



U.S. Department of Housing and Urban Development

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Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Temporary Emergency Housing Project on Arbor Avenue

Responsible Entity: County of San Joaquin

Grant Recipient (if different than Responsible Entity): City of Tracy

State/Local Identifier: 370 W. Arbor Avenue, Tracy, CA 95304¹

Preparer: County of San Joaquin

Certifying Officer Name and Title: Greg Diederich, Director, San Joaquin County Health Care Services

Grant Recipient (if different than Responsible Entity): City of Tracy

Consultant (if applicable): Chris Jones, AICP, Kimley-Horn and Associates

Direct Comments to: Greg Diederich, Director, San Joaquin County Health Care Services, gdiederich@sjchcs.org

Project Location: The proposed Project is located at 370 W. Arbor Avenue, Tracy, California. The property is in the City of Tracy City Limits, and within the City of Tracy's sphere of influence. The property is currently owned by the City of Tracy. The proposed Project site location is shown on **Figure 1** and the site plan is shown on **Figure 2**.

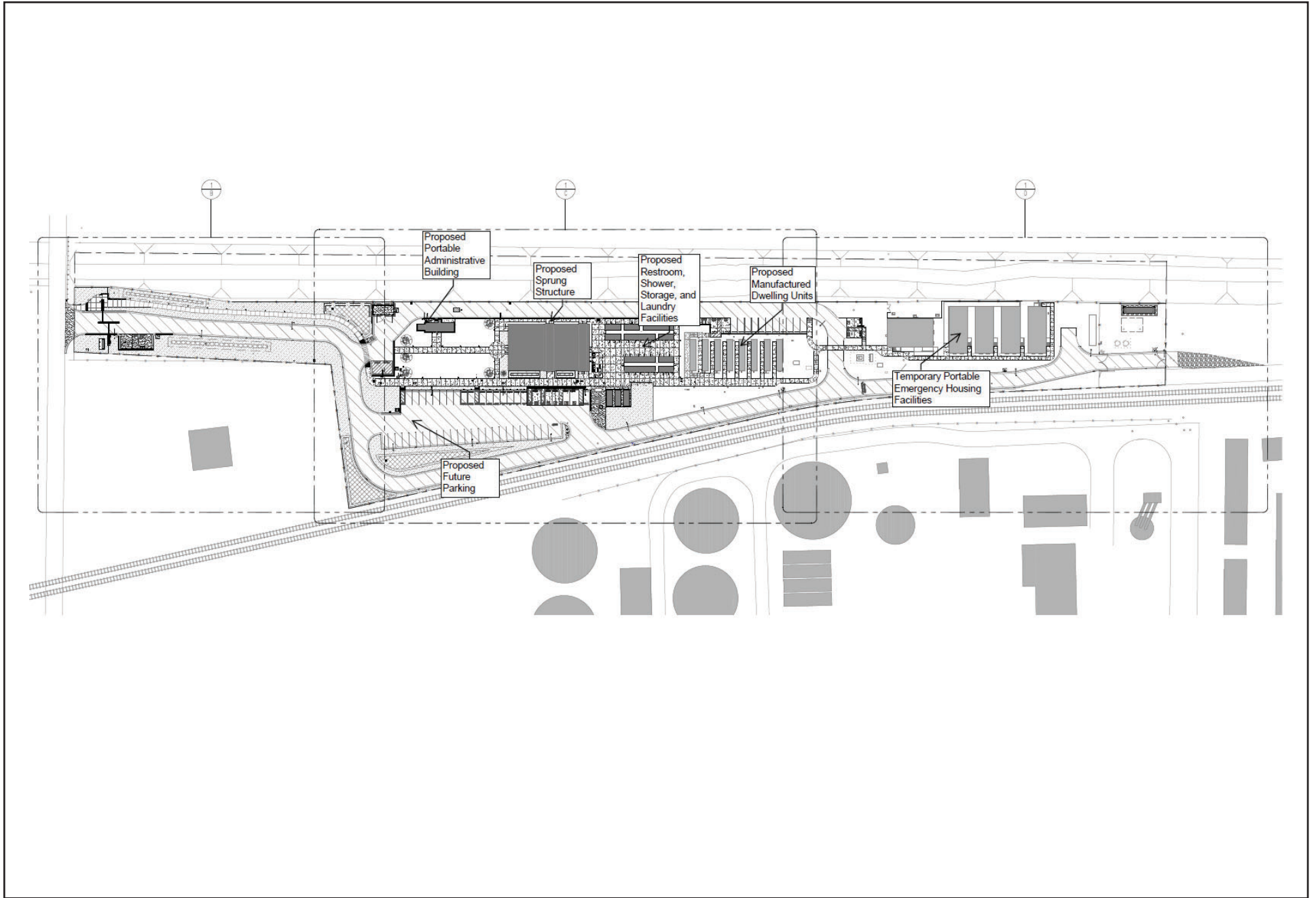
Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed Project will create and operate emergency housing for individuals experiencing homelessness in the city of Tracy and south San Joaquin County. An environmental assessment (EA) was previously prepared for the Project in 2022 (2022 EA). The 2022 EA and a Finding of No Significant Impact (FONSI) were released on February 23, 2022, and the request for release

¹ The parcel address is 500 W. Arbor Avenue, but the portion being utilized for the project is addressed as 370 W. Arbor Avenue, per City of Tracy addressing records.



