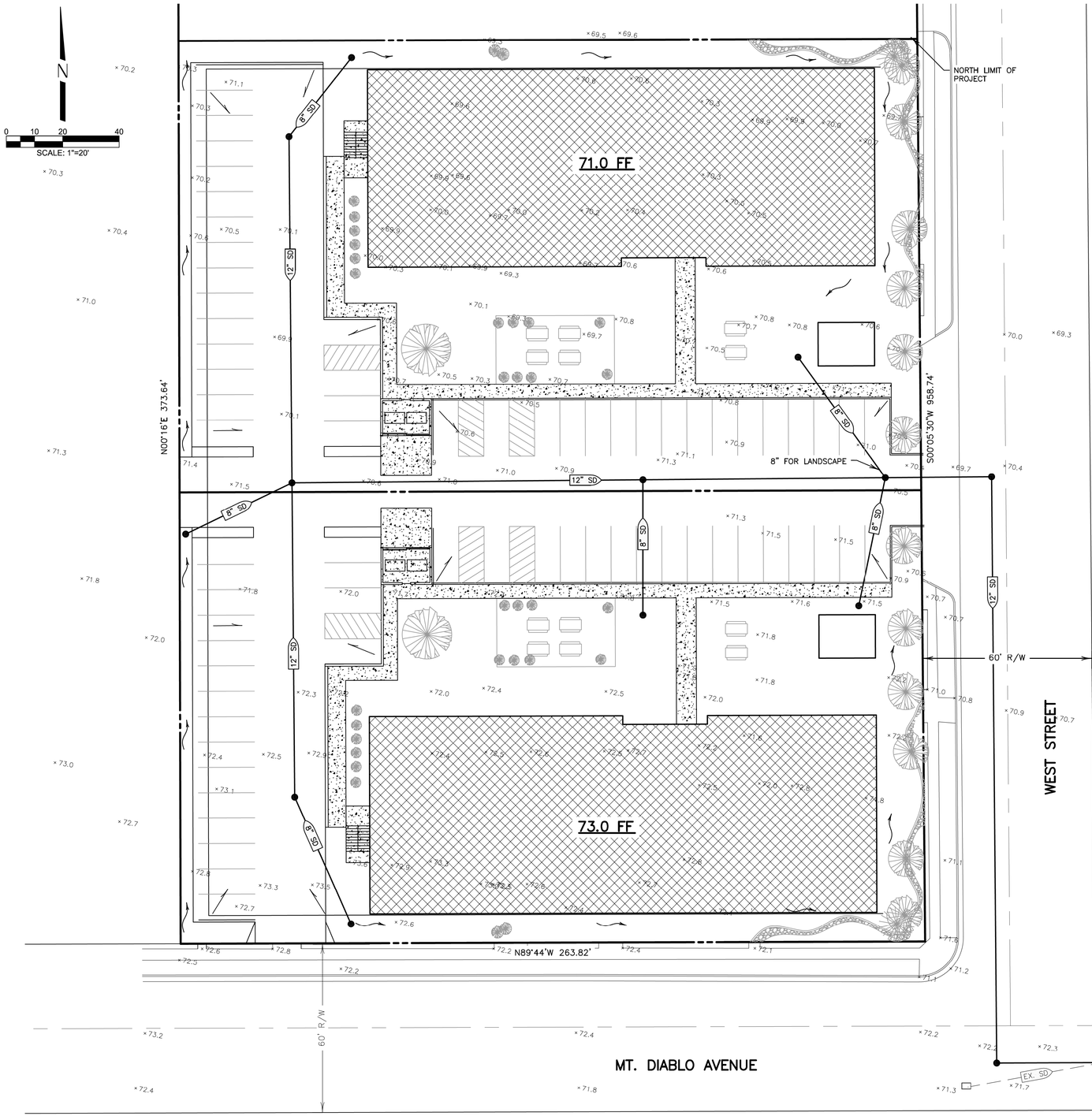

LEGEND

BLDG.	BUILDING
EX.	EXISTING
R/W	RIGHT-OF-WAY
(TYP.)	TYPICAL
	PROPERTY LINE
12" SD	PROPOSED STORM LINE
	DIRECTION OF FLOW
	PROPOSED STORM DRAIN MANHOLE OR CATCH BASIN
	PROPOSED DIRECTION OF DRAINAGE
× 70.6	EXISTING GROUND ELEVATION

NOTES:

1. OFFSITE IMPROVEMENTS SHOWN ARE EXISTING. ON-SITE IMPROVEMENTS (OTHER THAN EXISTING GROUND ELEVATIONS) SHOWN ARE PROPOSED.

REGISTERED PROFESSIONAL ENGINEER JOE MURPHY No. 45377 EXP. 9-30-24 STATE OF CALIFORNIA 3-22-23

811 Know what's **below.** **Call** before you dig.

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(209) 334-6613

301 WEST STREET

PRELIMINARY GRADING PLAN

TRACY, CALIFORNIA
MARCH, 2023

REV. NO.	DESCRIPTION	DATE	SCALE: AS SHOWN		SHEET
			DRAWN BY: JMC, JMO		1
			DESIGNED BY:		OF 2 SHEETS
			CHECKED BY: JM		JOB NO. 2280
			AS BUILT BY:		

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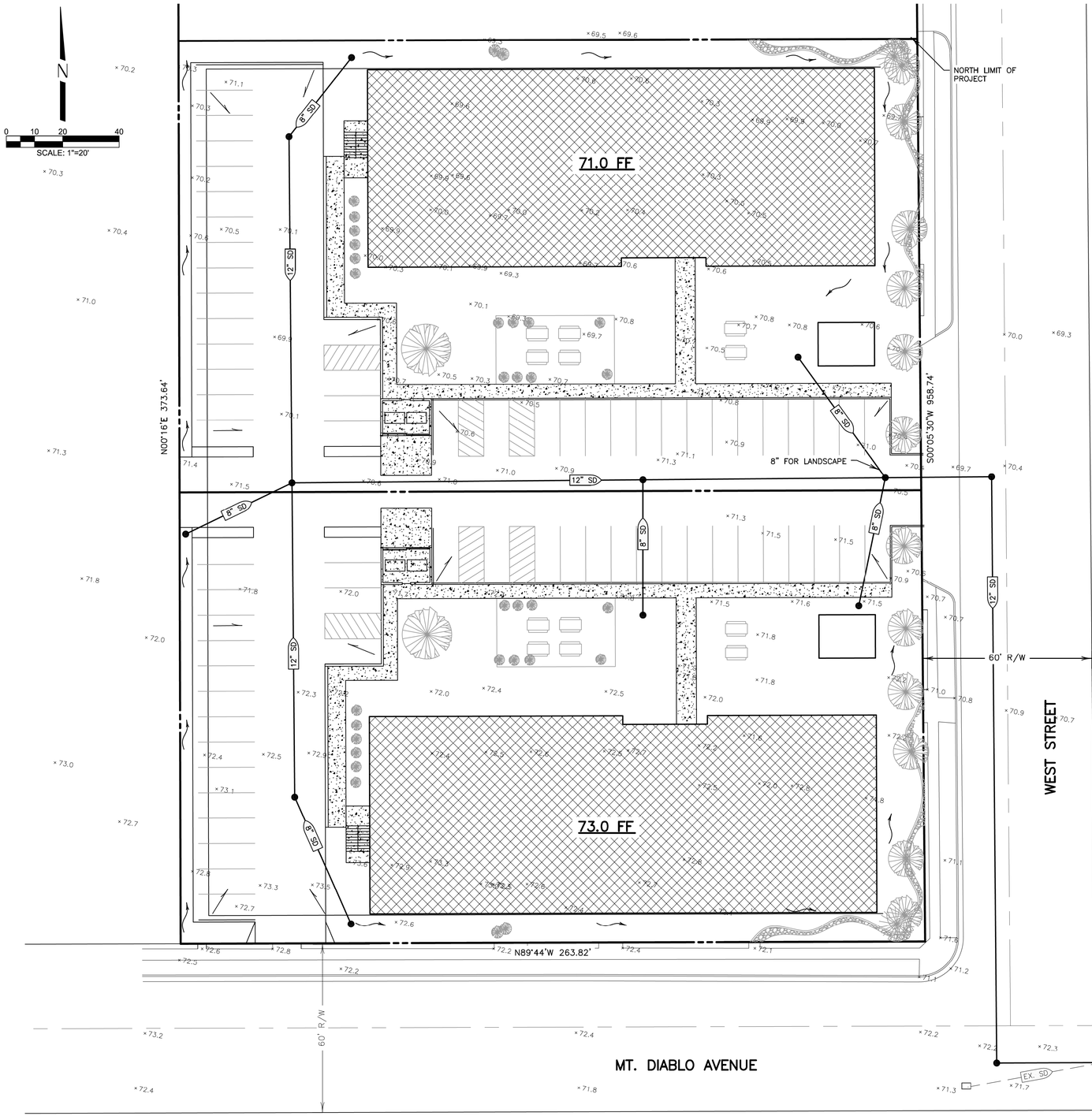

LEGEND

BLDG.	BUILDING
EX.	EXISTING
R/W	RIGHT-OF-WAY
(TYP.)	TYPICAL
	PROPERTY LINE
12" SD	PROPOSED STORM LINE
	DIRECTION OF FLOW
	PROPOSED STORM DRAIN MANHOLE OR CATCH BASIN
	PROPOSED DIRECTION OF DRAINAGE
× 70.6	EXISTING GROUND ELEVATION

NOTES:

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301 WEST STREET

PRELIMINARY GRADING PLAN

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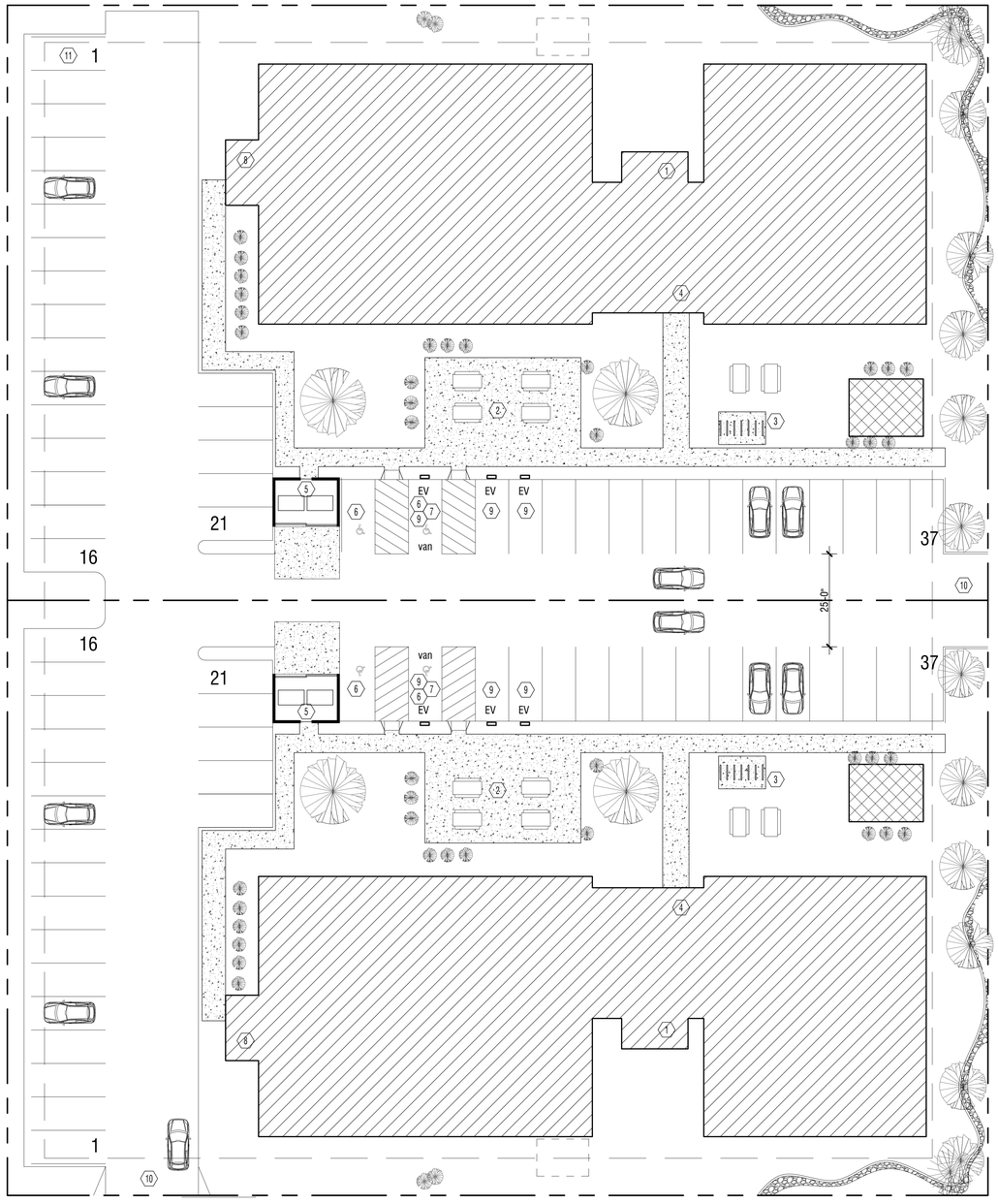

Site Plan

Scale: 1/16" = 1'

North

NOT FOR CONSTRUCTION

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Floor Plan Sheet Notes: (X)

1. Proposed elevator.
2. Recreational exterior common space. To be professionally designed by a licensed Landscape Architect.
3. Bike parking
4. Mailboxes
5. Trash & recycling enclosure - Access into the trash enclosures shall meet all accessibility guidelines including door/gate hardware, operating force, clear landings, etc.
6. Accessible parking space
7. Van accessible parking space
8. Proposed exterior egress stairs
9. Electric Vehicle parking. 10% of total parking spots to be designated for EV parking.
10. Driveway approaches to be to current City and ADA standards
11. Designated turnaround stall. No parking.

Notation Key

Three story building

One story building

Site Information:

Current Zone: MDR
Proposed Zone: HDR
Proposed HDR Zone Area: 1.94 ACR (84,506.4 SF)

2 Lots, 0.97 ACR (42,253.2 SF) Each Lot

Usable Open Space: ~14,000 SF Each Lot
Parking Spaces: 37 stalls Each Lot
2 ADA spaces (1 Van ADA spaces)
3 Electric Vehicle Charging spaces
Bicycle Parking: 6 spaces

Density (HDR): 1,400 sf / 1 DU

42,253.2/ 1,400 = 30.18

30.18 DU * 80% (MAX Density Bonus) = 54.324 = 55

Units Proposed: **55 Each Lot**

Affordable Housing Notes:

Project consist of **100% Very Low income** Senior housing

Number of available incentives per 10.08.4660: **3**

Density Bonus: **80% MAX**

Requested concessions: 1

Parking requirements to be adjusted to proposed.

Proposed Buildings Notes

Building Occupancy: R-2, B, S-2, A-3 (Modular)

Building Type: 3 Story Type V-B w/ Automatic Sprinkler System

- The project is to meet the accessibility requirements of California Building Code (CBC) Chapter 11B. All items out of compliance shall be upgraded to meet current accessibility requirements including, but not limited to, the main entrance, restrooms, parking area, residential units, doors, and accessible routes throughout the site.
- The trash enclosure shall be connected along the accessible route with the building (s) it serves. Access into the trash enclosures shall meet all accessibility guidelines including door/gate hardware, operating force, clear landings, etc.
- The project shall comply with the applicable requirements for *public housing facilities* in accordance with CBC Chapter 11B.
- A minimum of 5% of the units shall provide mobility features. [CBC §11B-233.3, §11B-809.2-11B-809.4]
- A minimum of 2% of the units shall provide communication features. [CBC §11B-233.3, §11B-809.5]
- Parking spaces will *unassigned*. Accessible parking to be provided as required by CBC §11B-208.2.3.
- Parking is for residents only
- All common areas (i.e. laundry, communal areas, etc.) shall comply with the applicable accessibility requirements and must be located on an accessible route.

Fire notes:

1. All buildings shall have automatic fire sprinklers designed and installed per NFPA 13 / NFPA 13R Standards and per the California Fire Code.
2. All buildings shall have a manual and automatic fire alarm system designed and installed per NFPA 72 Standards and per the California Fire Code where required.
3. Deferred fire permit submittals are required for the underground fire service, overhead fire sprinkler system and manual and automatic fire alarm system.

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Tracy Senior Living
401 West St
Tracy, CA 95376

project no: 1114

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2023 March 20

sheet title
Site Plan

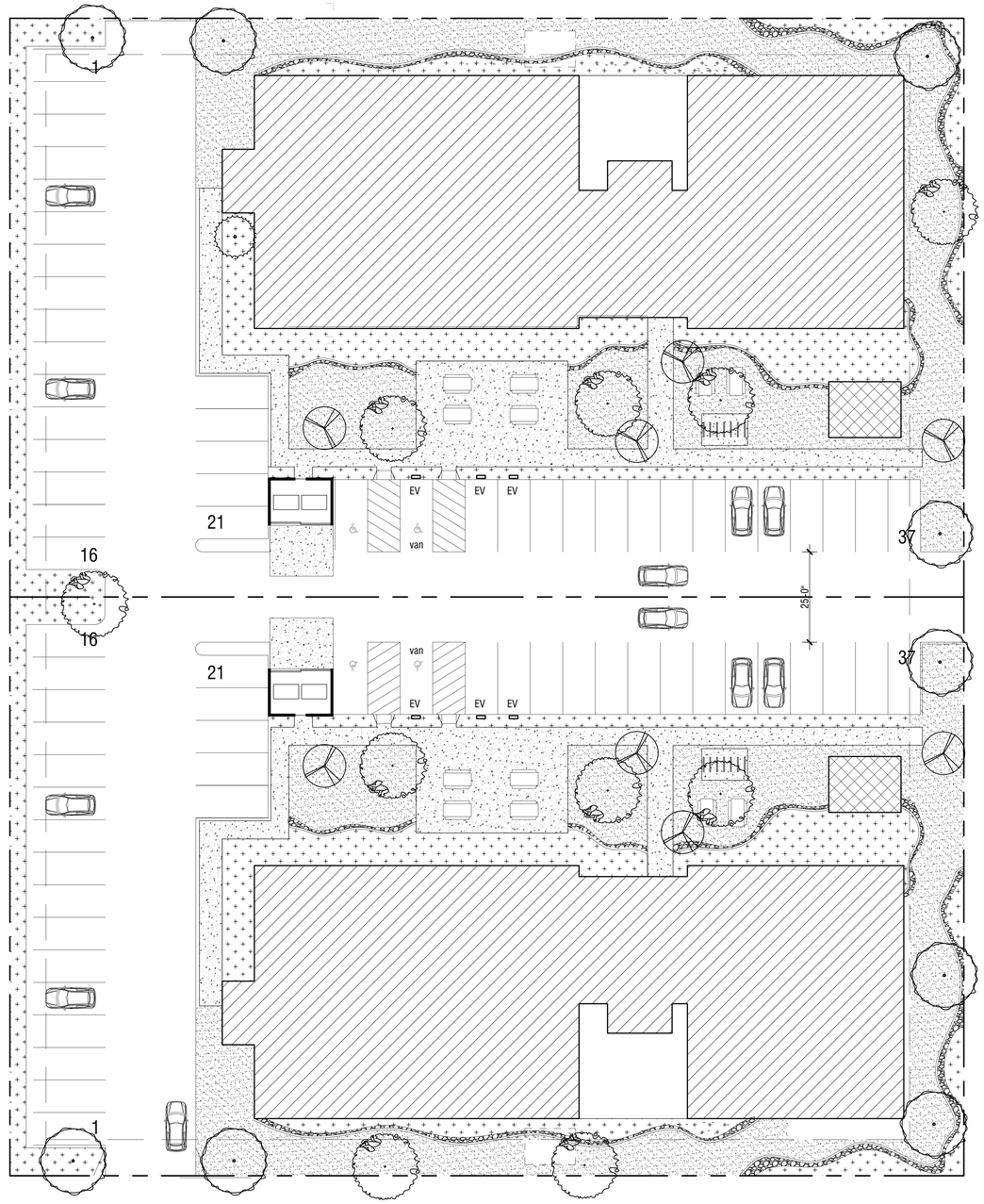
sheet
G101

PLANT LEGEND

Symbol	Size	Botanical Name	Common Name	Water Use
TREES				
	15 Gal	Cercis occidentalis	Western Redbud	L
	15 Gal	Pistachia chinensis	Chinese Pistache	L
	15 Gal	Sequoia sempervirens	Coast Redwood	M
	15 Gal	Ulmus parvifolia	Chinese Evergreen Elm	L
SHRUBS GROUNDCOVERS AND ACCENTS				
	5 Gal.	Berberis t. 'Atropurpurea'	Red Leaf Japanese Barberry	L
	5 Gal.	Ceanothus 'Dark Star'	Dark Star Ceanothus	L
	5 Gal.	Cotoneaster d. 'Coral Beauty'	Bearberry Cotoneaster	L
	5 Gal.	Dodonea v. 'Purpurea'	Purple Hopseed Bush	L
	5 Gal.	Lantana montevedensis	Lantana	L
	5 Gal.	Mahonia a. 'Compacta'	Compact Oregon Grape	L
	5 Gal.	Muhlenbergia rugens	Deer Grass	L
	5 Gal.	Phormium tenax	New Zealand Flax	L
	1 Gal.	Bacchans pilularis	Coyote Brush	L
	1 Gal.	Dietes vegeta	Fortnight Lily	L
	1 Gal.	Festuca glauca	Blue Fescue	L
	1 Gal.	Ophiopogon japonicus	Mondo Grass	L

Lawn

Dry River Bed, Moss Rock Mounding



W Mt Diablo Ave

West Street

Landscape Plan

North

Scale: 1/16" = 1'

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401 West St.
Tracy, CA 95376

project no: 1114

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2023 March 20

sheet title
Landscape Plan

sheet
L100

Typical 3rd level Floor Plan

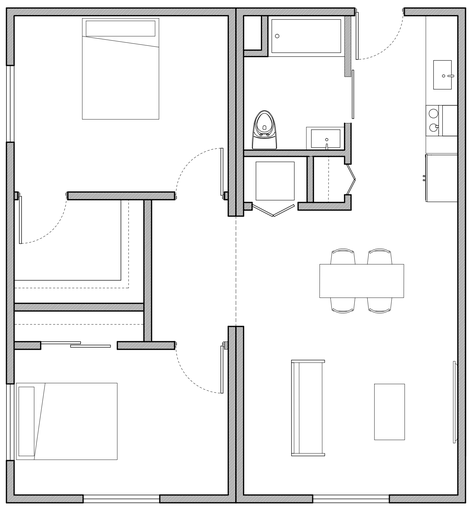
North

Scale: 1/6" = 1'

Typical Second level Floor Plan

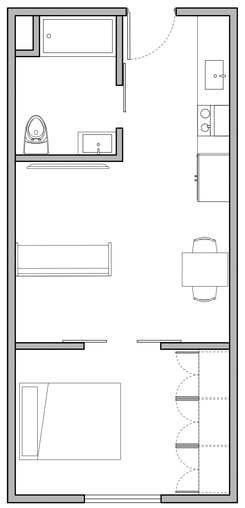
North

Scale: 1/6" = 1'



Enlarged 2 Bedroom Unit

Scale: 1/4" = 1'



Enlarged 1 Bedroom Unit

Scale: 1/4" = 1'

Ground level Floor Plan

North

Scale: 1/6" = 1'

Floor Plan Sheet Notes: (X)

1. 1 bed unit - Type A (44ea / phase)
2. Managers unit - 2 bed (1ea / phase)
3. 1 bed mobility unit - Type C (6 ea)
4. 2 bed mobility unit - Type C (1 ea)
5. Sensory impaired unit - Type D (3 ea)
6. Utility / Storage Space
7. Modular Elevator
8. Interior Egress Stairs
9. Exterior Egress Stairs
10. Mail Boxes
11. Staff Offices
12. Electrical Room
13. Mechanical Room
14. Laundry Room
15. Computer Lab
16. Storage
17. Public Restroom
18. Community Room

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401 West St
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project no: 1114

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2023 March 20

sheet title
Floor plans

sheet
A101

NORTH ELEVATION, TYP. - 1” = 10’

EAST ELEVATION - 1” = 10’

SOUTH ELEVATION - 1” = 10’

WEST ELEVATION - 1” = 10’

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Tracy Senior Living
301 West St
Tracy, CA 95376

project no: 1020

mark	date	revision

date
2023 March 20

sheet title
ELEVATIONS

sheet
A 201

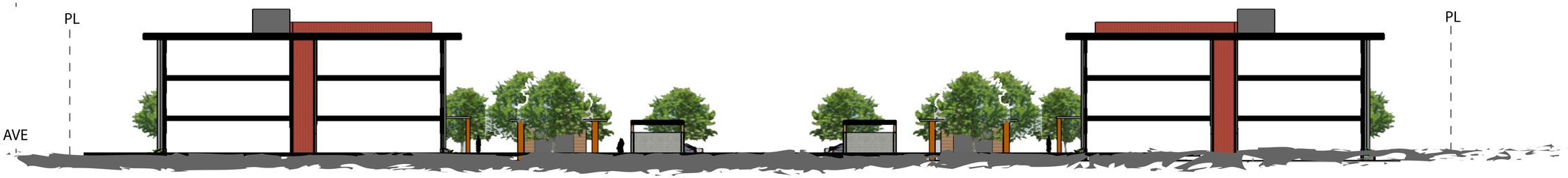
S

N

PL

PL

MT DIABLO AVE



SECTION A - 1” = 10’

W

E

PL

PL

NEIGHBORING LOT

WEST ST

SECTION B - 1” = 10’

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Tracy Senior Living
301 West St
Tracy, CA 95376

project no: 1020

mark	date	revision

date

2023 March 20

sheet title

SECTIONS

sheet

A 301

BIRDS EYE VIEW - LOOKING NW

PERSPECTIVE VIEW FROM MT DIABLO AVE.

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date
2023 March 20

sheet title
Isometric views

sheet
A 200

WOODTONE Siding “Summer Wheat”

Hardie Panel - Behr PPU2-16 “Fire Cracker”

Hardie Panel - Behr P290-02 “Sweet as Honey”

Hardie Lap Joint - Behr PPU26-11 “Platinum”

Hardie Panel - Behr 12 “Swiss Coffee”

Fascia Board - Behr PPU25-01 “Carbon Copy”

Hardie Panel - Behr PPU24-19 “Shark Fin”

Window frames & Steel railings - Behr MQ5-05 “Limosuine Leather”

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Tracy Senior Living
301 West St
Tracy, CA 95376

project no: 1020

mark	date	revision

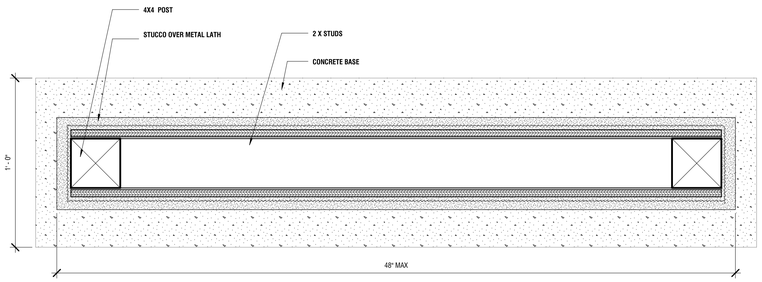
date
2023 march 20

sheet title
Material Board

sheet
A 401

SJCBC - 9-1710.4 - ON-PREMISES SIGN STANDARDS.
(b)Multifamily Residential Projects. The following standards apply to the construction of any new signs in conjunction with a multifamily residential project.
(1)Freestanding Signs.(A)Number of Signs.
One (1) monument sign is permitted for each primary entrance into the project.
(B)Size of Signs. Signs shall not exceed fifty (50) square feet per sign face.
(C)Height of Signs. Signs shall not exceed four (4) feet in height.

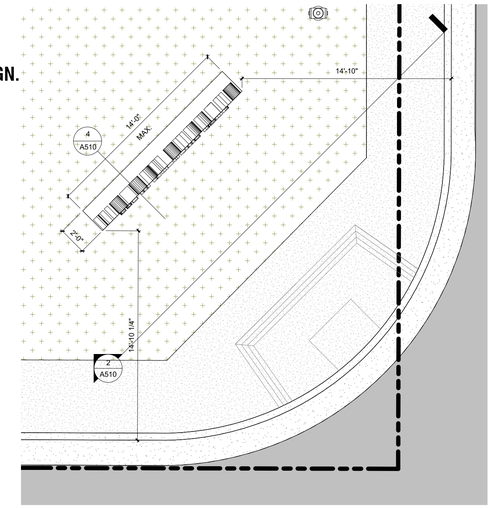
(2)Attached Signs.(A)Number of Signs.
One (1) attached sign shall be permitted for each structure containing ten (10) or more units.
(B)Size of Signs. Signs shall not exceed twenty (20) square feet per sign face.
(C)Height of Signs. Signs shall not project above the eave of the structure.



7 **COMPLEX LEGEND BASE PLAN**
3" = 1'-0"

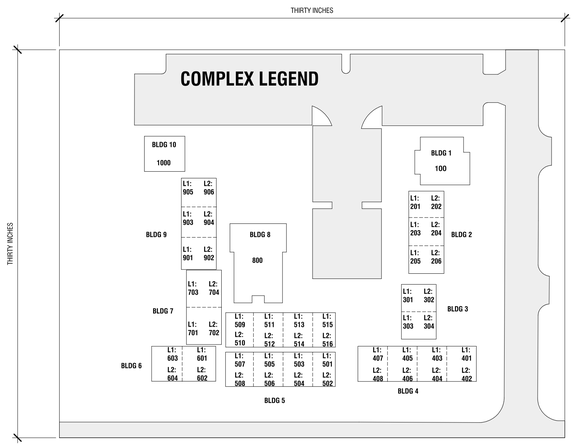
NOTES;

- PROVIDE ONE MONUMENT SIGN.
- MONUMENT SIGN 49 SF
- MONUMENT SIGN HEIGHT 42"



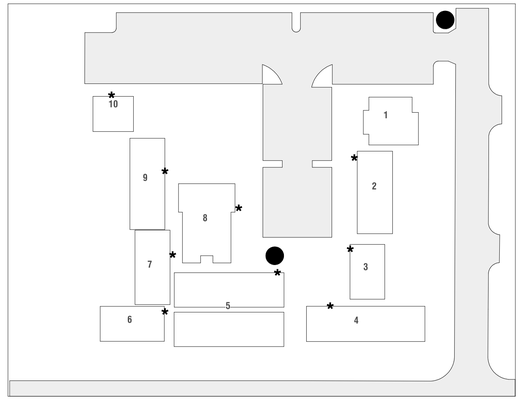
1 **ENLARGED COMPLEX SIGN PLAN**
1/4" = 1'-0"

UNIT LOCATIONS AND NUMBERS ARE CONCEPTUAL

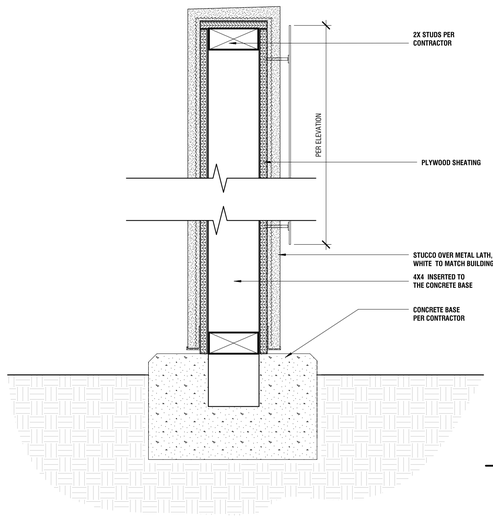


COMPLEX LEGEND
1" = 50'-0"

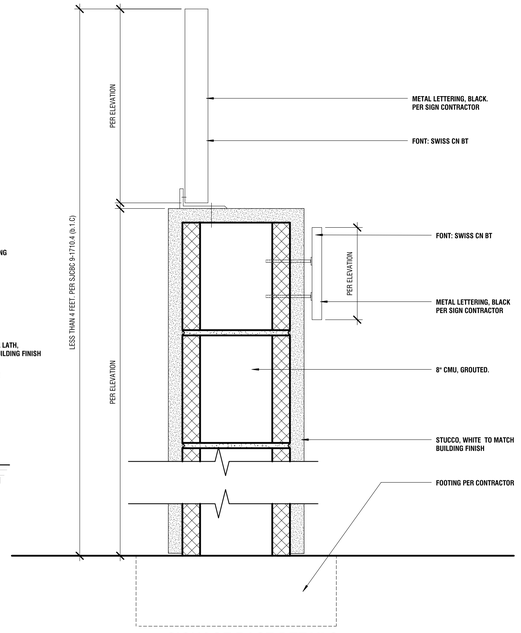
UNIT LOCATIONS AND NUMBERS ARE CONCEPTUAL



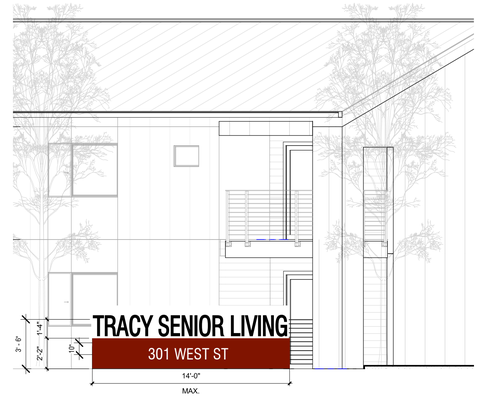
COMPLEX LEGEND LOCATIONS
1" = 50'-0"



5 **COMPLEX LEGEND BASE SECTION**
3" = 1'-0"



4 **SIGNAGE BASE DETAILS**
3" = 1'-0"



2 **COMPLEX SIGN ELEVATION**
1/4" = 1'-0"

TYPICAL BUILDING SIGN:

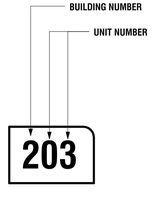
- 12" MIN. NUMBER SIZE
- FONT SWISS CN BT
- NUMBERS COLOR: SPARROW 780F-4

300

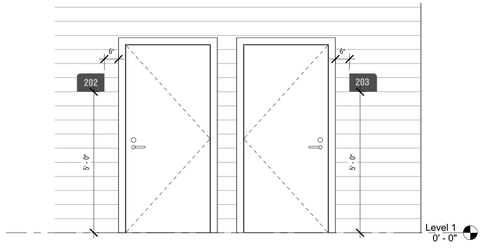
8 **BUILDING SIGN ***
1/4" = 1'-0" * SEE ELEVATIONS

TYPICAL UNIT ADDRESS:

- 4" MIN. NUMBER SIZE
- FONT SWISS CN BT
- NUMBERS COLOR: SPARROW 780F-4
- BACKGROUND COLOR: STEALTH - JET 780F-7



3 **UNIT SIGN**
1/4" = 1'-0"



6 **TYP. DOOR UNIT ELEVATION**
1/2" = 1'-0"

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Tracy Senior Living
301 West St
Tracy, CA 95376

project no: 1020

mark	date	revision

date
2023 March 20

sheet title
Signage

sheet
A 501

APPENDIX C

Determination of Eligibility and Effect

DETERMINATION OF ELIGIBILITY AND EFFECT FOR THE TRACY SENIOR LIVING PROJECT, CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

Prepared by

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Prepared for

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762

December 7, 2023
(Job #23-015)

INTRODUCTION

The Tracy Senior Living Project site is located at 301 West Street in the City of Tracy. The 6.85 Project site consists of seven affordable housing buildings containing 17 units along the boundaries of a site surrounding a landscaped courtyard area with pedestrian pathways. The site is bound by south C Street and multi-family residential uses to the north, West Street and single- family residential uses to the east, West Mt. Diablo Avenue, vacant undeveloped land, and single-family residential uses to the south and multi-family uses to the west (Figures 1, 2 and 3).

The proposed project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low-income affordable senior housing units, associated amenities, landscaping circulation and utility improvements. This parcel is the Area of Potential Effect (APE) for the undertaking (Figure 4). The APE is in the southwest ¼ of Section 28, Township 2 South, Range 5 East, mapped on the Tracy USGS topographic quadrangle (Figure 5).

Cultural Resources

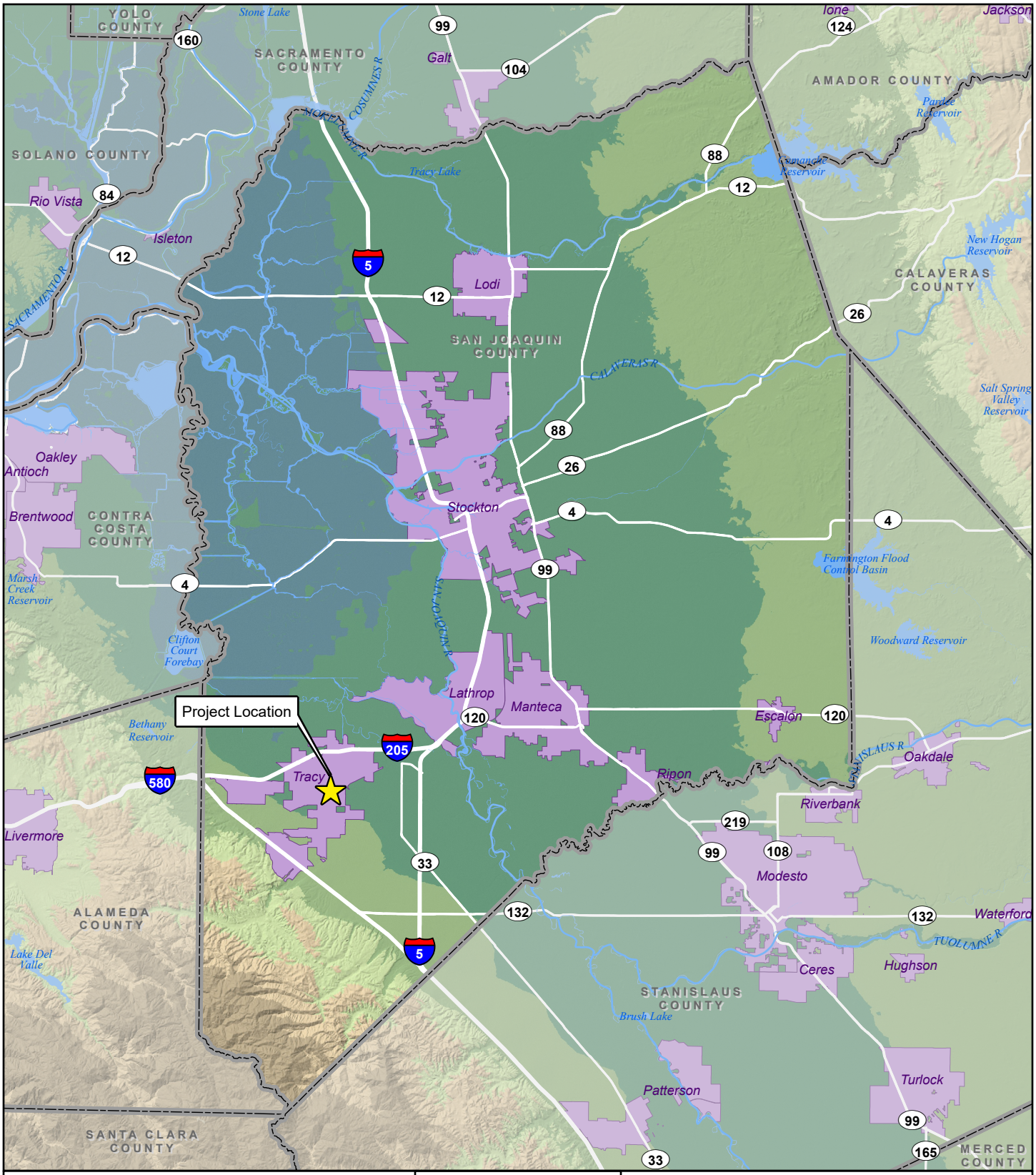
The following study has been prepared to meet the requirements of Section 106 and CEQA. The project included a records search, check of the Native American Heritage Commission Sacred Lands files, a survey of the APE, preparation of a site inventory form for the existing buildings that date to 1951, and resource evaluations under the criteria of the National Register of Historic Places and the California Register of Historical Resources.