Source: Google Earth, 2021



Source: KPA, 2023

of funds was submitted to the U.S. Department of Housing and Urban Development (HUD) on March 16, 2022. The 2022 EA evaluated the Project as a two phased project with a maximum capacity of 68 beds. To date, only a portion of the original project has been completed. This included demolition of existing structures, site preparation, grading, and installation of below ground infrastructure improvements such as water, wastewater, and electrical lines. On August 16, 2022, the City of Tracy declared an emergency that allowed for the development of temporary emergency housing facilities in the form of four portable buildings brought on-site to provide a total of 48 beds with support services and a portable unit used as an administration building. The portable buildings were installed on September 26, 2022. Occupancy of the site began in late October 2022. Although not included in the project description of the 2022 EA, the temporary emergency housing facilities fit within the environmental footprint of the project evaluated in the 2022 EA.

The proposed Project evaluated in this EA reconfigures the previous Project addressed in the 2022 EA from two phases to four phases. The first two phases were evaluated in the previous EA. Phase I included demolition of existing structures, site preparation, grading, and installation of below ground infrastructure improvements. Phase II included erection of a sprung structure providing 68 beds, with self-contained, modular style administration, bathroom, shower, laundry, and food storage/preparation facilities. Following release of the 2022 EA, only the first phase (Phase I) was completed. Accordingly, this EA revisits Phase II and addresses Phases III and IV. Phase II of the proposed Project includes construction of a new, emergency housing facility, consisting of a 6,300 square foot sprung structure, providing temporary housing and other services for individuals experiencing homelessness. Phase II also includes procurement of restroom, shower, storage, and laundry facilities. Phase III of the proposed Project includes installation of four modular units providing 48 beds and one administrative building. Finally, Phase IV includes installation of eight manufactured dwelling units providing 38 beds and additional shower and restroom facilities. At full build out, the proposed Project will provide 154 beds.

The Project site was selected by the City because the property is owned by the City and underutilized. In addition to erecting the sprung structure and installing the supporting structures (Phase II) and subsequent additional housing (Phases III and IV), the Project would include connecting these structures to the previously installed infrastructure, paving, and landscaping (Phase I).

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

The primary objective of this project is to construct a facility that will provide a safe and dignified space to connect people experiencing homelessness with appropriate resources to help enable a successful transition to more stable, permanent housing. The Project will benefit those experiencing homelessness by creating a location that will more easily connect those in need with help and resources.

The target population for this facility are unhoused individuals in the city of Tracy and south San Joaquin County. The most recent Point in Time (PIT) count conducted in 2022 reported 124 unhoused individuals within the city of Tracy, representing approximately 5.3% of the total

County count of 2,319.² Excluding the temporary shelter existing on the Project site, there are no emergency shelters in Tracy or south San Joaquin County to serve these individuals. The closest shelter capable of providing similar services (Stockton Shelter for the Homeless) is 14 miles northeast of the Project site. This location presents a range of challenges for individuals in Tracy, including access by transportation. The proposed Project would help address the need for housing in Tracy and align with the 2020 San Joaquin County's Community Response to Homelessness.^{3,4}

San Joaquin County saw an increase of 56% in the number of people experiencing homelessness between 2015 and 2019.⁵ As of 2019, almost 60% of the unhoused population did not have a safe place to sleep at night.⁶ By helping unhoused residents access shelter beds and resources, the community of Tracy will help this population by providing a safe place to sleep at night and access to basic necessities.

The construction and operation of this Project is an important goal, in line with the County's overall strategic goal to Increase Access and Reduce Barriers to Homeless Crisis Response Services.⁷ In order to accomplish this, San Joaquin established Measure 2.1, which states that "By 2025, 200 new housing-focused low-barrier shelter beds are available to people experiencing homelessness in San Joaquin County."⁸ By adding up to 154 shelter beds, the proposed Project would help the County meet its goals.

The successful completion of this Project could allow the City to advance future projects, including partnering with the community and other organizations to increase transitional housing options and robust integration of wrap around support in a Navigation Center-type environment.

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

The Project site, at 370 W. Arbor Avenue, Tracy, is located north of interstate 205 (I-205), east of the City's wastewater treatment plant, and immediately west of areas currently used for agriculture. Areas to the north of the Project site, beyond Arbor Avenue are currently used for industrial purposes. The Project site and areas to the north, east, and south and southwest are designated for industrial use in the City's General Plan. An area designated for commercial use is located east of the Project site. The area to the west occupied by the wastewater treatment plant is designated for Public Facilities. The Project site and all surrounding areas are zoned M-1, Light

² San Joaquin Continuum of Care, *San Joaquin Continuum of Care Report on the Point in Time Count of the Sheltered and Unsheltered Homeless*, June 15, 2022, <<https://www.cityoftracy.org/home/showpublisheddocument/12562/637817530830100000>>, (accessed July 25, 2023).

³ San Joaquin Continuum of Care, *2020 San Joaquin Community Response to Homelessness*, June 2020, <<http://www.sanjoaquinoc.org/wp-content/uploads/2020/06/San-Joaquin-Community-Response-to-Homelessness-Strategic-Plan-June-2020.pdf>> (accessed July 25, 2023).

⁴ City of Tracy, *City of Tracy Homelessness Strategic Plan*, May 5, 2020, <<https://www.cityoftracy.org/home/showpublisheddocument/1624/637452005914800000>> (accessed July 25, 2023).

⁵ *2020 San Joaquin Community Response to Homelessness*, p.16

⁶ *Id.*

⁷ *Id.* at pp.41-46

⁸ *Id.* at p.41

Industrial, under the City’s zoning ordinance. The City’s general plan land use and zoning indicate that the areas to the east of the project site currently used for agriculture will eventually be developed with light industrial uses.

Current access to the Project site is from West Arbor Avenue, the northern property line. As part of Phase I of the Project, which was previously evaluated in the 2022 EA, existing structures on the site were demolished and removed and the site was graded, and underground utilities installed. In compliance with the City of Tracy’s emergency order, four mobile housing units, comprising approximately 700 square feet each, and a mobile administrative building, of approximately 800 square feet, were installed onsite (Phase III). In addition, there are nine empty shipping containers and two locked, wooden storage units (each approximately 10 square feet) present on the site. The shipping containers, originally intended as housing, were found to be inadequate and will be removed and replaced with other structures under Phase III of the Project. Otherwise, the Project site is largely vacant and graded and ready for development. An active railroad spur owned and operated by Cortese Investment Company runs between the Project site and the wastewater treatment facility. The City’s Eastside Channel, one of two primary City storm drainage facilities, is located on the eastern edge of the Project site.

Housing conditions for the City of Tracy and unsheltered population are described in the San Joaquin County’s Response to Homelessness and the County Regional Housing Needs Plan.⁹ Currently, there are over a dozen shelter programs in the County such as Gospel Center Rescue Mission, Women’s Center Youth and Family Services, and Haven of Peace. However, these shelters have certain conditions, such as requiring abstinence or not allowing personal possessions on site.¹⁰ Due to these conditions, many unhoused people instead choose to sleep in parks or other public areas. There is a need for low-barrier shelters.

The current Regional Housing Needs Allocation (RHNA), established during the 6th RHNA cycle in 2022, identifies the City of Tracy’s RHNA allocation as 8,830 dwelling units.¹¹ This number represents the future housing needs for the City. Of this number, the City needs 2,994 housing units for the Very Low Income population.^{12,13} COVID-19 increased the population of rent-burdened population within the City and County.¹⁴ This burden became more significant once rent moratoriums were lifted. This data shows the necessity for a homeless shelter in the City of Tracy, which will serve both City and County residents.

⁹ San Joaquin Council of Governments, *Regional Housing Needs Plan (RHNP) 6th Cycle Regional Housing Needs Allocation 2023-2031*, <<https://www.sjcog.org/DocumentCenter/View/805/Regional-Housing-Needs-Plan-Adopted-8-28-14>> (accessed July 26, 2023).

¹⁰ 2020 San Joaquin Community Response to Homelessness, pp.26-27

¹¹ San Joaquin Council of Governments, *Regional Housing Needs Plan (RHNP) 6th Cycle Regional Housing Needs Allocation 2023-2031*, <<https://www.sjcog.org/DocumentCenter/View/805/Regional-Housing-Needs-Plan-Adopted-8-28-14>> (Accessed August 2, 2023).

¹² *Id.*

¹³ Income not exceeding 50% of the median family income of \$64,432 in the county.

¹⁴ 2020 San Joaquin Community Response to Homelessness, p.4

Funding Information

| Grant Number | HUD Program | Funding Amount |
|---------------------|---------------------------------|-----------------------|
| B-23-CP-CA-0130 | Community Project Funding Grant | \$3,000,000 |

Estimated Total HUD Funded Amount: \$3,000,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$20,598,487.