Melinda A. Peak, senior historian/archeologist with Peak & Associates, Inc. served as principal investigator for the study, with senior archeologist Michael Lawson completing the field survey (resumes, Appendix 1).

REGULATORY CONTEXT

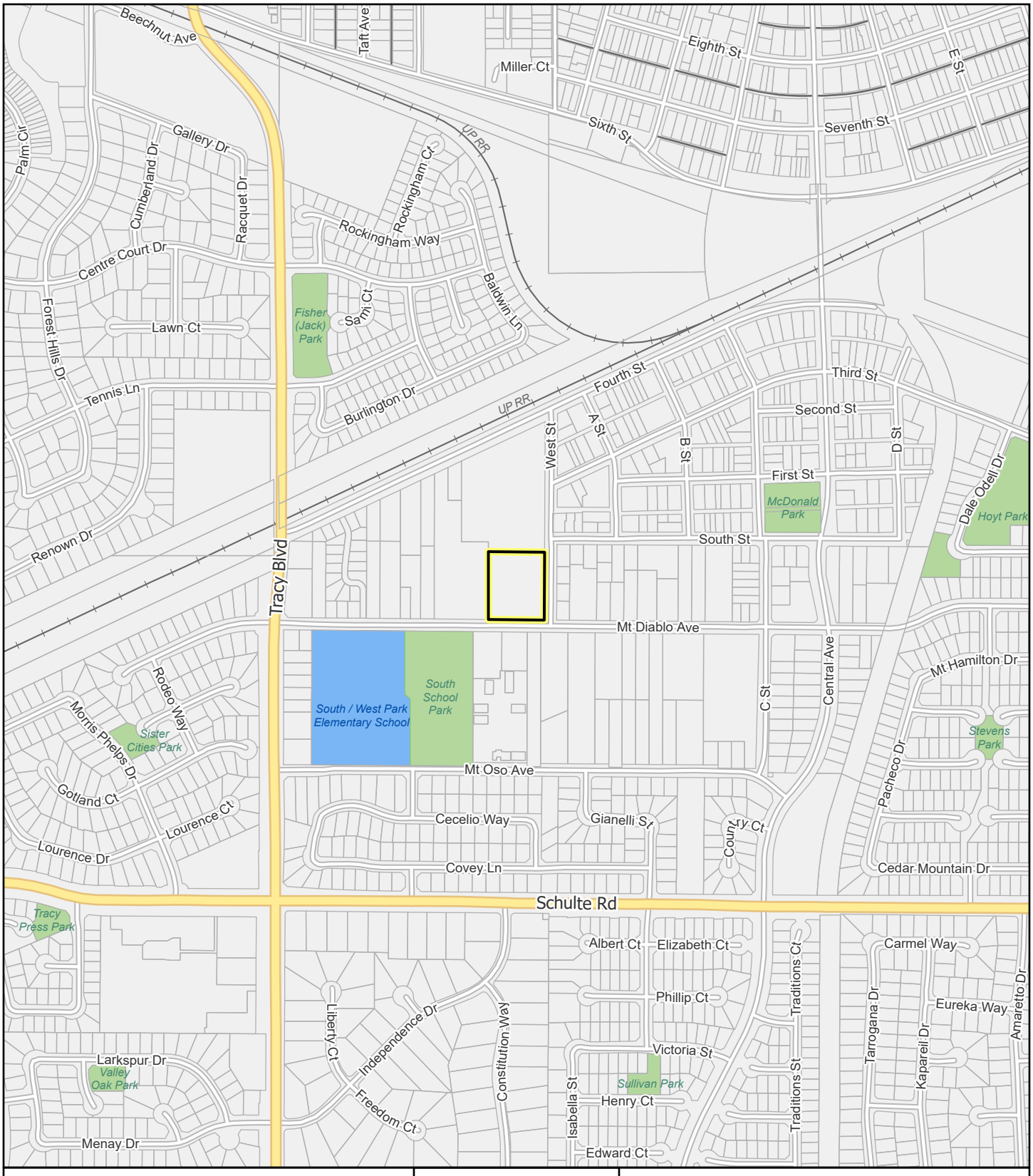
The Section 106 review process is implemented using a five step procedure: 1) identification and evaluation of historic properties; 2) assessment of the effects of the undertaking on properties that are eligible for the National Register; 3) consultation with the State Historic Preservation Office (SHPO) and other agencies for the development of a memorandum of agreement (MOA) that addresses the treatment of historic properties; 4) receipt of Advisory Council on Historic Preservation comments on the MOA or results of consultation; and 5) the project implementation according to the conditions of the MOA.

The Section 106 compliance process may not consist of all the steps above, depending on the situation. For example, if identification and evaluation result in the documented conclusion that no properties included in or eligible for inclusion are present, the process ends with the identification and evaluation step.



TRACY SENIOR LIVING PROJECT

Figure 1. Regional Project Location



LEGEND

- Project Site
- Public Schools
- Parks

N

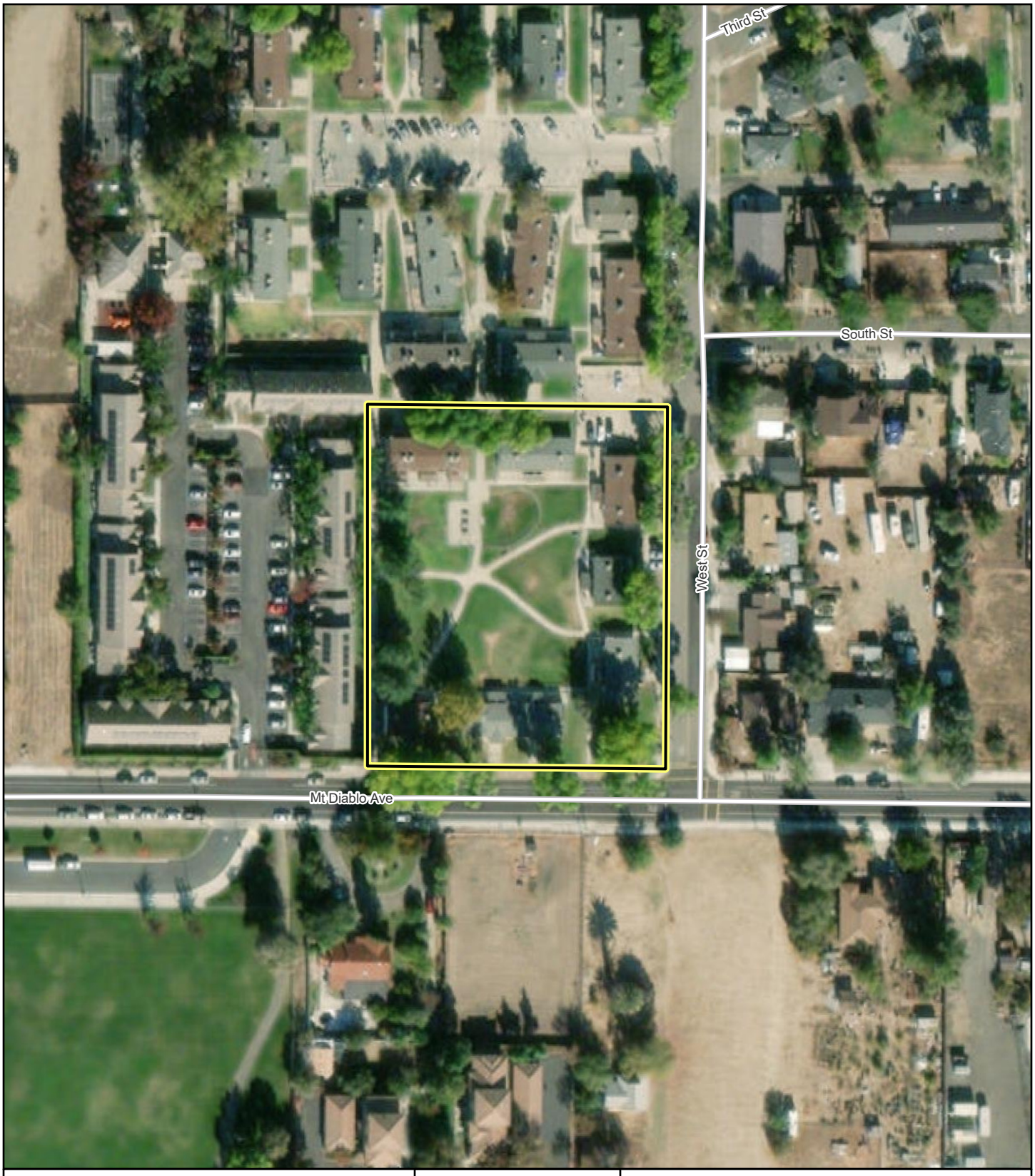
0 250 500

US Feet

Sources: San Joaquin County GIS. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 2. Project Vicinity Map



LEGEND

Project Site

N

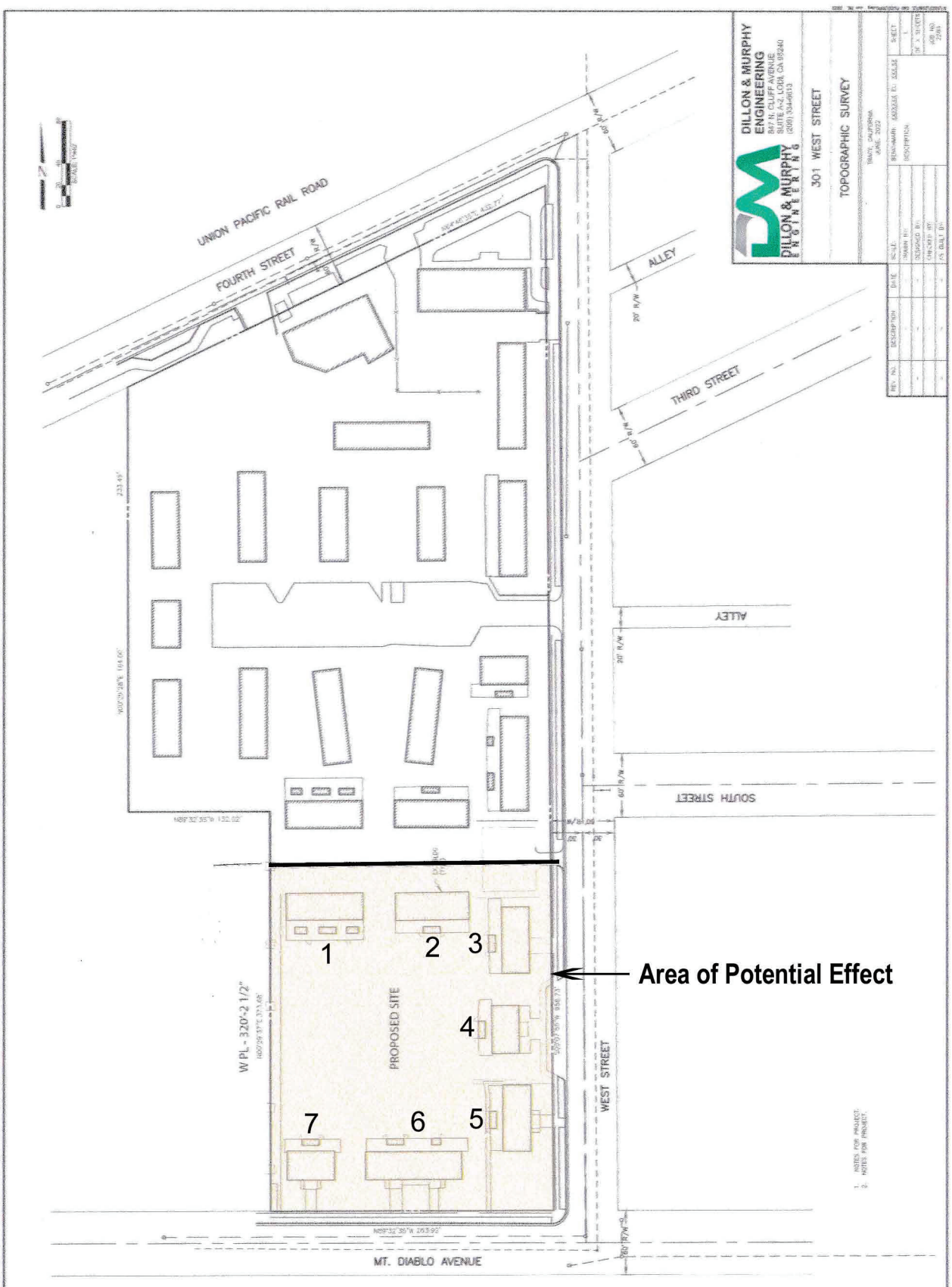
0 50 100

US Feet

Sources: San Joaquin County GIS. ArcGIS Map Service. Map date: June 20, 2023.

TRACY SENIOR LIVING PROJECT

Figure 3. Aerial View of Project Site



Area of Potential Effect (APE)
Tracey Senior Living Project

Figure 4

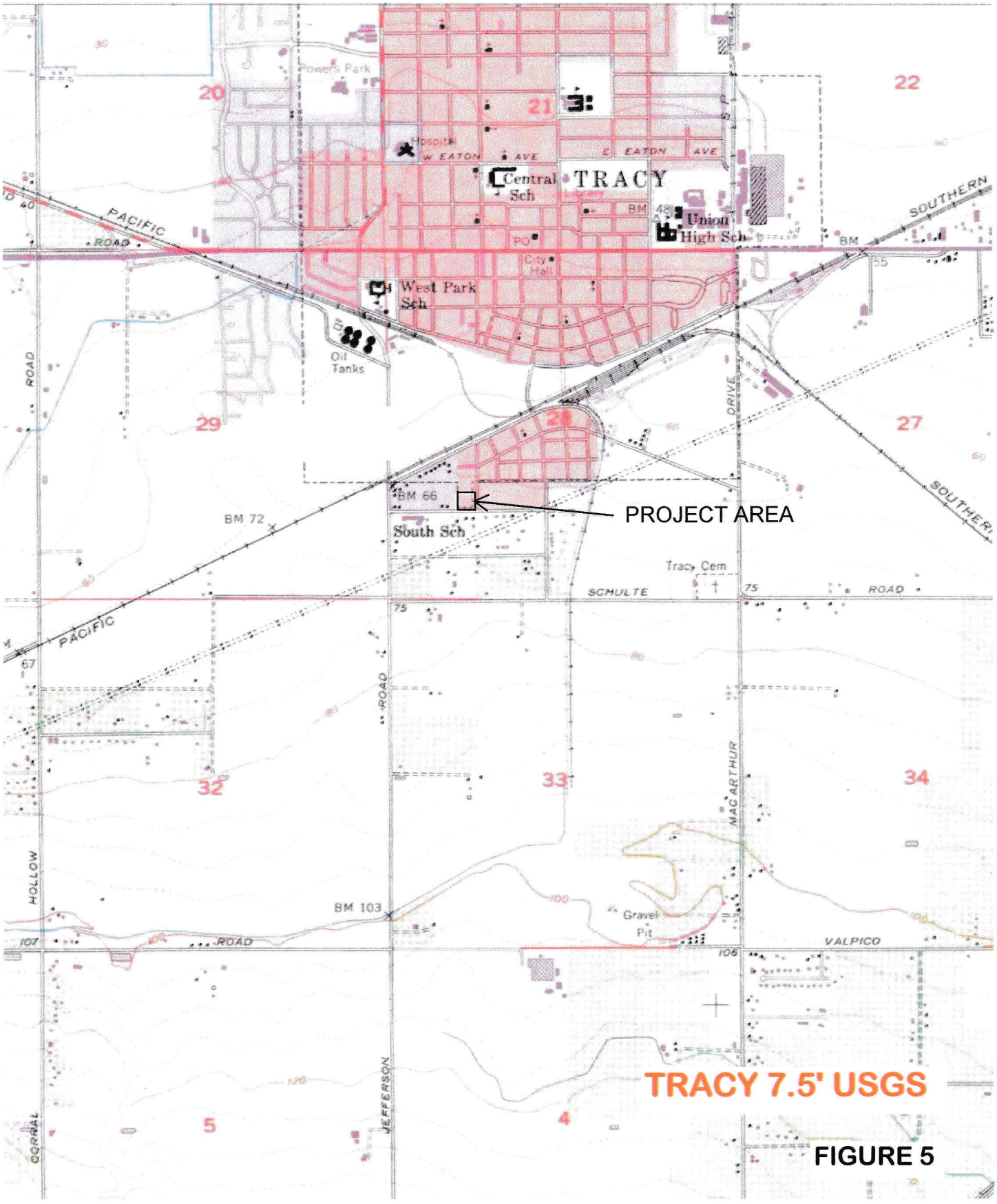

PROJECT AREA
TRACY 7.5' USGS
TRACY
Central Sch
Union High Sch
West Park Sch
South Sch
City Hall
PO
Hospital
Powers Park
Oil Tanks
Tracy Cem
Gravel Pit
BM 66
BM 72
BM 103
E EATON AVE
W EATON AVE
PACIFIC
SOUTHERN
SCHULTE
VALPICO
MACARTHUR
DRIVE
HOLLOW
JEFFERSON
ROAD
20
21
22
27
29
32
33
34
4
5

FIGURE 5

FRAMEWORK FOR EVALUATION

Decisions regarding management of cultural resources hinge on determinations of their significance (36 CFR 60.2). As part of this decision-making process the National Park Service has identified components which must be considered in the evaluation process, including:

- o criteria for significance;
- o historic context; and
- o integrity.

Criteria for Significance

Significance of cultural resources is measured against the National Register criteria for evaluation:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and,
>
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) that are associated with the lives of persons significant in our past; or
>
> (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

Historic Context

The historic context is a narrative statement "that groups information about a series of historic properties based on a shared theme, specific time period, and geographical area." To evaluate resources in accordance with federal guidelines, these sites must be examined to determine whether they are examples of a defined "property type." The property type is a "grouping of individual properties based on shared physical or associative characteristics." Through this evaluation, each site is viewed as a representative of a class of similar properties rather than as a unique phenomenon. A well-developed historical context helps determine the association between property types and broad patterns of American history. Once this linkage is established, each resource's potential to address specific research issues can be explicated.

Integrity

For a property to be eligible for listing in the National Register it must meet one of the criteria for significance (36 CFR 60.4 [a, b, c, or d]) and retain integrity. Integrity is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period."

The following discussion is derived from National Register Bulletin 15 ("How to Apply the National Register Criteria for Evaluation").

Within the concept of integrity, there are seven aspects or qualities that define integrity in various combinations. The seven aspects are: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will possess several or usually most of these aspects. The retention of specific aspects is necessary for a property to convey this significance. Determining which of the seven aspects are important involves knowing why, where and when the property is significant.

The prescribed steps in assessing integrity are as follows:

- define the essential physical features that must be present for a property to represent its significance;
- determine whether the essential physical features are visible enough to convey their significance;
- determine whether the property needs to be compared with similar properties; and,
- determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present.

Ultimately, the question of integrity is answered by determining whether or not the property retains the identity for which it is significant.

All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics. However, the property must retain the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define why a property is significant.

A property's historic significance depends on certain aspects of integrity. Determining which of the aspects is most important to a particular property requires an understanding of the property's significance and its essential physical features. For example, a property's historic significance can be related to its association with an important event, historical pattern, or person. A property that is significant for its historic association is eligible for listing if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person.

A property important for association with an event, historical pattern, or person ideally might retain some features of all seven aspects of integrity. Integrity of design and workmanship, however, might not be as important to the significance, and would not be relevant if the property were an archeological site. A basic integrity test for a property associated with an important event or person is whether a historical contemporary would recognize the property as it exists today. For archeological sites that are eligible under criteria A and B, the seven aspects of integrity can be applied in much the same way as they are to buildings, structures, or objects.

In sum, the assessment of a resource's National Register eligibility hinges on meeting two conditions:

- the site must possess the potential to be eligible for listing in the National Register under one of the evaluation criteria either individually or as a contributing element of a district based on the historic context that is established; and

- the site must possess sufficient integrity, and retains the qualities that make it eligible for the National Register.