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

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

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6 | | |
| Airport Hazards 24 CFR Part 51 Subpart D | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>The Tracy Municipal Airport is located approximately six miles south of the Project site, on the opposite side of the City. The Project site is beyond the boundaries of the Tracy Municipal Airport runway protection zones, Airport Influence Area, and is outside all airport related areas.</p> <p>The Project site is not located within 15,000 feet of a military airfield. The closest military airfield is Moffett Federal Airfield, a joint civil-military airport, located approximately 42 miles southwest of the project site.</p> <p>Source: 1</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|---|---|---|
| Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501] | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>The Coastal Barrier Resources Act of the United States (CBRA), (16 U.S.C. ch. 55 § 3501 <i>et seq.</i>), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). There are no protected coastal barrier resources on the west coast of the United States, including in California. Furthermore, the proposed Project is located approximately 60 miles east of the Pacific Ocean and would have no effect to any coastal resources.</p> <p>Source: 2</p> |
| Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a] | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>The parcel the proposed Project site is situated on is largely in an area of minimal flood hazard (Zone X), with a small portion of the east side of the parcel located partially within Flood Zone AE, an area subject to 1% annual chance flood. A flood zone map is provided in Appendix A. The area within Zone AE is dominated by an existing drainage ditch that feeds into the City's Eastside Channel and is outside the Project footprint. No project-related construction or landscaping would occur in the area that is within the Flood Zone AE. The Project structures are proposed south and west of the Flood Zone, and access to the Project will occur from Arbor Avenue at the northern property line and along the western side of the Project site. The Eastside Channel would provide adequate site drainage in the event of a flood. Therefore, flood insurance requirements would not apply.</p> <p>Source: 3</p> |