For the National Register, "a district possesses a significant concentration, linkage, or continuity of "... objects united historically or aesthetically by plan or physical development." The identity of a district derives from the relationship of its resources, which can be an arrangement of functionally related properties.

STATE REGULATIONS

State historic preservation regulations affecting this Project include the statutes and guidelines contained in the California Environmental Quality Act (CEQA; Public Resources Code sections 21083.2 and 21084.1 and sections 15064.5 and 15126.4 (b) of the CEQA Guidelines). CEQA Section 15064.5 requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. Public Resources Code Section 21098.1 further cites: A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

An "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant (Public Resources Code section 5020.1).

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR), *CEQA and Archaeological Resources,* 1994. The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains,

and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains (California Health and Safety Code Section 7050.5, California Public Resources Codes Sections 5097.94 et al).

The California Register of Historical Resources (Public Resources Code Section 5020 et seq.)

The State Historic Preservation Office (SHPO) maintains the California Register of Historical Resources (CRHR). Properties listed, or formally designated as eligible for listing, on the National Register of Historic Places are automatically listed on the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource. The criteria are set forth in Section 15064.5(a) (3) of the CEQA Guidelines, and are defined as any resource that does any of the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B. Is associated with the lives of persons important in our past;

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

D. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, the CEQA Guidelines, Section 15064.5(a) (4) states:

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

California Health and Safety Code Sections 7050.5, 7051, And 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project,

including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code Section 15064.5(e)

This law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. The section establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the Native American Heritage Commission as the entity responsible to resolve disputes regarding the disposition of such remains.

Assembly Bill 52

Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts. AB 52 defines a "California Native American Tribe" as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission. AB 52 requires formal consultation with California Native American Tribes prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects. AB 52 also requires that consultation address project mitigation measures for significant effects, if requested by the California Native American Tribe, and that consultation be concluded when either the parties agree to measures to mitigate or avoid a significant effect, or the agency concludes that mutual agreement cannot be reached. Under AB 52, such measures shall be recommended for inclusion in the environmental document and adopted mitigation monitoring program if determined to avoid or lessen a significant impact on a tribal cultural resource.

CULTURAL SETTING

Prehistory

The Central Valley region was among the first in the state to attract intensive fieldwork, and research has continued to the present day. This has resulted in a substantial accumulation of data. In the early decades of the 1900s, E.J. Dawson explored numerous sites near Stockton and Lodi, later collaborating with W.E. Schenck (Schenck and Dawson 1929). By 1933, the focus of work was directed to the Cosumnes locality, where survey and excavation studies were conducted by the Sacramento Junior College (Lillard and Purves 1936). Excavation data, from the stratified Windmiller site (CA-Sac-107), suggested two temporally distinct cultural traditions.

Later work at other mounds by Sacramento Junior College and the University of California, Berkeley, enabled the investigators to identify a third cultural tradition, intermediate between the previously postulated Early and Late Horizons. The three-horizon sequence, based on discrete changes in ornamental artifacts and mortuary practices, as well as on observed differences in soils within sites (Lillard, Heizer and Fenenga 1939), was later refined by Beardsley (1954). An expanded definition of artifacts diagnostic of each time period was developed, and its application extended to parts of the central California coast. Traits held in common allow the application of

this system within certain limits of time and space to other areas of prehistoric central California. The Windmiller Culture (Early Horizon) is characterized by ventrally-extended burials (some dorsal extensions are known), with westerly orientation of heads; a high percentage of burials with grave goods; frequent presence of red ocher in graves; large projectile points, of which 60 percent are of materials other than obsidian; rectangular *Haliotis* beads; *Olivella* shell beads (types A1a and L); rare use of bone; some use of baked clay objects; and well-fashioned charmstones, usually perforated.

The Cosumnes Culture (Middle Horizon) displays considerable changes from the preceding cultural expression. The burial mode is predominately flexed, with variable cardinal orientation and some cremations present. There are a lower percentage of burials with grave goods, and ocher staining is common in graves. *Olivella* beads of types C1, F and G predominate, and there is abundant use of green *Haliotis* sp. rather than red *Haliotis* sp. Other characteristic artifacts include perforated and canid teeth; asymmetrical and "fishtail" charmstones, usually unperforated; cobble mortars and evidence of wooden mortars; extensive use of bone for tools and ornaments; large projectile points, with considerable use of rock other than obsidian; and use of baked clay.

Hotchkiss Culture (Late Horizon) -- The burial pattern retains the use of the flexed mode, and there is wide spread evidence of cremation, lesser use of red ocher, heavy sue of baked clay, *Olivella* beads of Types E and M, extensive use of *Haliotis* ornaments of many elaborate shapes and forms, shaped mortars and cylindrical pestles, bird-bone tubes with elaborate geometric designs, clam shell disc beads, small projectile points indicative of the introduction of the bow and arrow, flanged tubular pipes of steatite and schist, and use of magnesite (Moratto 1984:181-183). The characteristics noted are not all-inclusive, but cover the more important traits.

Schulz (1981), in an extensive examination of the central California evidence for the use of acorns, used the terms Early, Middle and Late Complexes, but the traits attributed to them remain generally the same. While it is not altogether clear, Schulz seemingly uses the term "Complex" to refer to the particular archeological entities (above called "Horizons") as defined in this region. Ragir's (1972) cultures are the same as Schulz's complexes.

Bennyhoff and Hughes (1984) have presented alternative dating schemes for the Central California Archeological Sequence. The primary emphasis is a more elaborate division of the horizons to reflect what is seen as cultural/temporal changes within the three horizons and a compression of the temporal span.

There have been other chronologies proposed, including Fredrickson (1973), and since it is correlated with Bennyhoff's (1977) work, it does merit discussion. The particular archeological cultural entities Fredrickson has defined, based upon the work of Bennyhoff, are patterns, phases and aspects. Bennyhoff's (1977) work in the Plains Miwok area is the best definition of the Cosumnes District, which likely conforms to Fredrickson's pattern. Fredrickson also proposed periods of time associated heavily with economic modes, which provides a temporal term for

comparing contemporary cultural entities. It corresponds with Willey and Phillips' (1958) earlier "tradition", although it is tied more specifically to the archeological record in California.

Ethnography

The project area lies within the northern portion of the ethnographic territory of the Yokuts people. The Yokuts were members of the Penutian language family which held all of the Central Valley, San Francisco Bay Area, and the Pacific Coast from Marin County to near Point Sur. The Yokuts differed from other ethnographic groups in California as they had true tribal divisions with group names (Kroeber 1925; Latta 1949). Each tribe spoke a particular dialect, common to its members, but similar enough to other Yokuts that they were mutually intelligible (Kroeber 1925).

The Yokuts held portions of the San Joaquin Valley from the Tehachapi mountains in the south to Stockton in the north. On the north they were bordered by the Plains Miwok, and on the west by the Saclan or Bay Miwok and Costonoan peoples. Although neighbors were often from distinct language families, differences between the people appear to have been more influenced by environmental factors as opposed to linguistic affinities. Thus, the Plains Miwok were more similar to the nearby Yokuts than to foothill members of their own language group. Similarities in cultural inventory co-varied with distance from other groups and proximity to culturally diverse people. The material culture of the southern San Joaquin Yokuts was therefore more closely related to that of their non-Yokuts neighbors than to that of Delta members of their own language group.

Trade was well developed, with mutually beneficial interchange of needed or desired goods. Obsidian, rare in the San Joaquin Valley, was obtained by trade with Paiute and Shoshoni groups on the eastern side of the Sierra Nevada, where numerous sources of this material are located, and to some extent from the Napa Valley to the north. Shell beads, obtained by the Yokuts from coastal people, and acorns, rare in the Great Basin, were among many items exported to the east by Yokuts traders (Davis 1961).

Economic subsistence was based on the acorn, with substantial dependency on gathering and processing of wild seeds and other vegetable foods. The rivers, streams, and sloughs that formed a maze within the valley provided abundant food resources such as fish, shellfish, and turtles. Game, wild fowl, and small mammals were trapped and hunted to provide protein augmentation of the diet. In general, the eastern portion of the San Joaquin Valley provided a lush environment of varied food resources, with the estimated large population centers reflecting this abundance (Cook 1955; Baumhoff 1963).

Settlements were oriented along the water ways, with their village sites normally placed adjacent to these features for their nearby water and food resources. House structures varied in size and shape (Latta 1949; Kroeber 1925), with most constructed from the readily available tules found in the extensive marshes of the low-lying valley areas. The housepit depressions for the structures ranged in diameter from 3 meters to 18 meters (Wallace 1978:470).

Historical Background

The agricultural value of the San Joaquin Valley was recognized early in time, with much of the region used for dry land grain farming. The early completion of railroads through the region helped provide a ready means of shipping farm projects. In 1869, the Central Pacific completed a line through the western portion of San Joaquin County. The line ran from Sacramento, then south to Stockton, over Altamont Pass and then a ferry to San Francisco. The railroad later placed a coaling station at the base of Altamont Pass, leading to a small community named Ellis by 1870.

In 1878, another new line was built starting at Oakland through Martinez to connect to the Central Pacific three miles east of Ellis. This route avoided many hills, and eliminated the expense of helper engines. This brought about the establishment of the town of Tracy in September of 1878, names for Lathrop J. Tracy, a grain merchant and railroad director in Mansfield, Ohio (Gudde 1969). Soon after completion of the new line, the railroad discontinued the coal station at Ellis, and employees and their families moved to either the new town of Tracy or to Lathrop, then primarily a railroad town to the northeast.

Tracy continued to grow as a center for railroads. A new line southward through Los Banos became the fastest and least costly route to Los Angeles. The railroad headquarters were moved from Lathrop to Tracy in 1894, with all the railroad equipment and buildings moved at this time.

Agricultural efforts focused on grazing sheep and later in time, cattle, with animals moved to higher elevation pastures as land dried in the late spring, and returning after the annual rains began. Grain crops were also early crops, with the improvements in water supplies allowing other crops such as tomatoes, asparagus, nut, and fruit crops, as well as processing plants.

Tracy incorporated in 1910, with the first irrigation district established in 1915. Tracy stayed a small and isolated community until the 1970s, as growth in the Bay Area brought more people into Tracy, seeking the more reasonable priced land as ranches and farms became subdivided (Tracy Historical Museum 2018; City of Tracy n.d.).

Tracy Homes

In September 1950, the Tracy City Council approved the proposed location of the 60-unit low-income housing project. Location approval was a stipulation in the housing agreement by the City Council several months before when they approved the project a few months prior.

The area for the project was known as Mountain View Acres, and a portion of the land involved had to be annexed to the City of Tracy. The site was considered a good choice economically because the site did not require high costs of road, sewer, or water connections.

The landowners involved were Art and Harry Kaku and Clara Silva. The negotiations with the property owners had been made, with final approval based on the City Council's acceptance of the location (*Tracy Press* 21 September 1950).

The official name of the project was announced as "Tracy Homes," with George McCarthy of Stockton named project manager for the new construction of this project and a larger one in Stockton. The landowners formally transferred the land title, with each Kaku brother receiving $1,001 for their portion of the land, with Silva getting $15,001. Bids were due for the construction cost, estimated to be $500,000 (*Tracy Press*, 19 March 1951).

In June 1951, bids for the construction were due, with work underway in August 1951. The first 16 of 60 units were to be completed for occupancy by January 1, 1952, with the remainder by May 15, 1952.

Eligibility was based on income. A two-person family, $200 or less; 3- or 4-person family, $2600 or less; 5 or more persons, $2,900 (*Tracy Press* 29 November 1951). In December 1851, 50 applications had been made for the apartments.

The completion was somewhat delayed but the opening of the first 16 apartments was estimated to be for occupancy on March 1, 1952. Preference for the apartments was given to disabled veterans, veterans, and servicemen. This did not happen, and despite missing landscaping, rear yard fencing, and some other details, the County of San Joaquin accepted the first 32 units, and move-ins began on May 15, 1952. All 60 units were to be occupied by sometime in June. The first group of families included 17 veterans. The new residents were asked for identification of any deficiencies in their former housing so they could be determined to be substandard, and potentially demolished. The last 28 units of the complex were accepted on June 19, 1952 (*Tracy Press* 15 May 1952, 19 June 1952).

Physical description of the units was very limited in the newspaper articles. The units were unfurnished except for a stove and refrigerator. The units ranged from one to four bedrooms, kitchen, bath, living room and service porch. They had concrete floors covered with asphalt tiles, with heating from gas furnaces (*Tracy Press* 12 November 1951). The APE includes a portion of Tracy Homes.

Later Changes

The units have been maintained over the years with even new paint being reported in the *Tracy Press* newspaper. Improvements, as well as replacement appliances to the units were made to keep current with standards. This included new HVAC units, washers and dryers, and kitchen appliances. Even so, time has taken its toll on the complex, and units are considered currently not fit for habitation.

RESEARCH

A record search was conducted for the current APE and a 0.25-mile radius at the Central California Information Center of the California Historical Resources Information System on June 21, 2023 (Record Search File No.: 12573L; Appendix 2). There are no resources reported to be located within

the APE, and two resources recorded within a ¼ mile radius—the South School (P-39-005009), and a historic district created in 1978, P-39-00598. The district is a list of older buildings, with no known status update of additions to the list and removals of buildings. No reports cover the project area; three reports are known within the ¼-mile radius.

NATIVE AMERICAN COORDINATION

A letter was sent to the Native American Heritage Commission (NAHC) by Peak & Associates, Inc. requesting a check of the Sacred Lands files for the project site. A reply from that office was prepared on July 7, 2023 (Appendix 3). The NAHC letter indicated the results were negative for Sacred Lands and provided a list of nine groups, some with multiple representatives, all who might have knowledge of resources of concern in the APE. Letters have been sent to the groups on August 23, 2023 (sample letter in Appendix 3). No replies have been received to date.

HISTORIC GROUP CONSULTATION

On June 20, 2023, Peak and Associates sent a letter to the Tracy Museum and West Side Pioneer Association asking about concerns for the existing building complex (Appendix 4). No response has been received to date.

FIELD ASSESSMENT

Michael Lawson completed a pedestrian survey and recordation of the complex of the APE in Tracy on August 30, 2023.

The survey area is a vintage residential complex, including seven buildings, now vacant and boarded up around a central courtyard. The buildings are multi-family units, surrounding a park-like open area. Five of the buildings appear to be duplexes with the building in the northwest corner comprised of four units. The building at the center of the south side (#6) is a triplex. All the units have a fenced back patio with a concrete floor, storage shed and clothesline set up.

Although some architectural details vary between buildings, they all have components in common, including composition roofing, stucco exterior and replacement vinyl-framed windows. The existing shutters appear to be vinyl as well.

Overall architecture and design are consistent with construction around 1950. The buildings appear to have been maintained, but are in poor to fair condition. The open areas are covered with mown grass and occasional trees: ash, spruce, crepe myrtle, and other unidentified ornamental trees.

Photographs were taken of each side of each building, showing variations in architecture, design, and style, along with similarities and current condition.

There is no evidence of prehistoric period cultural resources within the APE.

The Building Complex

The seven buildings in this district were all built ss low-income housing, and all were built in the same style with variations in detail. There are no other buildings in the district. The buildings are arranged around three margins of a rectangular area, with the west side open, and the inner square a landscaped plaza. Individual variations in the buildings are described on the attached primary records (Appendix 5).

The style of the buildings is, essentially, Contemporary. The mass of the buildings is an undecorated side-gabled block. The only departures are relatively elaborate entry treatments featuring gabled roofs with elements of Craftsman in the treatment of the gable ends.

This was a low-income housing development with seven multi-family units built at about the time, in the same style but differing in detail. They are to be demolished and replaced with modern very low-income housing. The associated landscaping will also be destroyed.

Apartment Units			
Unit #	Floors	Type	
316 South Court	2	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
314 South Court	2	4 Bedroom/ 1 bathroom	Vacant. Poor condition.
312 South Court	2	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
310 South Court	2	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
302 South Court	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
300 South Court	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
11 West Street	1	3 Bedroom/ 1 Bathroom	Vacant. Fair condition.
9 West Street	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
7 West Street	1	1 Bedroom/ 1 Bathroom	Vacant. Fair condition.
5 West Street	1	1 Bedroom/ 1 Bathroom	Vacant. Fair condition.
3 West Street	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
1 West Street	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
301 Mount Diablo	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
303 Mount Diablo	1	3 Bedroom/ 1 Bathroom	Vacant. Poor condition.
305 Mount Diablo	1	2 Bedroom/ 1 Bathroom	Vacant. Poor condition.
315 Mount Diablo	1	1 Bedroom/ 1 Bathroom	Vacant. Poor condition.
317 Mount Diablo	1	1 Bedroom/ 1 Bathroom	Vacant. Poor condition.

Building #1

This building lies in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is in the northwest corner of the group and is the only two-story structure and only four-plex.

The main mass of the building is devoid of decoration and features stucco siding, painted olive in this case. The first-floor windows are boarded up, and the second-floor windows are sliders and double sashes. These appear to be vinyl framed replacements for the original fenestration. Heating and air facilities are visible on the low-pitched side gabled main roof.

The building faces north and that façade features two roofed entries with two doors each. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #2

One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is on the northern side of the group and is a one-story duplex painted in a peach shade, in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities are visible on the low-pitched side gabled main roof.

The building faces north and that façade features a central roofed entry with two doors. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #3

Another building in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is the northernmost of three eastern side of the group and is a one-story duplex, painted in a yellow shade in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities are visible on the low-pitched side gabled main roof.

The building faces east and that façade features an offset roofed entry with two doors. The offset is due to one side having a two-bedroom apartment and the other side three. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars

supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #4

Also located in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel is building #4. This one is the central of three eastern side members of the group and is a one-story duplex, painted olive in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities visible on the low-pitched side gabled main roof.

The building faces east and that façade features a central roofed entry with two doors. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #5

Another in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is the southernmost of three eastern side members of the group and is a one-story duplex, painted a peach shade in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities are visible on the low-pitched side gabled main roof.

The building faces east and that façade features an offset roofed entry with two doors, one leading to a three-bedroom apartment, the other, two bedrooms. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #6

Building #6 is one of a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is central on the southern border of the district. This is the only triplex of the group and is a one-story building painted a yellow shade.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities are visible on the low pitched side gabled main roof.

The building faces south and that façade features two widely separate roofed entries. The one on the west has two doors, one leading to a two-bedroom apartment on the west and the other leading to the three-bedroom apartment in the middle. The other roof covers the door leading to the two-

bedroom apartment on the east. The eastern roof is narrower to accommodate this asymmetry. The gabled roofs over the doors are not stucco faced but are painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two parts: large square bases with planks visible below and plain square pillars above.

Building #7

Another in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is in the southwestern corner of the district and is a one-story duplex, painted a peach shade in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, with heating and air facilities are visible on the low-pitched side gabled main roof.

The building faces south and that façade features a central roofed entry with two doors leading to one-bedroom apartments on each side, making this the smallest of the buildings in the district. The gabled roof over the doors is not stucco faced but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are different from the others in the district in that they taper down from bottom to top instead of being parallel sided and two parts.

EVALUATION OF THE BUILDING COMPLEX

Significance of cultural resources is measured against the National Register of Historic Places (NRHP) criteria for evaluation, but also the California Register of Historical Resources (CRHR) criteria. Under Criterion A of the NRHP, the building complex must be "associated with events that have made a significant contribution to the broad patterns of our history." The CRHR similarly asks fir a resource to be associated with "events that have made a significant contribution to the broad patterns of California's history." The building complex is simply a product of the development of Tracy and the recognition of the need for low-income housing. No known important historical events occurred on the site. It can be concluded that the building complex is not significant under Criterion A criteria.

For a building complex to be eligible under NRHP or CRHR Criterion B, there must be an association with a person important in our past. The historical research has failed to identify any such figure associated with this property. It can be concluded that the building complex is not associated with important people in local, California or federal history, and the complex is not eligible to either the NRHP or the CRHR under Criterion B.

The building complex must embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values to be eligible under NRHP Criterion C, with similar requirements for the CRHR. The buildings are in a

Contemporary style, of great popularity from 1945 to 1965 (McAlester 2014: 632). The complex is not particularly innovative, architecturally distinctive, or rare in California. The complex is not eligible for the NRHP under Criterion C.