| | | |
|--|---|--|
| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> |
| <p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p> | | |
| <p>Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p><u>Regulatory Setting</u> The Federal Clean Air Act (CAA) [42 U.S.C. § 7401 <i>et seq.</i>] governs air quality in the United States. Air quality in California is also governed by the California Clean Air Act (CCAA) of 1988. The CCAA is generally more stringent than the CAA. At the Federal level, the United States Environmental Protection Agency (U.S. EPA) administers the CAA and has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants. In 1962, the State of California enacted the California Ambient Air Quality Standards (CAAQS) for ten criteria pollutants. The CCAA is administered by the California Environmental Protection Agency, the California Air Resources Board (CARB), and by the 35 air quality management districts and air pollution control districts at the regional and local levels. The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality of the eight-counties within the San Joaquin Valley Air Basin (SJVAB), including San Joaquin County.</p> <p>Under the NAAQS and CAAQS, an air basin or county is classified as being in attainment (better than national standards), nonattainment (not meeting the standards), or maintenance (now meeting the standards after a period of nonattainment). Some areas may be classified as “unclassifiable” or “attainment/cannot be classified”.</p> <p>According to the U.S. Environmental Protection Agency (EPA), San Joaquin</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|--|
| | | <p>County is currently designated as a nonattainment area for national ozone (O₃) and particulate matter with diameter of 2.5 microns or smaller (PM_{2.5}) standards and for State O₃, PM₁₀, and PM_{2.5} standards. The SJVAB is designated as being in attainment or unclassified for the remaining state and federal standards.</p> <p>A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of a standard by generating emissions that equal or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Emissions thresholds have been recommended by the SJVAPCD for both project construction and operation.</p> <p><u>Construction Emissions</u></p> <p>Proposed Project construction activities would result in the direct emission of ozone precursors (oxides of nitrogen, NO_x and reactive organic gases, ROG), carbon monoxide (CO), sulfur dioxide (SO₂), PM₁₀ and PM_{2.5}. Project construction vehicles and equipment will also generate fugitive dust through the handling of materials, exposure of soil to wind erosion, and travel on paved and unpaved roads.</p> <p>The California Emissions Estimator Model (CalEEMod) version 2022.1.1.16 calculates construction emissions during the various phases of proposed Project construction, including demolition, site preparation, excavation/grading, building construction, paving, and architectural coating. CalEEMod also allows for estimations of construction,</p> |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|-----------|-----------------|-----------------|--------------------|--------------------|----|------|----|-----------------|----|------|----|----|-----|------|----|-----------------|----|------|----|---------------------|----|------|----|----------------------|----|------|----|
| | | <p>operations. The first phase of the proposed Project was completed in 2022 and was evaluated in the 2022 EA. For purposes of this analysis, it was assumed construction of Phases II through IV would initiate in early 2024 and be completed by mid-2024. Emission thresholds and estimated construction emissions are shown in in Table 1: SJVAPCD Significance Thresholds and Construction Emissions. As shown therein, construction emissions would not exceed applicable SJVAPCD significance thresholds.</p> <table border="1" data-bbox="868 909 1445 1413"> <thead> <tr> <th colspan="4">Table 1: SJVAPCD Significance Thresholds and 2024 Annual Construction Emissions ⁽¹⁾</th> </tr> <tr> <th>Pollutant</th> <th>Threshold (tpy)</th> <th>Emissions (tpy)</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>VOC ⁽²⁾</td> <td>10</td> <td>0.53</td> <td>No</td> </tr> <tr> <td>NO_x</td> <td>10</td> <td>3.02</td> <td>No</td> </tr> <tr> <td>CO</td> <td>100</td> <td>3.75</td> <td>No</td> </tr> <tr> <td>SO₂</td> <td>27</td> <td>0.01</td> <td>No</td> </tr> <tr> <td>PM10 ⁽³⁾</td> <td>15</td> <td>0.28</td> <td>No</td> </tr> <tr> <td>PM2.5 ⁽³⁾</td> <td>15</td> <td>0.14</td> <td>No</td> </tr> </tbody> </table> <p>Source: AQ Modeling, Kimley-Horn and Associates Notes: 1. Emissions reported in tons per year (tpy) for all construction activities expected to occur in the calendar year of 2024 2. VOC and ROG are used interchangeably 3. PM emission standard applies only to exhaust emissions.</p> <p><u>Operational Emissions</u> Operational emissions were calculated using CalEEMod version 2022.1.1.16. The basic modeling parameters assumed the proposed Project would operate as congregated care housing. Trip generation was provided by Kimley-Horn (2023) – see Appendix E. The proposed Project would generate a net of 424 vehicle trips with approximately 31 trips during the a.m. peak hour and 40 trips during the p.m. peak hour (see Table 8). Operating emissions include area sources (such as</p> | Table 1: SJVAPCD Significance Thresholds and 2024 Annual Construction Emissions ⁽¹⁾ | | | | Pollutant | Threshold (tpy) | Emissions (tpy) | Exceeds Threshold? | VOC ⁽²⁾ | 10 | 0.53 | No | NO _x | 10 | 3.02 | No | CO | 100 | 3.75 | No | SO ₂ | 27 | 0.01 | No | PM10 ⁽³⁾ | 15 | 0.28 | No | PM2.5 ⁽³⁾ | 15 | 0.14 | No |
| Table 1: SJVAPCD Significance Thresholds and 2024 Annual Construction Emissions ⁽¹⁾ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pollutant | Threshold (tpy) | Emissions (tpy) | Exceeds Threshold? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VOC ⁽²⁾ | 10 | 0.53 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NO _x | 10 | 3.02 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | 100 | 3.75 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SO ₂ | 27 | 0.01 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM10 ⁽³⁾ | 15 | 0.28 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM2.5 ⁽³⁾ | 15 | 0.14 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|---|--|--|--|-----------|-----------------|----------------|--------------------|-----|----|------|----|-----------------|----|------|----|----|-----|------|----|-----------------|----|------|----|------------------|----|-----|----|-------------------|----|------|----|
| | | <p>landscaping and maintenance operations), mobile sources, energy (from grid sources), and point sources (four on-site diesel generators). The on-site generators are responsible for temporary power supply to the Project until April 2024, when electrical power to the site will begin. Some of the power supply may be used for construction purposes and is incorporated in operational 2024 emissions. Operating emissions and thresholds of significance are shown below in Tables 2a-2c: SJVAPCD Significance Thresholds and Operational Emissions.</p> <table border="1" data-bbox="868 909 1432 1272"> <thead> <tr> <th colspan="4">Table 2a: SJVAPCD Significance Thresholds and 2023 Annual Operational Emissions</th> </tr> <tr> <th>Pollutant</th> <th>Threshold (tpy)</th> <th>2023 Emissions</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>VOC</td> <td>10</td> <td>0.37</td> <td>No</td> </tr> <tr> <td>NO_x</td> <td>10</td> <td>1.71</td> <td>No</td> </tr> <tr> <td>CO</td> <td>100</td> <td>16.4</td> <td>No</td> </tr> <tr> <td>SO₂</td> <td>27</td> <td>0.02</td> <td>No</td> </tr> <tr> <td>PM₁₀</td> <td>15</td> <td>0.2</td> <td>No</td> </tr> <tr> <td>PM_{2.5}</td> <td>15</td> <td>0.09</td> <td>No</td> </tr> </tbody> </table> <p>Source: AQ Modeling, Kimley-Horn and Associates Notes: 1. Emissions reported as maximum annual emissions (tons per year, tpy) 2. PM emission standard applies only to exhaust emissions. 3. VOC and ROG are used interchangeably.</p> <p>Table 2b combines operational emissions (diesel generators) during construction of Phase II, III, and IV through May 2024, and the full buildout of the Project June through December of 2024.</p> | Table 2a: SJVAPCD Significance Thresholds and 2023 Annual Operational Emissions | | | | Pollutant | Threshold (tpy) | 2023 Emissions | Exceeds Threshold? | VOC | 10 | 0.37 | No | NO _x | 10 | 1.71 | No | CO | 100 | 16.4 | No | SO ₂ | 27 | 0.02 | No | PM ₁₀ | 15 | 0.2 | No | PM _{2.5} | 15 | 0.09 | No |
| Table 2a: SJVAPCD Significance Thresholds and 2023 Annual Operational Emissions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pollutant | Threshold (tpy) | 2023 Emissions | Exceeds Threshold? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VOC | 10 | 0.37 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NO _x | 10 | 1.71 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | 100 | 16.4 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SO ₂ | 27 | 0.02 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM ₁₀ | 15 | 0.2 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM _{2.5} | 15 | 0.09 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|--|--|--|--|-----------|--------------------|-------------------|-----------------------|-----|----|------|----|-----------------|----|------|----|----|-----|-------|----|-----------------|----|------|----|------------------|----|------|----|-------------------|----|------|----|--|--|--|--|-----------|--------------------|-------------------|-----------------------|-----|----|------|----|-----------------|----|------|----|----|-----|------|----|-----------------|----|------|----|------------------|----|------|----|-------------------|----|------|----|