Under Criterion D, a site can be eligible for yielding information important in prehistory or history. In that the site has been built on repeatedly over the years and was in an apparently environmentally undesirable location away from a natural water source, there is little likelihood that intact cultural deposits are present. The APE will not yield information important for research on the history or prehistory of the region. The building complex is not eligible for the NRHP or the CRHR under Criterion D**.**

EFFECTS OF THE PROPOSED PROJECT

As a result of the identification and evaluation efforts, an agency official can find that there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in Section 800.16 (i).

If the agency official finds there are historic properties that may be affected by the undertaking, the agency official shall apply the criteria of adverse effect. "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association" (Section 800.5 (a)).

There are three possible findings:

- Finding of no historic properties affected: There is no effect of any kind on the historic properties.

- Finding of no adverse effect: There could be an effect, but the effect would not be harmful to the characteristics that qualify the property for inclusion in the National Register; or

- Adverse effect: There could be an effect, and that effect could diminish the integrity of such characteristics.

There were no historic properties recorded within the project area. With regard to Section 106 of the NHPA, it is recommended that the agency seek concurrence from the California SHPO with a finding of "no historic properties affected" per § 800.4(d) (1). In terms of CEQA, there are no important properties in the project area.

RECOMMENDATIONS

With any surface inspection there is always a remote possibility that previous activities (both natural and cultural) have obscured prehistoric or historic period artifacts or habitation areas, leaving no surface evidence that would permit discovery of these cultural resources. If, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.) are observed, or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work should cease in the immediate area of discovery and a professionally qualified archeologist should be contacted immediately for an on-site inspection of the discovery.

If any bone is uncovered that appears to be human, then the San Joaquin County Coroner must be contacted, according to state law. If the coroner determines that the bone most likely represents a Native American interment, then they must contact the Native American Heritage Commission in Sacramento so that they can identify the most likely descendants.

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Personal Communication

Gerald “Chip” Jones, Deputy Director
Housing Authority County of San Joaquin

APPENDIX 1

Resumes

PEAK & ASSOCIATES, INC.
RESUME

MELINDA A. PEAK **January 2023**
Senior Historian/Archeologist
3941 Park Drive, Suite 20 #329
El Dorado Hills, CA 95762
(916) 939-2405

PROFESSIONAL EXPERIENCE

Ms. Peak has served as the principal investigator on a wide range of prehistoric and historic excavations throughout California. She has directed laboratory analyses of archeological materials, including the historic period. She has also conducted a wide variety of cultural resource assessments in California, including documentary research, field survey, Native American consultation, and report preparation.

In addition, Ms. Peak has developed a second field of expertise in applied history, specializing in site-specific research for historic period resources. She has completed many historical research projects for a wide variety of site types throughout California.

Through her education and experience, Ms. Peak meets the Secretary of Interior Standards for historian, architectural historian, prehistoric archeologist, and historic archeologist.

EDUCATION

M.A. - History - California State University, Sacramento, 1989
Thesis: *The Bellevue Mine: A Historical Resources Management Site Study in Plumas and Sierra Counties, California*
B.A. - Anthropology - University of California, Berkeley

PROJECTS

In recent months, Ms. Peak has completed several determinations of eligibility and effect documents in coordination with the Corps of Engineers for projects requiring federal permits, assessing the eligibility of several sites for the National Register of Historic Places.

She has also completed historical research projects on a wide variety of topics for many projects including the development of navigation and landings on the Napa River, wineries, farmhouses dating to the 1860s, bridges, an early roadhouse, Folsom Dam, and a section of an electric railway line.

In recent years, Ms. Peak has prepared several cultural resource overviews and predictive models for blocks of land proposed for future development for general and specific plans. She has been able to direct several surveys of these areas, allowing the model to be tested.

She served as principal investigator for the multi-phase Twelve Bridges Golf Club project in Placer County. She served as liaison with the various agencies, helped prepare the historic properties treatment plan, managed the various phases of test and data recovery excavations, and completed the final report on the analysis of the test phase excavations of several prehistoric sites. She has served as the principal investigator for many major projects, coordinating contacts with Native Americans, the Corps of Engineers, and the Office of Historic Preservation.

Ms. Peak has served as project manager for many major survey and excavation projects in recent years, including the many surveys and site definition excavations for the 172-mile-long Pacific Pipeline proposed for construction in Santa Barbara, Ventura, and Los Angeles counties. She also completed an archival study in the City of Los Angeles for the project. She also served as principal investigator for a major coaxial cable removal project for AT&T.

Additionally, she has completed many small surveys, served as a construction monitor at several urban sites, and conducted emergency recovery excavations for sites found during monitoring. She has directed the excavations of several historic complexes in Sacramento, Placer, and El Dorado Counties.

Ms. Peak is the author of a chapter and two sections of a published history (1999) of Sacramento County, *Sacramento: Gold Rush Legacy, Metropolitan Legacy*. She served as the consultant for a children's book on California, published by Capstone Press in 2003 in the Land of Liberty series.

PEAK & ASSOCIATES, INC.
RESUME

MICHAEL LAWSON **January 2023**
Archeological Field Director
3941 Park Drive, Suite 20-329
El Dorado Hills, CA 95672
(916) 939-2405

PROFESSIONAL EXPERIENCE

Mr. Lawson has compiled an excellent record of undertaking excavation and survey projects for both the public and private sectors over the past thirty years. He has conducted many surveys throughout northern and central California and Hawaii, as well as serving as an archeological technician, site monitor, crew chief and field director for a number of excavation projects.

Mr. Lawson is qualified by the Bureau of Land Management as a field director for archeological surveys and excavations. In 2022, he led teams as the field director on several field surveys in the Sierras for the proposed undergrounding of PG&E transmission lines, dealing with both historic and prehistoric cultural resources. Lawson works for several firms based in the Sacramento Area and Bay Area.

EDUCATION

B.A. - Anthropology - California State University, Sacramento

Special Course: Comparative Osteology. University of Tennessee, Knoxville. Forensic Anthropology Center. January 2018.

The special course included: intensive lab and outdoor study with human example from outdoor research facility, including typical and non-metric examples, compared with fifty non-human species commonly confused with human remains. Work at the outdoor research facility "The Body Farm" study included survey, photography, collection, and identification of faunal and human bone fragments, with a Power Point presentation discussing finds.

EXPERIENCE

- Extensive monitoring of open space, streets and project development areas for prehistoric period and historic period resources. Areas monitored include Sutter Street in Folsom; Mud Creek Archeological District in Chico; Camp Roberts, San Luis Obispo County; Avila Beach, San Luis Obispo County; Edgewood Golf Course, South Lake Tahoe; Davis Water Project, Davis; Star Bend levee section, Sutter County; Feather River levees, Sutter County; Bodega Bay, Sonoma County; San Jose BART line extension, Santa Clara County; and numerous sites for PG&E in San Francisco.

- Over thirty years of experience working in cultural resource management, volunteer, and academic settings in California historic, proto-historic, and prehistoric archaeology.

- Expertise in pedestrian survey, excavation, feature (including burial) exposure, laboratory techniques, research. Field positions include field director, assistant field director, crew chief and lead technician.

APPENDIX 2 NWIC

Record Search

(Confidential)

APPENDIX 3

Native American Coordination

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

July 7, 2023

Neal Nuenschwander
Peak & Associates Inc.

Via Email to: peakinc@yahoo.com

Re: Tracy HUD Project, San Joaquin County

Dear Mr. Nuenschwander:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Joaquin County
7/7/2023

Tribe Name	Contact Person	Contact Address	Phone #	Email Address
Buena Vista Rancheria of Me-Wuk Indians	Rhonda Morningstar Pope, Chairperson	1418 20th Street, Suite 200 Sacramento, CA, 95811	(916) 491-0011	rhonda@buenavistatribe.com
California Valley Miwok Tribe	,	14807 Avenida Central La Grange, CA, 95329	(209) 931-4567	
California Valley Miwok Tribe	AKA Sheep Rancheria of Me-Wuk Indians of CA,	P.O. Box 395 West Point, CA, 95255	(209) 293-4179	l.ewilson@yahoo.com
Confederated Villages of Lisjan Nation	Cheyenne Gould, Tribal Cultural Resource Manager	10926 Edes Ave Oakland, CA, 94603	(510) 575-8408	cvltribe@gmail.com
Confederated Villages of Lisjan Nation	Corrina Gould, Chairperson	10926 Edes Avenue Oakland, CA, 94603	(510) 575-8408	cvltribe@gmail.com
Confederated Villages of Lisjan Nation	Deja Gould, Language Program Manager	10926 Edes Ave Oakland, CA, 94603	(510) 575-8408	cvltribe@gmail.com
Ione Band of Miwok Indians	Sara Dutschke, Chairperson	9252 Bush Street Plymouth, CA, 95669	(209) 245-5800	consultation@ionemiwok.net
Muwekma Ohlone Indian Tribe of the SF Bay Area	Monica Arellano, Vice Chairwoman	20885 Redwood Road, Suite 232 Castro Valley, CA, 94546	(408) 205-9714	monicavarellano@gmail.com
North Valley Yokuts Tribe	Timothy Perez,	P.O. Box 717 Linden, CA, 95236	(209) 662-2788	huskanam@gmail.com
North Valley Yokuts Tribe	Katherine Perez, Chairperson	P.O. Box 717 Linden, CA, 95236	(209) 887-3415	canutes@verizon.net

Native American Heritage Commission
Native American Contact List
San Joaquin County
7/7/2023

Tule River Indian Tribe	Joey Garfield, Tribal Archaeologist	P. O. Box 589 Porterville, CA, 93258	(559) 783-8892	joey.garfield@tulerivertribe-nsn.gov
Tule River Indian Tribe	Neil Peyron, Chairperson	P.O. Box 589 Porterville, CA, 93258	(559) 781-4271	neil.peyron@tulerivertribe-nsn.gov
Tule River Indian Tribe	Kerri Vera, Environmental Department	P. O. Box 589 Porterville, CA, 93258	(559) 783-8892	kerri.vera@tulerivertribe-nsn.gov
Wilton Rancheria	Dahlton Brown, Director of Administration	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000	dbrown@wiltonrancheria-nsn.gov
Wilton Rancheria	Steven Hutchason, THPO	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000	shutchason@wiltonrancheria-nsn.gov
Wilton Rancheria	Jesus Tarango, Chairperson	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000	jtarango@wiltonrancheria-nsn.gov
Wuksachi Indian Tribe/Eshom Valley Band	Kenneth Woodrow, Chairperson	1179 Rock Haven Ct. Salinas, CA, 93906	(831) 443-9702	kwood8934@aol.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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Tracy HUD Project, San Joaquin County.

PEAK & ASSOCIATES, INC.
CONSULTING ARCHEOLOGY

August 23, 2023

Native American Representative:

Peak & Associates, Inc. has contracted with De Novo Planning Group to perform a cultural resources assessment for the proposed HUD project at 300 West Street in Tracy, San Joaquin County. The property is currently occupied by low income housing and HUD proposes to build additional units in the area for the same purpose. A map is attached based on the Tracy 7.5' USGS quadrangle.

We are contacting individuals identified by the Native American Heritage Cominmission as persons who might have information to contribute regarding potential Native American concerns within the project area. Any information or concerns that you may have regarding village sites, traditional properties or modern Native American uses in the project area will be welcomed. Due to time constraints, we would appreciate replies within two weeks to be included with our report.

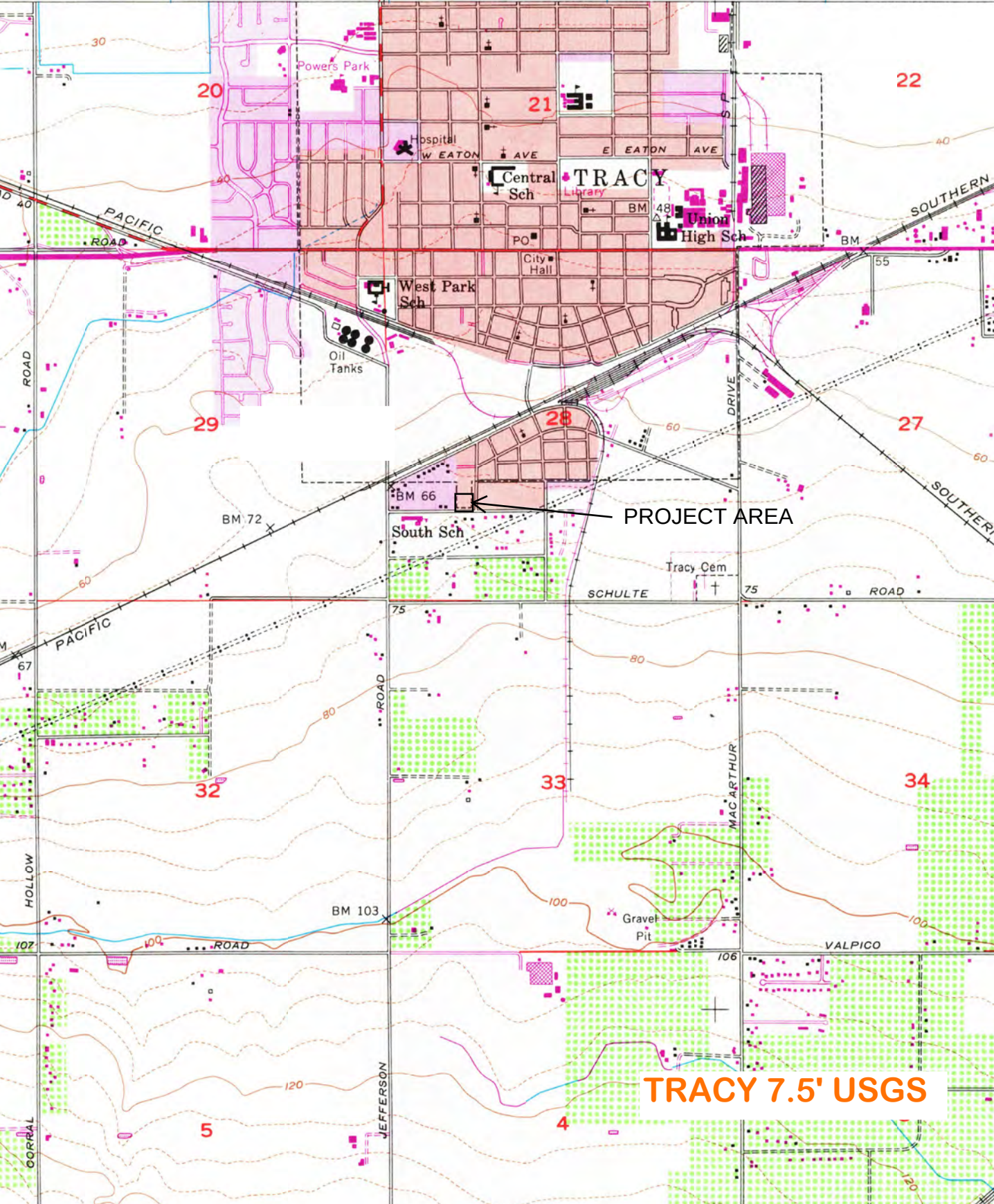
Thank you for your assistance.

Sincerely,

Robert A. Gerry
Consulting Archeologist

RG//
Encl.

■ 3941 Park Drive, Suite 20-329, El Dorado Hills, CA 95762/Phone: (916)939-2405/Fax: (916)283-5239/email: peakinc@ sbcglobal.net
▫ 3161 Godman Avenue, Suite A, Chico, CA 95973/Phone: (530)342-2800/Fax: 342-0273/email: peakinc@ yaho


PROJECT AREA
TRACY 7.5' USGS
TRACY
Powers Park
Hospital
Central Sch
Library
Union High Sch
City Hall
West Park Sch
Oil Tanks
South Sch
Tracy Cem
Gravel Pit
BM 66
BM 72
BM 103
PACIFIC ROAD
SCHULTE ROAD
SOUTHERN PACIFIC
MAC ARTHUR DRIVE
HOLLOW ROAD
JEFFERSON
CORRAL
VALPICO
W EATON AVE
E EATON AVE
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APPENDIX 4

Historic Group Consultation

PEAK & ASSOCIATES, INC.
CONSULTING ARCHEOLOGY

June 20, 2023

Tracy Historical Museum and
West Side Pioneer Association
PO Box 117
Tracy, CA 95378

Subject: Tracy Senior Living Project

The project is located at 301 West Street in the City of Tracy. The 6.85-acre Project site consists of seven affordable housing buildings containing 17 units along the border of the northern, eastern, and southern boundaries of the site surrounding a landscaped courtyard area with pedestrian pathways.

The proposed Project includes the demolition of the existing residential buildings and subsequent construction of 110 very-low-income affordable senior housing units, associated amenities, landscaping, and circulation and utility improvements. The Project would be developed in two phases of 55 units per phase. The lead agency is the Development Services Department of the City of Tracy.

Our firm will conduct the necessary cultural resource studies on the site, including a field survey, and recordation as well as the evaluation of the buildings and the building complex. The buildings date to 1950-1951, and as they are over 50 years in age, they will require evaluation under the criteria of the National Register of Historic Places.

Do you or any of your group members have any concerns about the complex? Do you have any further information or are there any photographs in your collection of these buildings? Please let me know—I can be reached at 916-939-2208 or peakinc@sbglobal.net.

Thank you for your assistance.

Sincerely,

Melinda A. Peak

Melinda A. Peak
Principal Investigator

- 3941 Park Drive, Suite 20#329, El Dorado Hills, CA 95762/Phone: (916)939-2405/peakinc@sbcglobal.net
- 3161 Godman Avenue, Suite A, Chico, CA 95973/Phone: (530)342-2800/peakinc@yahoo.com

APPENDIX 5

Tracy Homes Building Complex
DPR 523 Site Record

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Tracy Senior Living Complex

D1. Historic Name: D2. Common Name: HUD Housing

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The seven buildings in this district were all built by HUD for low income housing, and all were built in the same style with variations in detail. There are no other buildings in the district. The buildings are arranged around three margins of a rectangular area, with the west side open, and the inner square a landscaped plaza. Individual variations in the buildings are described on the attached primary records.

The style of the buildings is, essentially, Contemporary. The mass of the buildings is an undecorated side-gabled block. The only departures are relatively elaborate entry treatments featuring gabled roofs with elements of Craftsman in the treatment of the gable ends.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The southern portion of APN 235-420-160-000 comprising about 2.3 acres at the northwest corner of Mt. Diablo Avenue and West Street.

***D5. Boundary Justification:**

This was a low income housing development with seven multi-family units built at about the time in the same styles but differing in details. They are to be demolished and replaced with modern very low income housing. The associated landscaping will also be destroyed.

D6. Significance: Theme Area Period of Significance Applicable Criteria (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Under Criterion A of the NRHP, the building complex must be "associated with events that have made a significant contribution to the broad patterns of our history." The building complex is simply a product of the development of Tracy and the recognition of the need for low income housing. No known important historical events occurred on the site. It can be concluded that the building complex is not significant under Criterion A.

For a building complex to be eligible under NRHP Criterion B, there must be an association with a person important in our past. Historical research has failed to identify any such figure associated with this property. It can be concluded that the building complex is not associated with important people in local, state or federal history, and the complex is not eligible under Criterion B.

The building complex must: embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values to be eligible under Criterion C. The buildings are in a Contemporary style, of great popularity from 1945 to 1965 (McAlester 2014: 632). The complex is not particularly innovative or architecturally distinctive. The complex is not eligible for the NRHP under Criterion C.

Under Criterion D, a site can be eligible for yielding information important in prehistory or history. In that the site has been built on repeatedly over the years and was in an environmentally undesirable location away from a natural water source, there is no likelihood that cultural deposits are present. The project area will not yield information important for research on the history or prehistory of the region. The building complex is not eligible for the NRHP under Criterion D.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Survey report: Determination of Eligibility and Effect for the Tracy Senior Living Project, Tracy. San Joaquin County. Peak & Associates, Inc., 2023.

***D8. Evaluator:** M. Peak **Date:** 9/7/2023

Affiliation and Address:
Peak & Associates, Inc., 3941 Park Drive, Ste 20-329, El Dorado Hills, CA, 95762

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code | Reviewer | Date

 *Resource Name or #: Building #1
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 310, 312, 314, 316 South Court Street City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 355 mE/ 41 76 791 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is in the northwest corner of the group and is the only two story structure and only four-plex.