| | | <table border="1"> <thead> <tr> <th colspan="4">Table 2b: SJVAPCD Significance Thresholds and 2024 Annual Operational Emissions</th> </tr> <tr> <th>Pollutant</th> <th>Threshold (tpy)</th> <th>2024 Emissions</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>VOC</td> <td>10</td> <td>0.68</td> <td>No</td> </tr> <tr> <td>NO_x</td> <td>10</td> <td>1.34</td> <td>No</td> </tr> <tr> <td>CO</td> <td>100</td> <td>11.46</td> <td>No</td> </tr> <tr> <td>SO₂</td> <td>27</td> <td>0.01</td> <td>No</td> </tr> <tr> <td>PM₁₀</td> <td>15</td> <td>0.79</td> <td>No</td> </tr> <tr> <td>PM_{2.5}</td> <td>15</td> <td>0.23</td> <td>No</td> </tr> </tbody> </table> <p>Source: AQ Modeling, Kimley-Horn and Associates Notes: 1. Reported in maximum annual emissions (tpy) 2. PM emission standard applies only to exhaust emissions. 3. VOC and ROG are used interchangeably.</p> <table border="1"> <thead> <tr> <th colspan="4">Table 2c: SJVAPCD Significance Thresholds and 2025 Annual Operational Emissions</th> </tr> <tr> <th>Pollutant</th> <th>Threshold (tpy)</th> <th>2025 Emissions</th> <th>Exceeds Threshold?</th> </tr> </thead> <tbody> <tr> <td>VOC</td> <td>10</td> <td>0.51</td> <td>No</td> </tr> <tr> <td>NO_x</td> <td>10</td> <td>0.60</td> <td>No</td> </tr> <tr> <td>CO</td> <td>100</td> <td>4.00</td> <td>No</td> </tr> <tr> <td>SO₂</td> <td>27</td> <td>0.01</td> <td>No</td> </tr> <tr> <td>PM₁₀</td> <td>15</td> <td>0.71</td> <td>No</td> </tr> <tr> <td>PM_{2.5}</td> <td>15</td> <td>0.19</td> <td>No</td> </tr> </tbody> </table> <p>Source: AQ Modeling, Kimley-Horn and Associates Notes: 1. Reported in maximum annual emissions (tpy) 2. PM emission standard applies only to exhaust emissions. 3. VOC and ROG are used interchangeably.</p> <p>As shown in Tables 2a-2c, Project operational emissions would not exceed applicable significance thresholds. The CalEEMod output files are provided for reference in Appendix B - Air Quality Emissions Analysis.</p> <p><u>Federal Conformity</u> In accordance with the General Conformity Rule (40 CFR Part 93, Subpart B), when a federal action is proposed in an area that is in nonattainment of the NAAQS, an assessment must be made to ensure that:</p> | Table 2b: SJVAPCD Significance Thresholds and 2024 Annual Operational Emissions | | | | Pollutant | Threshold (tpy) | 2024 Emissions | Exceeds Threshold? | VOC | 10 | 0.68 | No | NO _x | 10 | 1.34 | No | CO | 100 | 11.46 | No | SO ₂ | 27 | 0.01 | No | PM ₁₀ | 15 | 0.79 | No | PM _{2.5} | 15 | 0.23 | No | Table 2c: SJVAPCD Significance Thresholds and 2025 Annual Operational Emissions | | | | Pollutant | Threshold (tpy) | 2025 Emissions | Exceeds Threshold? | VOC | 10 | 0.51 | No | NO _x | 10 | 0.60 | No | CO | 100 | 4.00 | No | SO ₂ | 27 | 0.01 | No | PM ₁₀ | 15 | 0.71 | No | PM _{2.5} | 15 | 0.19 | No |
| Table 2b: SJVAPCD Significance Thresholds and 2024 Annual Operational Emissions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pollutant | Threshold (tpy) | 2024 Emissions | Exceeds Threshold? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VOC | 10 | 0.68 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NO _x | 10 | 1.34 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | 100 | 11.46 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SO ₂ | 27 | 0.01 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM ₁₀ | 15 | 0.79 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM _{2.5} | 15 | 0.23 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Table 2c: SJVAPCD Significance Thresholds and 2025 Annual Operational Emissions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pollutant | Threshold (tpy) | 2025 Emissions | Exceeds Threshold? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VOC | 10 | 0.51 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NO _x | 10 | 0.60 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | 100 | 4.00 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SO ₂ | 27 | 0.01 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM ₁₀ | 15 | 0.71 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM _{2.5} | 15 | 0.19 | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> |
|--|--|--|
| | | <ul style="list-style-type: none"> • Federal activities do not cause or contribute to new violations of NAAQS; • Actions do not worsen existing violations of the NAAQS; and • Attainment of the NAAQS is not delayed. <p>Some actions are exempt from the general conformity requirements, including actions subject to the Transportation Conformity Rule, those resulting in emissions below <i>de minimis</i> levels, those that are presumed to conform, and those specifically identified in the regulations as exempt.¹⁵</p> <p>The applicable pollutant-specific <i>de minimis</i> thresholds are determined by the attainment status of the ambient air in the vicinity of the Project site. The SJVAB is in extreme nonattainment for ozone and moderate nonattainment for PM2.5. The <i>de minimis</i> threshold for PM2.5 is 100 tpy, and 10 tpy each for the ozone precursor pollutants NOx and VOC; refer to Table 3: Clean Air Act Conformity.</p> |