The main mass of the building is devoid of decoration and features stucco siding, painted olive in this case. The first floor windows are boarded up, The second floor windows are sliders and double sashes. These appear to be vinyl framed replacements for the original fenestration. Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces north and that façade features two roofed entries with two doors each. The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two part: large square bases with planks visible below and plain square pillars above.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Looking south at the front. 8/30/2023

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

***P7. Owner and Address:**
Dept of Housing and Urban Development

***P8. Recorded by:** (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

***P9. Date Recorded:** 9/7/2023

***P10. Survey Type:** (Describe)
Complete pedestrian related to Proposed development.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #1 Photographs

West side of Building #1

Building #1 rear (south) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 *__Resource Name or #:__ Building #2
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 300, 302 South Court Street City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 385 mE/ 41 76 791 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is on the northern side of the group and is a one story duplex painted in a peach shade, in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces north and that façade features a central roofed entry with two doors. The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two part: large square bases with planks visible below and plain square pillars above.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Looking south at the front. 8/30/2023

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

***P7. Owner and Address:**
Dept of Housing and Urban Development

***P8. Recorded by:** (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

***P9. Date Recorded:** 9/7/2023

***P10. Survey Type:** (Describe)
Complete pedestrian related to Proposed development.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #2 Photographs

Building #2 rear (south) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code | Reviewer | Date

 *__Resource Name or #:__ Building #3
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 9 and 11 West Street City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 408 mE/ 41 76 785 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is the northernmost of three eastern side of the group and is a one story duplex, painted in a yellow shade in this case.

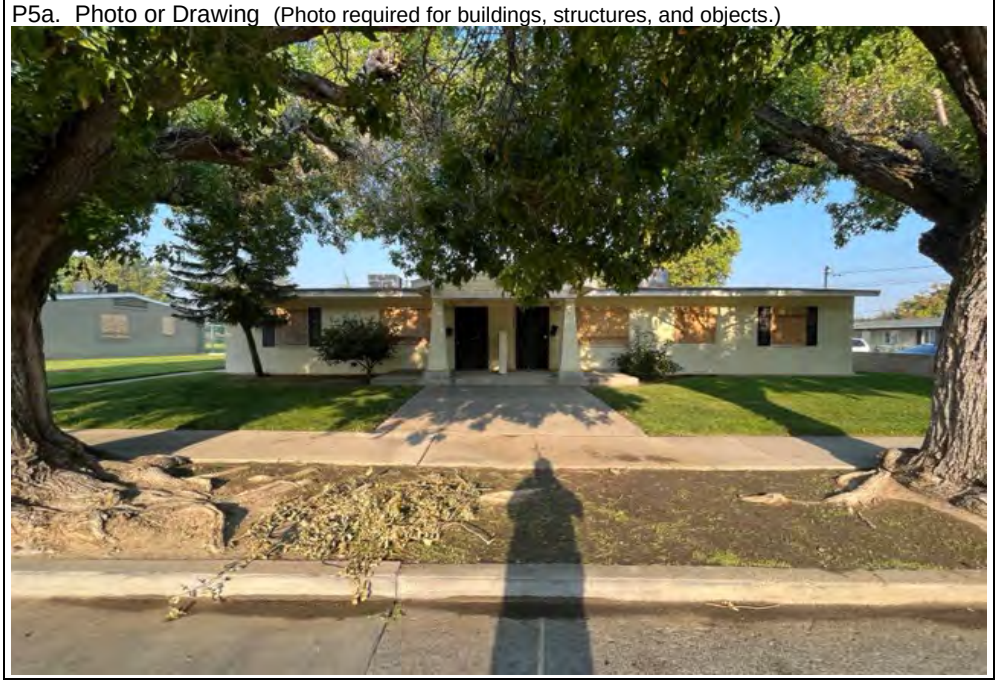
The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces east and that façade features an offset roofed entry with two doors. The offset is due to one side having a two bedroom apartment and the other side three.The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two part: large square bases with planks visible below and plain square pillars above.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Looking west at the front. 8/30/2023

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

***P7. Owner and Address:**
Dept of Housing and Urban Development

***P8. Recorded by:** (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

***P9. Date Recorded:** 9/7/2023

***P10. Survey Type:** (Describe)
Complete pedestrian related to Proposed development.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #3 Photographs

North elevation of Building #3

Building #3 rear (west) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 *Resource Name or #: Building #4
P1. Other Identifier:

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad: Tracy Date: 1954 T2S; R5E NW ¼ of SW ¼ of Sec 28; M.D. B.M.
c. Address: 5 and 7 West Street City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 407 mE/ 41 76 759 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is the central of three eastern side members of the group and is a one story duplex, painted olive in this case.

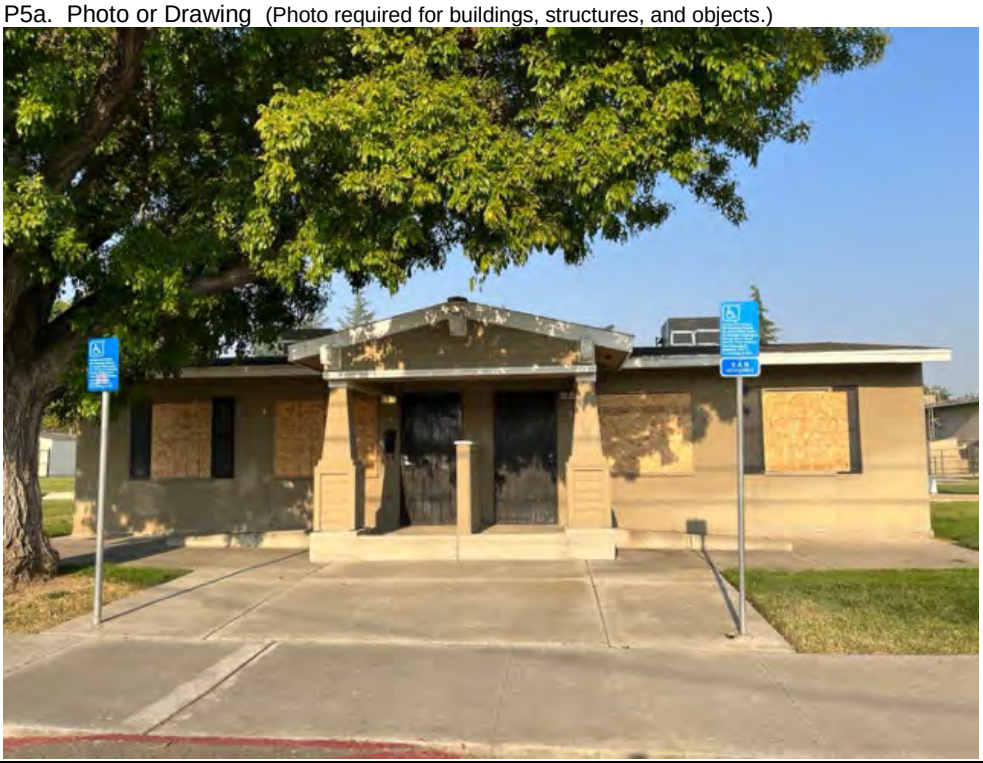
The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces east and that façade features a central roofed entry with two doors. The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two part: large square bases with planks visible below and plain square pillars above.

*P3b. Resource Attributes: (List attributes and codes) HP-3, Multiple Family Property

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Looking west at the front. 8/30/2023

*P6. Date Constructed/Age and Sources: ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

*P7. Owner and Address:
Dept of Housing and Urban Development

*P8. Recorded by: (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

*P9. Date Recorded: 9/7/2023

*P10. Survey Type: (Describe)
Complete pedestrian related to Proposed development.

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #4 Photographs

North elevation of Building #4

Building #4 rear (west) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

Page 10 **of** 17 ***Resource Name or #:** Building #5
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 1 and 3 West Street City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 409 mE/ 41 76 733 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is the southernmost of three eastern side members of the group and is a one story duplex, painted a peach shade in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces east and that façade features an offset roofed entry with two doors, one leading to a three bedroom apartment, the other, two bedrooms. The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are two part: large square bases with planks visible below and plain square pillars above.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Looking west at the front. 8/30/2023

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

***P7. Owner and Address:**
Dept of Housing and Urban Development

***P8. Recorded by:** (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

***P9. Date Recorded:** 9/7/2023

***P10. Survey Type:** (Describe)
Complete pedestrian related to Proposed development.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #5 Photographs

North elevation of Building #5

Building #5 rear (west) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 *Resource Name or #: Building #6
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 301, 303 and 305 Mount Diablo Ave City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 381 mE/ 41 76 719 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is central on the southern border of district. This is the only triplex of the group and is a one story building painted a yellow shade.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces south and that façade features two widely separate roofed entries. The one on the west has two doors, one leading to a two bedroom apartment on the west and the other leading to the three bedroom apartmernt in the middle. The other roof covers the door leading to the two bedroom apartment on the east. The eastern roof is narrower to accommodate this asymmetry. The gabled roofs over the doors are not stuccoed but are painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roofs are two part: large square bases with planks visible below and plain square pillars above.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Looking north at the front. 8/30/2023

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-2 per the *Tracy Press*

***P7. Owner and Address:**
Dept of Housing and Urban Development

***P8. Recorded by:** (Name, affiliation, and address)
M Lawson/R Gerry
Peak & Associates, Inc.
3941 Park Dr, Ste 20-327
El Dorado Hills ,CA 95762

***P9. Date Recorded:** 9/7/2023

***P10. Survey Type:** (Describe)
Complete pedestrian related to Proposed development.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Determination of Eligibility and Effect for the Proposed Low Income Housing Development at 301 West Street, Tracy, San Joaquin County, California. Peak & Associates, Inc. 2023

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #6 Photographs

East elevation of Building #6

Building #6 rear (northern) elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

Page 14 **of** 17 *__Resource Name or #:__ Building #7
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Tracy **Date:** 1954 **T2S**; **R5E NW ¼ of SW ¼ of Sec** 28; M.D. **B.M.**
c. Address: 315 and 317 Mount Diablo Ave City: Tracy Zip: 95376
d. UTM: Zone: 10, NAD 27 06 38 915 mE/ 41 76 719 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 65 feet ±
On the NW corner of the intersection of West Street and Mt. Diablo Avenue.

***P3a. Description:** (Describe and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
One in a group of seven similar buildings arranged around a grassy plaza in a larger HUD parcel. This one is in the southwestern corner of the district and is a one story duplex, painted a peach shade in this case.

The main mass of the building is devoid of decoration and features stucco siding. The windows are boarded up, Heating and air facilities are visible on the low pitched side gabled main roof.

The building faces south and that façade features a central roofed entry with two doors leading to one bedroom apartments on each side, making this the smallest of the buildings in the district. The gabled roof over the doors is not stuccoed but is painted the same color as the main mass, except for white trim on the gable ends, exposed beam ends and a trim strip at the base of the gable. The corner pillars supporting the roof are different from the others in the district in that they taper down from bottom to top instead of being parallel sided and two part.

***P3b. Resource Attributes:** (List attributes and codes) HP-3, Multiple Family Property

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Looking north at the front. 8/30/2023

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***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING #7 Photographs

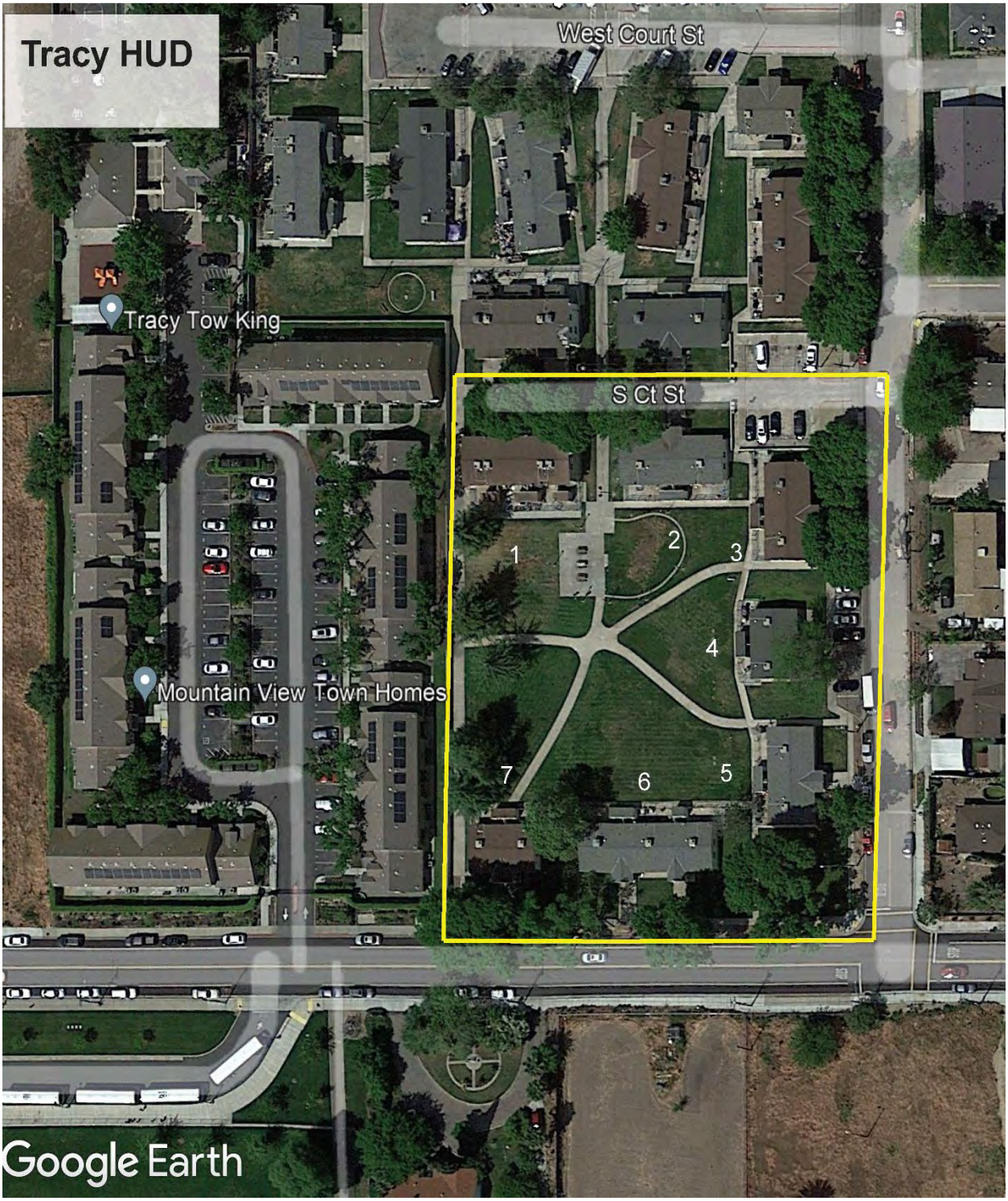
West elevation of Building #7

Building #7 Detail of Entry looking North

State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #** (Assigned by recorder) Tracy Senior Living Complex



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

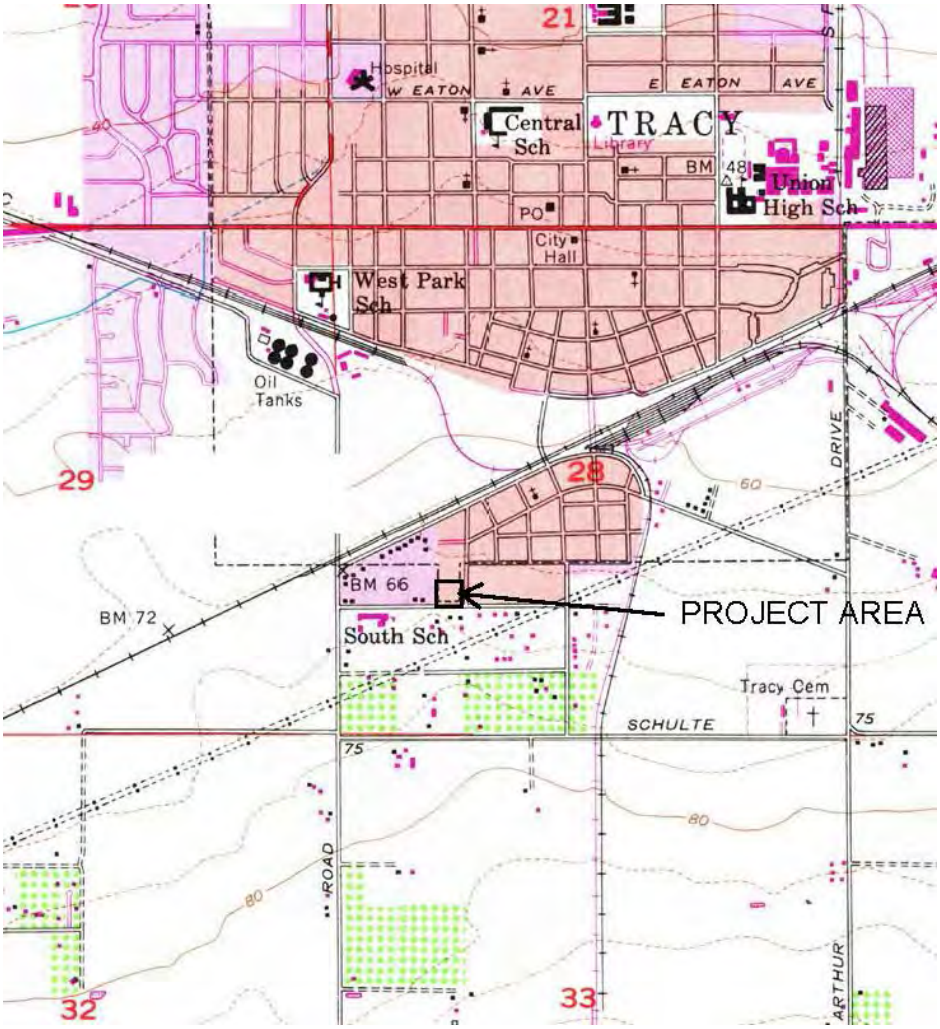
LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Tracy Senior Living Complex

***Map Name:** Tracy 7.5′

***Scale:** 1: 24,0000 ***Date of Map:** 1954



SCALE 1:24 000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

APPENDIX D

Environmental Noise Assessment

Environmental Noise Assessment

Tracy Senior Living

City of Tracy, California

August 2, 2023

Project #230611

Prepared for:

DE NOVO PLANNING GROUP

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, California 95762

Prepared by:

Saxelby Acoustics LLC

Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering (INCE)

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915 Highland Pointe Drive, Suite 250
Roseville, CA 95678

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INTRODUCTION

The Tracy Senior Living project is located in the City of Tracy, California. The project includes the construction of affordable senior housing. The project site is bordered to the south by West Mount Diablo Avenue. A Union Pacific Railroad line is located 750 feet to the north of the project site.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

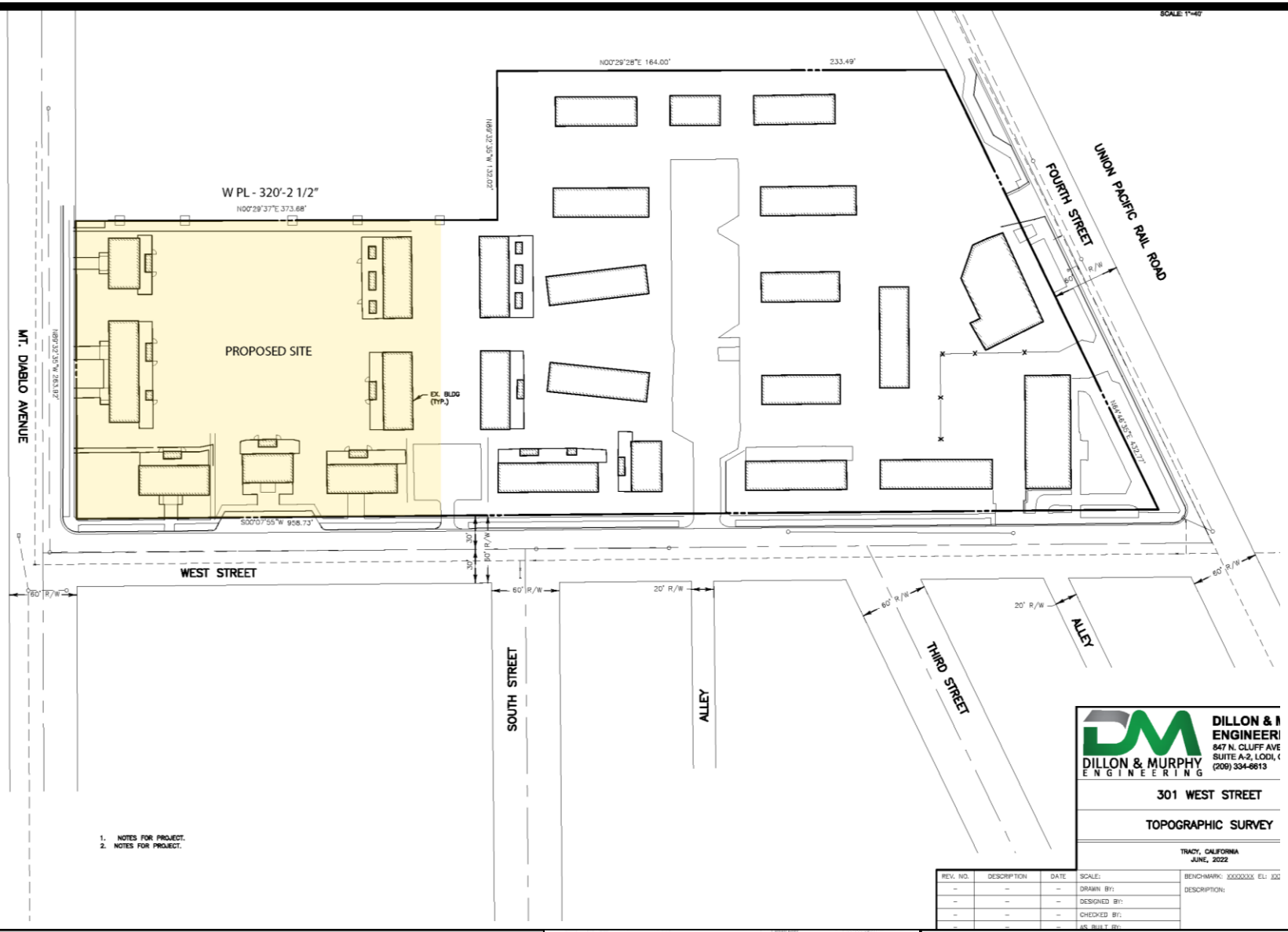
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

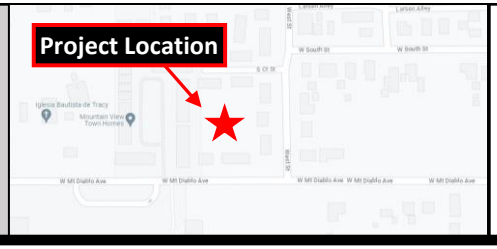


Tracy Senior Living

City of Tracy, California

Figure 1

Project Site Plan



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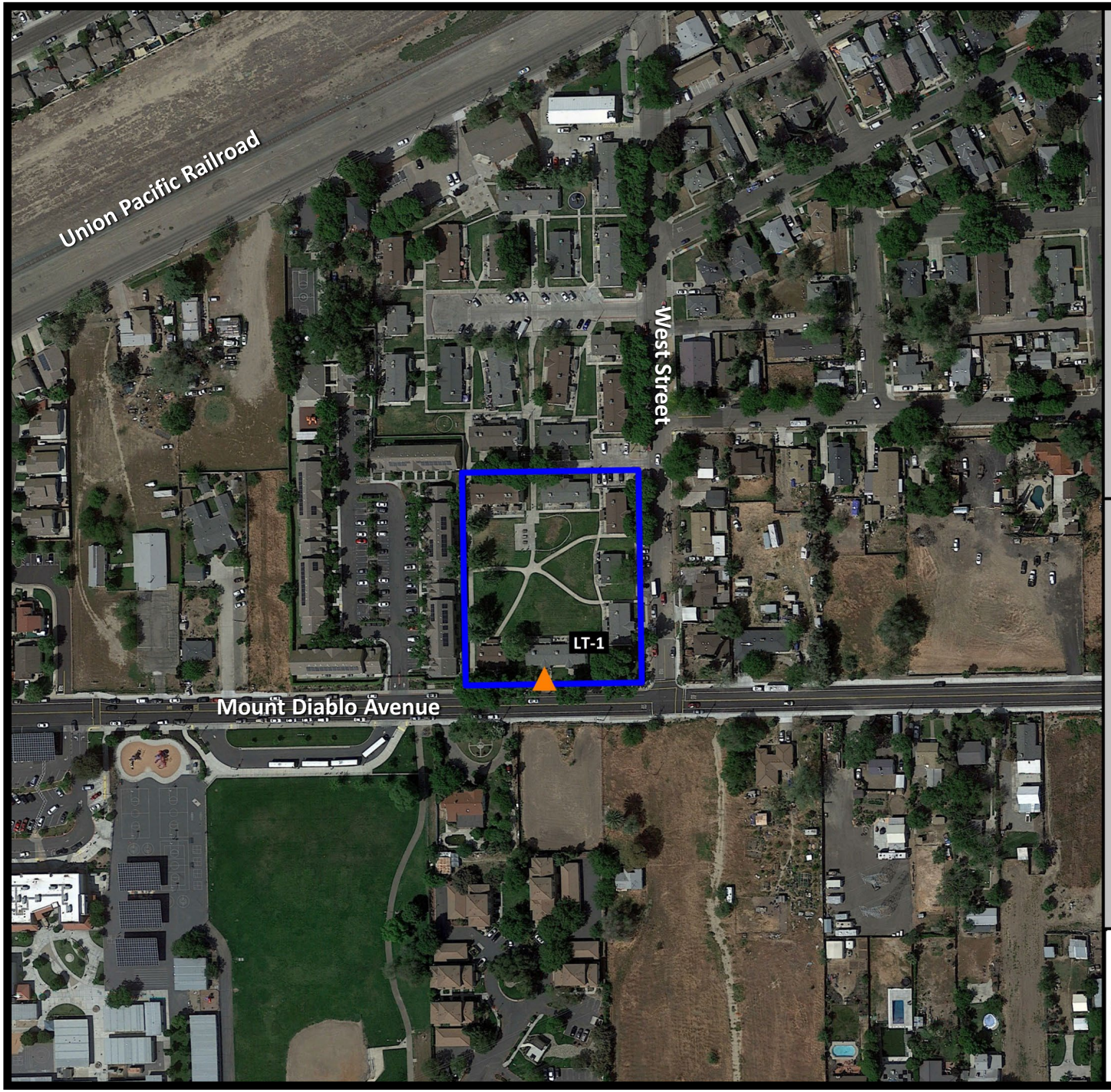

Tracy Senior Living

City of Tracy, California

Figure 2

Noise Measurement Sites

Legend

Project Site

Noise Measurement Site - Long Term

50 ft 150 ft 250 ft 350 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 07/24/2023

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the north and west of the project site, multi-family residential uses to the east of the project site, and the South/West Park Elementary School south of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on West Mount Diablo Avenue and operations from Union Pacific Railroad. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted a continuous (24-hr.) noise level measurement at one location on the project site. The noise measurement location is shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meter was programmed to record the maximum, median, and average noise levels at the site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meter was used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 40 ft. to CL of West Mount Diablo Ave.	6/7/2023	58	54	51	68	51	42	68
	6/8/2023	56	55	52	68	48	43	70
	6/9/2023	51	51	48	68	41	39	63

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2023.*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Kimley Horn 2023), truck usage and vehicle speeds on the local area roadways were estimated from field observations. Existing and Cumulative traffic volumes for West Mount Diablo were obtained from the City of Tracy City Roadway & Transportation Master Plan 2022. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3 and 4 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors		
		Existing No Project	Existing + Project	Change
West Mt. Diablo Ave.	East of S. Tracy Blvd.	51.1	51.7	0.6

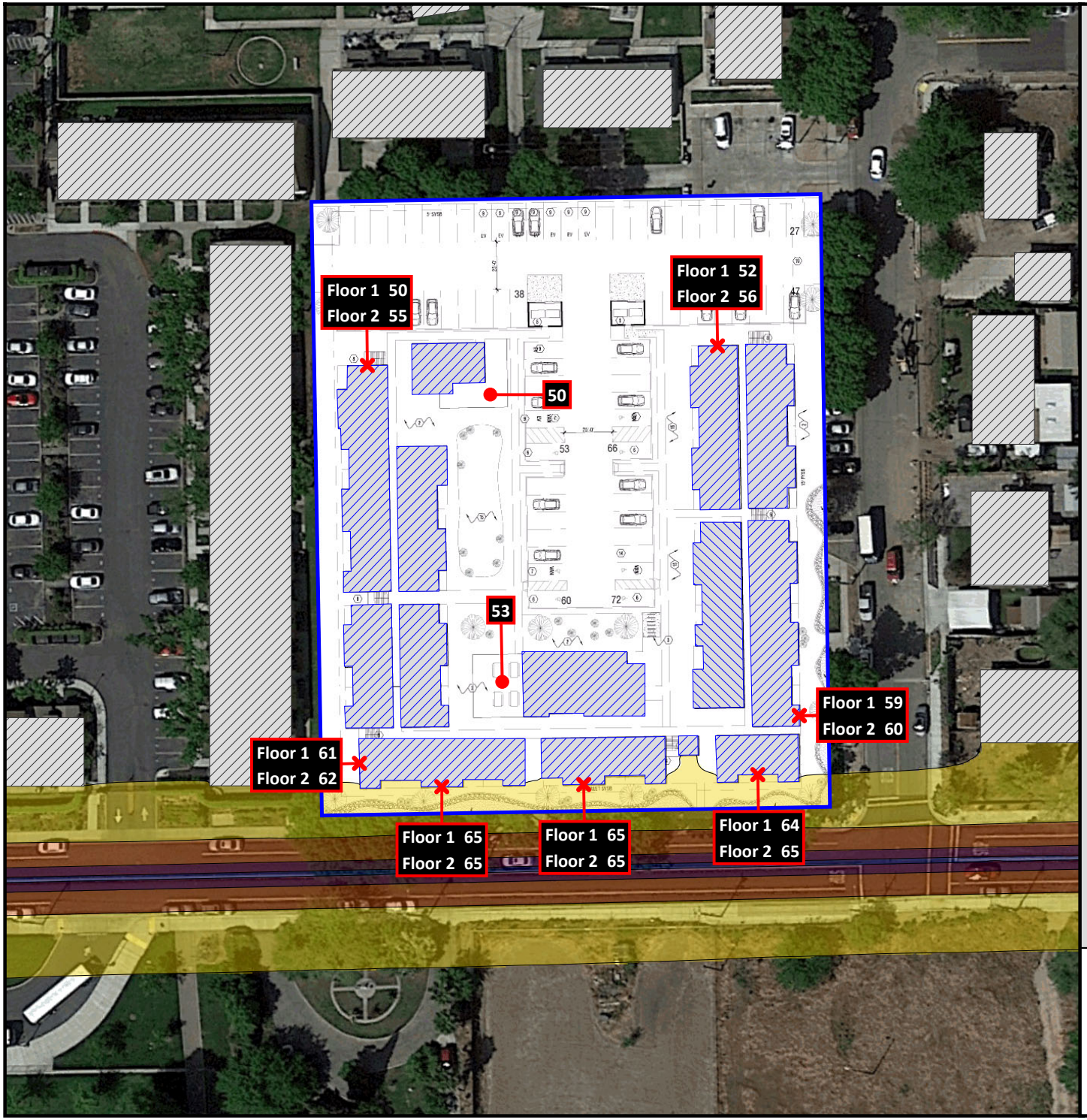
TABLE 4: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors		
		Cumulative No Project	Cumulative + Project	Change
West Mt. Diablo Ave.	East of S. Tracy Blvd.	53.7	54.0	0.3

Based upon **Tables 3 and 4** data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 0.6 dBA.

EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

Saxelby Acoustics used the SoundPLAN noise model to calculate transportation noise levels at the proposed residential uses due to traffic on West Mount Diablo Avenue and the Union Pacific Railroad line to the north. Inputs to the SoundPLAN noise model include topography, existing structures, roadway elevations, and the proposed building pad elevations. West Mount Diablo Avenue was estimated to increase by +2.9 dBA based upon project traffic increases provided by the project traffic engineer (Kimley Horn 2023). The results of this analysis are shown graphically on **Figure 3**.



Tracy Senior Living

City of Tracy, California

Figure 3

Future Transportation Noise
Ldn, dB(A)

Noise Level, dB(A)

65 <	<=	70	
70 <	<=	75	
75 <	<=	80	
80 <			

Legend

- Project Building
- Existing Building
- Outdoor Area Noise Level
- Facade Noise Level

Scale 1:75

0 15 30 60 90 120 feet

N

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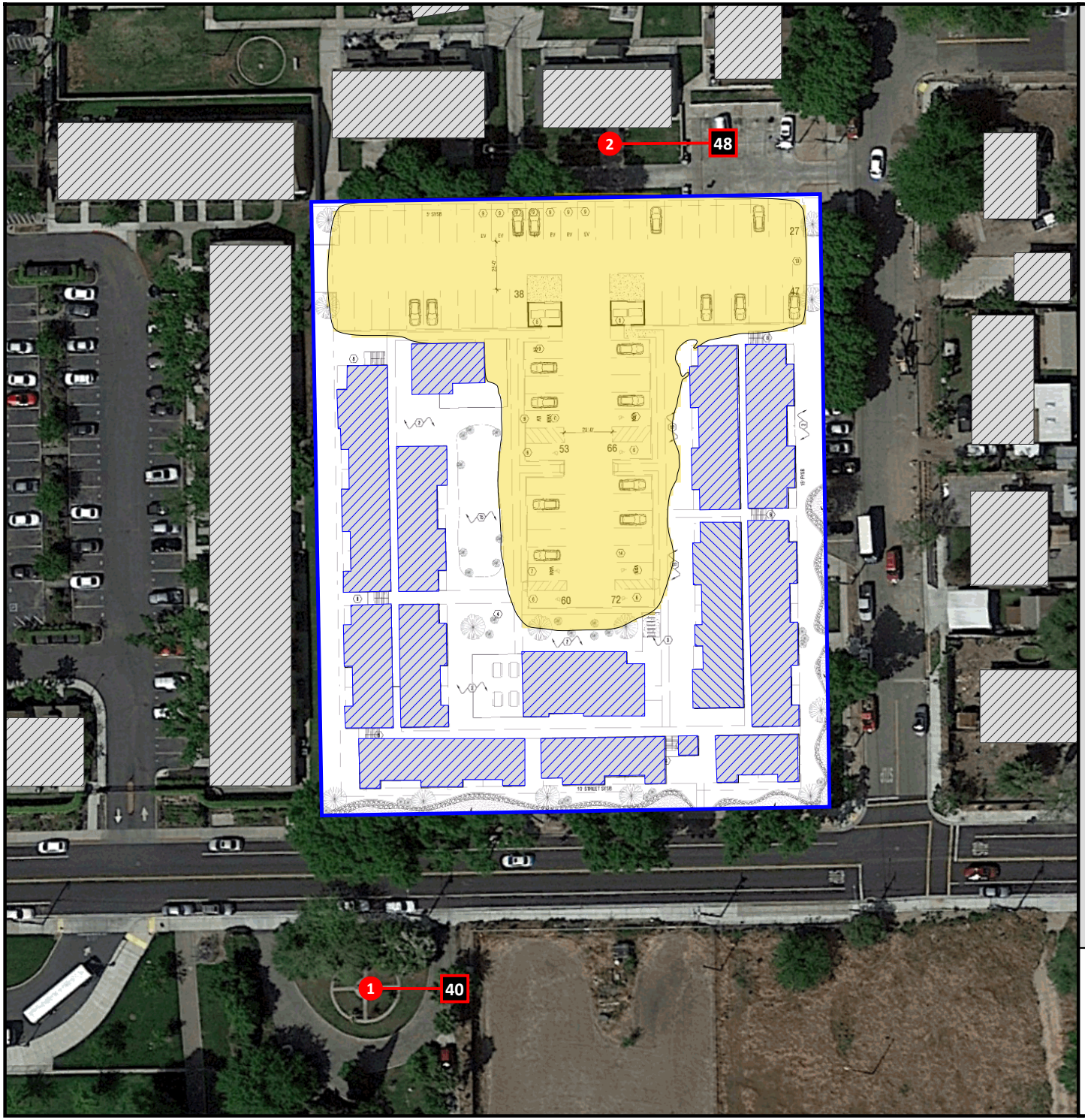
EVALUATION OF PROJECT OPERATIONAL NOISE AT EXISTING SENSITIVE RECEPTORS

Project site traffic circulation and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

On-Site Circulation: The project is projected to generate 161 daily trips with 11 trips in the morning peak hour (Kimley Horn). Saxelby Acoustics assumed that 1-2 of these trips could be heavy trucks to account for deliveries and trash collection. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for passenger vehicles and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

HVAC: Assumes a single three-ton HVAC unit for each residential unit. The units were assumed to have a sound level rating of 70 dBA (manufacturer's data).

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 4** shows the noise level contours resulting from the operation of the project.



Tracy Senior Living

City of Tracy, California

Figure 4

Daytime and Nighttime Project
Noise Contours
Leq, dB(A)

Noise Level, dB(A)

50 <	<=	55
55 <	<=	60
60 <	<=	65
65 <		

Legend

- Project Building
- Existing Building
- Project Site

Scale 1:75

0 15 30 60 90 120 feet

N

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CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 5**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 5: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 6** shows the typical vibration levels produced by construction equipment.

TABLE 6: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

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

REGULATORY CONTEXT

FEDERAL

HUD Criteria

The U.S. Department of Housing and Urban Development (HUD) establishes an acceptable exterior noise environment of 65 dBA L_{dn} (also expressed as "DNL" or Day/Night Level) at exterior areas of residential uses. Noise levels in the 65-75 dBA DNL range are considered Normally Unacceptable. However, 65-75 dBA DNL may be allowed, but require special approvals and additional sound attenuation measures. Such measures include a 5 dBA improvement to the building facade noise level reduction (NLR) for exterior noise levels in the 65-70 dBA range, and an improvement of 10 dBA for exterior noise levels in the 70-75 dBA range. The improvement is required in addition to "attenuation provided by buildings as commonly constructed in the area and requiring open windows for ventilation."

Noise levels exceeding 75 dBA DNL are considered unacceptable and may only be allowed under special circumstances.

In addition, HUD established an interior noise level goal of 45 dBA DNL, while assuming a typical exterior-to-interior NLR of 20 dBA.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

State Building Code, Title 24, Part 2 of the State of California Code of Regulations

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

City of Tracy General Plan

Policies

P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn}.

P6. For new multi-family residential land uses, noise from external sources shall not cause the community outdoor recreation areas to exceed 65 L_{dn}. This policy shall not apply to balconies.

P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in **Table 7**.

TABLE 7: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of Tracy General Plan Figure 9-3

Policies

P2. 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.

Source: Develop Code Section 16.60.040, Standards.

P4. 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 equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

City of Tracy Municipal Code

4.12.750 - General sound level limits.

Except for exempted activities and sounds as provided in this chapter or exempted properties as referenced in Section 4.12.800, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable Base District Zone on which the sound is produced exceeds the applicable limits set forth below:

TABLE 8: GENERAL SOUND LEVEL LIMITS AT BASE DISTRICT ZONE

Base District Zone	Sound Level Limits (Decibels)
1. Residential Districts RE (Residential Estate) LDR (Low Density) MDR/MDC (Medium Density) HDR (High Density) RMH (Mobile Home)	55
2. Commercial Districts MO (Medical Office) POM (Professional Office and Medical) NS (Neighborhood Shopping) CBD (Central Business District) GHC (General Highway) H-s (Highway Service)	65
3. Industrial Districts M-1 (Light Industrial) M-2 (Heavy Industrial)	75
4. A (Agricultural)	75
5. AMO Aggregate Mineral Overlay Zone	75

Source : City of Tracy Muncipal Code 4.12.750

Summary of Applicable Noise Level Criteria

City of Tracy General Plan requires mitigation measures when the following occurs:

- The L_{dn} at noise-sensitive uses to increase by 3 dB or more due to project noise and exceed the "normally acceptable" (See **Table 7)** level.
- The L_{dn} at noise-sensitive uses to increase 5 dB or more due to project noise and remain "normally acceptable." (See **Table 7)**.
- New noise levels to exceed the City of Tracy Noise Ordinance limits.

Table 8 shows the noise level standard of a one-hour average sound level permitted at any point on or beyond the boundaries of the property. The table indicates the proposed project shall not produce non-transportation noise levels of 55 dBA L_{eq} at adjacent noise sensitive receptors.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 9**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 9 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 9: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

a. Generate 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?

b. Generate excessive groundborne vibration or groundborne noise levels?

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?

The proposed project is not located within two miles of a public or private airport, therefore item "c" is not discussed any further in this study.

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The City of Tracy General Plan Noise Element specifies criteria for determination of significant noise impacts in Policy P2. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

Based on Policy P2, an increase in the traffic noise level of 3 dB or more and exceed the "normally acceptable" level would be significant, or 5 dB or more and remain "normally acceptable". Extending this concept to lower noise levels, new noise levels that exceed the City of Tracy Noise Ordinance limits would be significant. The rationale for the Policy P2 criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Tracy Municipal Code, construction activities operating between 7:00 p.m. and 7:00 a.m. or daylight hours, which create a noise disturbance at the property boundary of a residence are prohibited and would be considered a significant impact.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate 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?***

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB L_{dn}, a +1.5 dB L_{dn} increase in roadway noise levels will be considered significant. According to **Tables 3 and 4**, the maximum increase is traffic noise at the nearest sensitive receptor is predicted to be 0.6 dBA. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

As shown on **Figure 4**, the project is predicted to expose nearby residences to noise levels up to 48 dBA L_{eq}. The predicted project noise levels would meet the City of Tracy Municipal Code noise level standard of 55 dBA, L_{eq}.

Table 10 below shows increases in the day/night average ambient noise levels due to operation of the proposed project. As shown in the table, the proposed project will result in a +2.5 dBA L_{dn} increase in the ambient noise level of nearby noise-sensitive receptors. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

TABLE 10: PROJECT OPERATIONAL NOISE SIGNIFICANT INCREASE AT ADJACENT NOISE SENSITIVE RECEPTORS

Noise Sensitive Receptor	Ambient Noise Level	Project Noise Level	Ambient + Project Noise Level	Difference
R1	51.2 L_{dn}[1]	50.0 L_{dn}	53.7 L_{dn}[2]	2.5
R2	51.2 L_{dn}[1]	44.0 L_{dn}	52.0 L_{dn}[2]	0.8

- *Notes:*
- *[1] As measured at LT-1*
- *[2] Considered "Normally Acceptable"*

The proposed project operational noise will not require mitigation because noise levels will remain at the "normally acceptable" level of 60 dBA L_{dn} and the noise level increase is less than 5 dB. The predicted project noise levels are predicted to comply with the City of Tracy General Plan Policy P2. This is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5,** activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

The City of Tracy Municipal Code restricts construction noise from the noise ordinance between the hours of 7:00 a.m. and 7:00 p.m. or daylight hours. In addition, the municipal code requires the following noise control measures:

- 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 equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As

shown in **Table 5**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 155 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 80 dBA. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be 68 dBA, resulting in a 12 dB increase. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered ***potentially significant***.

Transportation Noise on Project Site (Non-CEQA Issue)

Exterior Transportation Noise

Compliance with City's standards on new noise-sensitive receptors is not a CEQA consideration. However, this information is provided here so that a determination can be made regarding the ability of the proposed project to meet the requirements of H.U.D. and the City of Tracy for exterior and interior noise levels at new sensitive uses proposed under the project.

As shown on **Figure 3**, several of the proposed outdoor activity areas are predicted to be exposed to exterior transportation noise levels up to approximately 53 dBA L_{dn}. This would meet the 65 dBA limit for outdoor areas established by the City of Tracy. Therefore, no additional noise control measures would be required.

Interior Transportation Noise

Based upon **Figure 3**, the proposed project would be exposed to exterior noise levels of up to 65 dBA L_{dn} at the ground floor building facades closest to West Mount Diablo Avenue. Second floor locations would be exposed to noise levels up to 65 dBA L_{dn}. Based upon these exterior transportation noise levels, the project is expected to meet the required exterior-to-interior noise level reduction of 25 dBA would be required to meet HUD standards.

Mitigation Measures

1(a) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. to 7:00 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.

- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Tracy Community Development Services Department

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Impact 2: Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The data in **Table 6** indicates that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

Impact 3: 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?

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

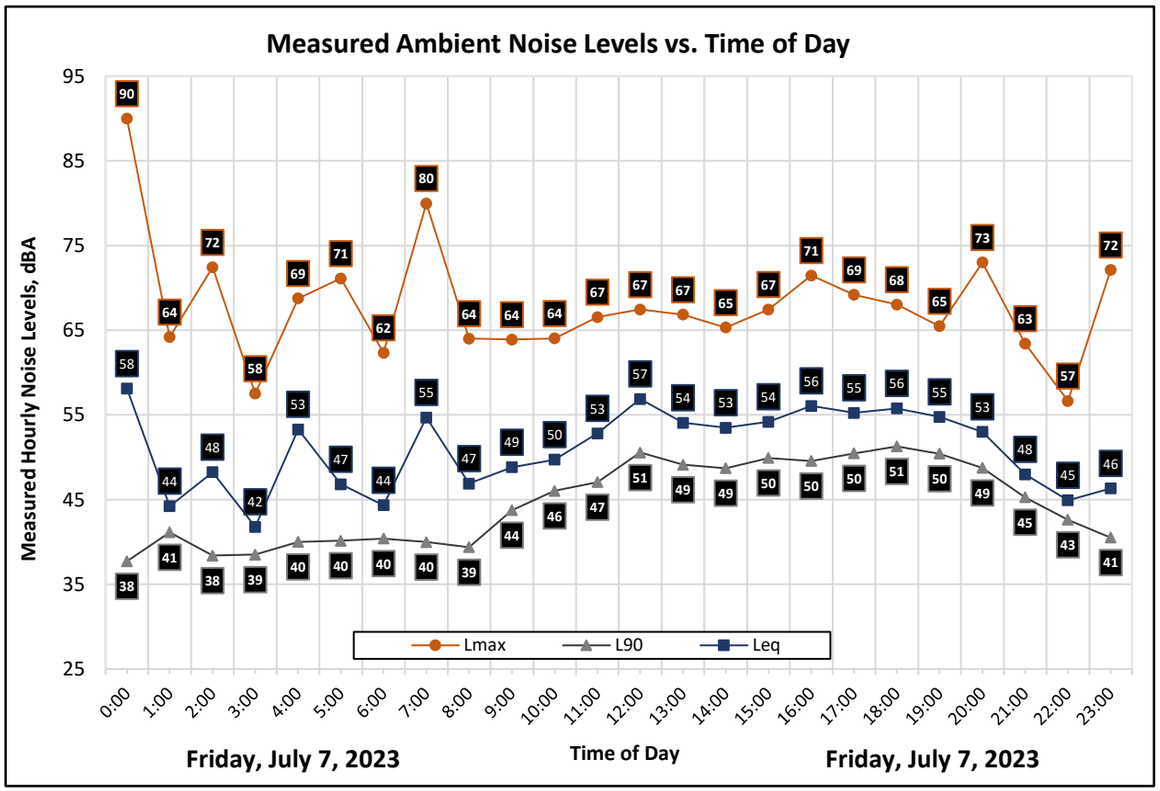
Appendix B: Continuous Ambient Noise Measurement Results

Appendix B1a: Continuous Noise Monitoring Results

Site: LT-1
Project: Tracy Senior Living 301 West Street
Location: South of Project Site
Coordinates: 37.728986°, -121.430840°
Meter: LDL 820-8
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Friday, July 7, 2023	0:00	58	90	39	38
Friday, July 7, 2023	1:00	44	64	42	41
Friday, July 7, 2023	2:00	48	72	43	38
Friday, July 7, 2023	3:00	42	58	40	39
Friday, July 7, 2023	4:00	53	69	46	40
Friday, July 7, 2023	5:00	47	71	43	40
Friday, July 7, 2023	6:00	44	62	42	40
Friday, July 7, 2023	7:00	55	80	43	40
Friday, July 7, 2023	8:00	47	64	44	39
Friday, July 7, 2023	9:00	49	64	47	44
Friday, July 7, 2023	10:00	50	64	49	46
Friday, July 7, 2023	11:00	53	67	51	47
Friday, July 7, 2023	12:00	57	67	54	51
Friday, July 7, 2023	13:00	54	67	53	49
Friday, July 7, 2023	14:00	53	65	52	49
Friday, July 7, 2023	15:00	54	67	53	50
Friday, July 7, 2023	16:00	56	71	54	50
Friday, July 7, 2023	17:00	55	69	54	50
Friday, July 7, 2023	18:00	56	68	54	51
Friday, July 7, 2023	19:00	55	65	53	50
Friday, July 7, 2023	20:00	53	73	52	49
Friday, July 7, 2023	21:00	48	63	47	45
Friday, July 7, 2023	22:00	45	57	44	43
Friday, July 7, 2023	23:00	46	72	43	41

Statistics	Leq	Lmax	L50	L90
Day Average	54	68	51	47
Night Average	51	68	42	40
Day Low	47	63	43	39
Day High	57	80	54	51
Night Low	42	57	39	38
Night High	58	90	46	43
Ldn	58	Day %		77
CNEL	58	Night %		23

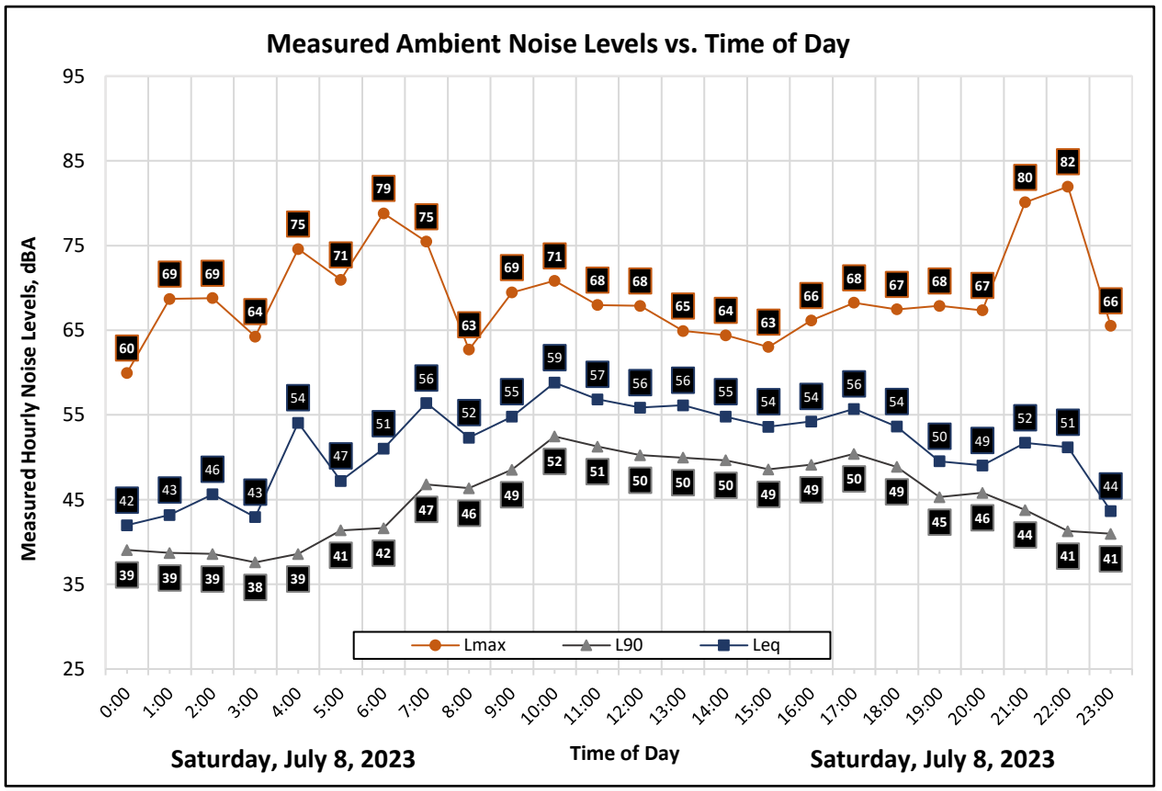


Appendix B1b: Continuous Noise Monitoring Results

Site: LT-1
Project: Tracy Senior Living 301 West Street
Location: South of Project Site
Coordinates: 37.728986°, -121.430840°
Meter: LDL 820-8
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, July 8, 2023	0:00	42	60	41	39
Saturday, July 8, 2023	1:00	43	69	41	39
Saturday, July 8, 2023	2:00	46	69	43	39
Saturday, July 8, 2023	3:00	43	64	40	38
Saturday, July 8, 2023	4:00	54	75	46	39
Saturday, July 8, 2023	5:00	47	71	44	41
Saturday, July 8, 2023	6:00	51	79	47	42
Saturday, July 8, 2023	7:00	56	75	53	47
Saturday, July 8, 2023	8:00	52	63	50	46
Saturday, July 8, 2023	9:00	55	69	53	49
Saturday, July 8, 2023	10:00	59	71	57	52
Saturday, July 8, 2023	11:00	57	68	55	51
Saturday, July 8, 2023	12:00	56	68	54	50
Saturday, July 8, 2023	13:00	56	65	54	50
Saturday, July 8, 2023	14:00	55	64	54	50
Saturday, July 8, 2023	15:00	54	63	52	49
Saturday, July 8, 2023	16:00	54	66	53	49
Saturday, July 8, 2023	17:00	56	68	54	50
Saturday, July 8, 2023	18:00	54	67	52	49
Saturday, July 8, 2023	19:00	50	68	48	45
Saturday, July 8, 2023	20:00	49	67	48	46
Saturday, July 8, 2023	21:00	52	80	45	44
Saturday, July 8, 2023	22:00	51	82	43	41
Saturday, July 8, 2023	23:00	44	66	42	41

Statistics	Leq	Lmax	L50	L90
Day Average	55	68	52	48
Night Average	48	70	43	40
Day Low	49	63	45	44
Day High	59	80	57	52
Night Low	42	60	40	38
Night High	54	82	47	42
Ldn	56	Day %		89
CNEL	57	Night %		11

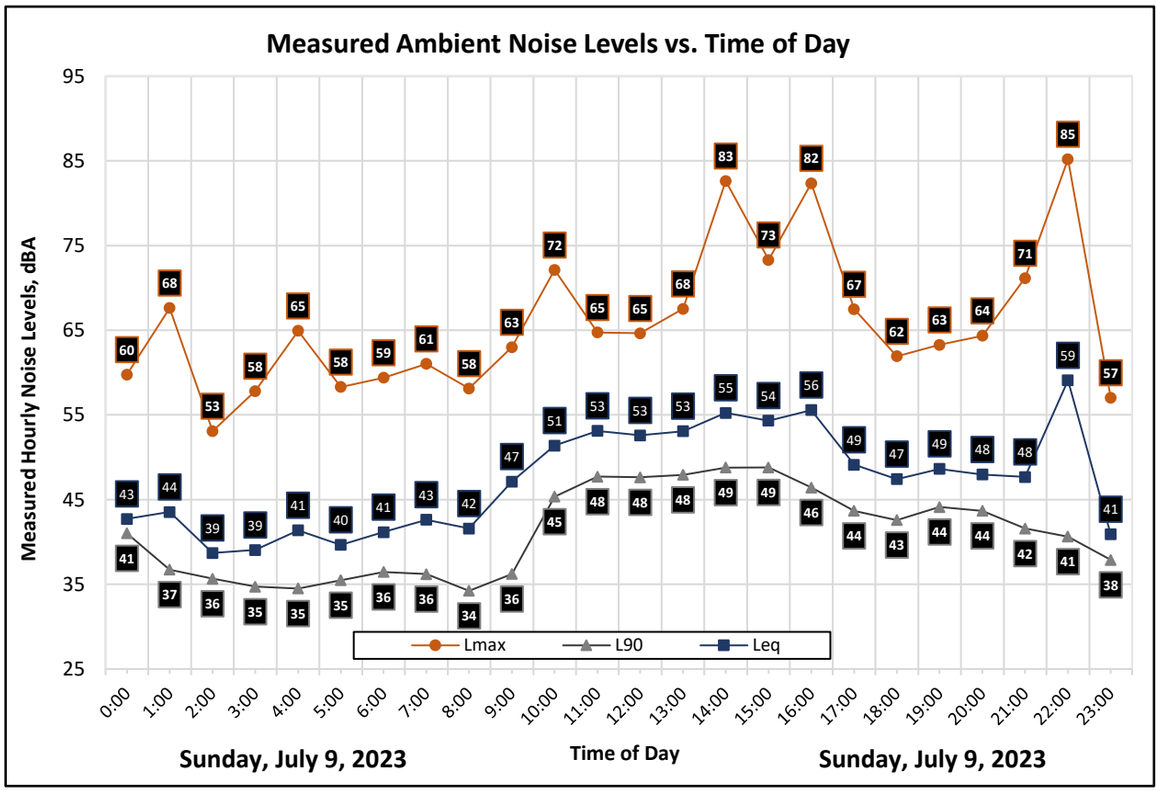


Appendix B1c: Continuous Noise Monitoring Results

Site: LT-1
Project: Tracy Senior Living 301 West Street
Location: South of Project Site
Coordinates: 37.728986°, -121.430840°
Meter: LDL 820-8
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Sunday, July 9, 2023	0:00	43	60	42	41
Sunday, July 9, 2023	1:00	44	68	42	37
Sunday, July 9, 2023	2:00	39	53	37	36
Sunday, July 9, 2023	3:00	39	58	38	35
Sunday, July 9, 2023	4:00	41	65	37	35
Sunday, July 9, 2023	5:00	40	58	38	35
Sunday, July 9, 2023	6:00	41	59	38	36
Sunday, July 9, 2023	7:00	43	61	40	36
Sunday, July 9, 2023	8:00	42	58	37	34
Sunday, July 9, 2023	9:00	47	63	45	36
Sunday, July 9, 2023	10:00	51	72	49	45
Sunday, July 9, 2023	11:00	53	65	52	48
Sunday, July 9, 2023	12:00	53	65	51	48
Sunday, July 9, 2023	13:00	53	68	52	48
Sunday, July 9, 2023	14:00	55	83	53	49
Sunday, July 9, 2023	15:00	54	73	53	49
Sunday, July 9, 2023	16:00	56	82	51	46
Sunday, July 9, 2023	17:00	49	67	47	44
Sunday, July 9, 2023	18:00	47	62	46	43
Sunday, July 9, 2023	19:00	49	63	46	44
Sunday, July 9, 2023	20:00	48	64	46	44
Sunday, July 9, 2023	21:00	48	71	44	42
Sunday, July 9, 2023	22:00	59	85	43	41
Sunday, July 9, 2023	23:00	41	57	40	38

Statistics	Leq	Lmax	L50	L90
Day Average	51	68	48	44
Night Average	41	63	39	37
Day Low	42	58	37	34
Day High	56	83	53	49
Night Low	39	53	37	35
Night High	44	85	43	41
Ldn	51	Day %		95
CNEL	52	Night %		5



Appendix C: Traffic Noise Calculation Inputs and Results

Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230611
Description: Tracy Senior Living - Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Diablo Avenue	East of S. Tracy Blvd.	1,090	87	0	13	1.0%	1.0%	25	55	0	14	7	3	51.1

Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230611
Description: Tracy Senior Living - Existing Traffic Plus Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Diablo Avenue	East of S. Tracy Blvd.	1,251	87	0	13	1.0%	1.0%	25	55	0	15	7	3	51.7

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230611
Description: Tracy Senior Living - Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Diablo Avenue	East of S. Tracy Blvd.	1,960	87	0	13	1.0%	1.0%	25	55	0	21	10	4	53.7

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230611
Description: Tracy Senior Living - Cumulative Traffic Plus Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	West Diablo Avenue	East of S. Tracy Blvd.	2,121	87	0	13	1.0%	1.0%	25	55	0	22	10	5	54.0