¹⁵ USEPA, <https://www.epa.gov/general-conformity/general-conformity-training-module-11-what-and-where>

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|-----------------------------------|--|--|--|-----------------|-----|-----------------|-------------------|---|--|--|--|--------------------|------|------|------|-------------------------------|------|------|------|------------------------------|------|------|------|--------------------|------|-----|------|-----------------------------|------|------|------|-----------------------------|------|------|------|-----------------------------|------|-----|------|---|-----------|-----------|------------|-------------------------------|-----------|-----------|-----------|
| | | <table border="1"> <thead> <tr> <th colspan="4">Table 3: Clean Air Act Conformity</th> </tr> <tr> <th>Emission Source</th> <th>VOC</th> <th>NO_x</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Annual Emissions (tons per year)</td> </tr> <tr> <td>Operational (2023)</td> <td>0.37</td> <td>1.71</td> <td>0.09</td> </tr> <tr> <td>Construction emissions (2024)</td> <td>0.53</td> <td>3.02</td> <td>0.14</td> </tr> <tr> <td>Operational emissions (2024)</td> <td>0.53</td> <td>0.63</td> <td>0.19</td> </tr> <tr> <td>Operational (2025)</td> <td>0.51</td> <td>0.6</td> <td>0.19</td> </tr> <tr> <td>Total Emissions 2023</td> <td>0.37</td> <td>1.71</td> <td>0.09</td> </tr> <tr> <td>Total Emissions 2024</td> <td>1.06</td> <td>3.65</td> <td>0.33</td> </tr> <tr> <td>Total Emissions 2025</td> <td>0.51</td> <td>0.6</td> <td>0.19</td> </tr> <tr> <td><i>Federal De Minimis Level²</i></td> <td><i>10</i></td> <td><i>10</i></td> <td><i>100</i></td> </tr> <tr> <td>Is Threshold Exceeded?</td> <td>No</td> <td>No</td> <td>No</td> </tr> </tbody> </table> <p>Notes: 1. Emissions were calculated using CalEEMod. Refer to Appendix B: Air Quality Emissions Analysis for the model outputs and assumptions used in this analysis. 2. De minimis levels are established within Title 40 of the Code of Federal Regulations (CFR), Section 93.153 (40 CFR 93.153). The Project is located within the San Joaquin County portion of the SJVAB, which is Federally designated as extreme nonattainment for ozone and moderate nonattainment for PM_{2.5}. The SJVAB is federally designated as attainment/unclassified for PM₁₀. Therefore, de minimis levels do not apply to PM₁₀.</p> <p>Source: 4</p> | Table 3: Clean Air Act Conformity | | | | Emission Source | VOC | NO _x | PM _{2.5} | Annual Emissions (tons per year) | | | | Operational (2023) | 0.37 | 1.71 | 0.09 | Construction emissions (2024) | 0.53 | 3.02 | 0.14 | Operational emissions (2024) | 0.53 | 0.63 | 0.19 | Operational (2025) | 0.51 | 0.6 | 0.19 | Total Emissions 2023 | 0.37 | 1.71 | 0.09 | Total Emissions 2024 | 1.06 | 3.65 | 0.33 | Total Emissions 2025 | 0.51 | 0.6 | 0.19 | <i>Federal De Minimis Level²</i> | <i>10</i> | <i>10</i> | <i>100</i> | Is Threshold Exceeded? | No | No | No |
| Table 3: Clean Air Act Conformity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emission Source | VOC | NO _x | PM _{2.5} | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Emissions (tons per year) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational (2023) | 0.37 | 1.71 | 0.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction emissions (2024) | 0.53 | 3.02 | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational emissions (2024) | 0.53 | 0.63 | 0.19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational (2025) | 0.51 | 0.6 | 0.19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Emissions 2023 | 0.37 | 1.71 | 0.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Emissions 2024 | 1.06 | 3.65 | 0.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Emissions 2025 | 0.51 | 0.6 | 0.19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Federal De Minimis Level²</i> | <i>10</i> | <i>10</i> | <i>100</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Is Threshold Exceeded? | No | No | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The proposed Project is located approximately 60 miles east of the nearest coastline. It does not involve activities within 100 feet of the shoreline or tidal waters.</p> <p>Source: 5</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Contamination and Toxic Substances 24 CFR Part 50.3(i) &</p> | <p>Yes No <input checked="" type="checkbox"/> <input type="checkbox"/></p> | <p>Kimley-Horn prepared a Phase I Environmental Site Assessment (ESA) for the Project site. The Phase I ESA is provided</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| 58.5(i)(2) | | <p>in Appendix D. Phase I ESA did not find any recognized environmental conditions (RECs) for the Project site. The environmental database review did not find any hazardous waste contaminated sites on the property.</p> <p>The Phase I ESA found two Business Environmental Risks (BER). The Project site has previously been used as storage of railroad ties and stockpiles of soil and gravel, which could lead to possible contamination of the Project site. The Project site also contains active groundwater monitoring wells. Contamination may possibly occur from the adjacent wastewater treatment facility or from the possibility that the Project site might have been a wastewater treatment facility in the past. In response to the BERs and in accordance with SJVAPCD Rule 4561, a Soil Management Plan (SMP) was previously developed by the City and will govern handling of materials during implementation of the Project (see Mitigation Measure A). However, it is important to note that all demolition associated with the Project was previously addressed in the 2022 EA and completed during Phase 1. The Project would not include any further demolition activity.</p> <p>Source: 6</p> |
| Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | An Information for Planning and Consultation (IPaC) tool search from the United States Fish and Wildlife Service (USFWS) was run for the proposed Project site. Based on the results, there are nine special status species occurrences within the Project site, listed in Table 4 , below: |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | |
|--|--|--|---------|--------|--|------------|--|------------|--|------------|--|------------|--|---------------------|---|-----------|--|------------|---|------------|--|------------|
| | | <p style="text-align: center;">Table 4: Federally Listed Wildlife Species</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Species</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>riparian bush rabbit (<i>Sylvilagus bachmani riparius</i>)</td> <td>Endangered</td> </tr> <tr> <td>California condor (<i>Gymnogyps californianus</i>)</td> <td>Endangered</td> </tr> <tr> <td>California red-legged frog (<i>Rana draytonii</i>)</td> <td>Threatened</td> </tr> <tr> <td>California tiger Salamander (<i>Ambystoma californiense</i>)</td> <td>Threatened</td> </tr> <tr> <td>longfin smelt (<i>Sprinichus thaleichthys</i>)</td> <td>Proposed Endangered</td> </tr> <tr> <td>monarch butterfly (<i>Danaus plexippus</i>)</td> <td>Candidate</td> </tr> <tr> <td>valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)</td> <td>Threatened</td> </tr> <tr> <td>vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)</td> <td>Threatened</td> </tr> <tr> <td>vernal pool tadpole shrimp (<i>Lepidurus packardi</i>)</td> <td>Endangered</td> </tr> </tbody> </table> <p>The Project site overlaps with a critical habitat for Delta Smelt (<i>Hypomesus transpacificus</i>). However, the species is not identified by IPaC as being found within or near the Project site, nor does the Project site appear to be located within or near the species' current range.</p> <p>A California Natural Diversity Database (CNDDDB) search was run for the proposed Project site. Based on the results, there are ten State of California special status species occurrences in a five-mile buffer around the Project site. Table 5 lists these species.</p> | Species | Status | riparian bush rabbit (<i>Sylvilagus bachmani riparius</i>) | Endangered | California condor (<i>Gymnogyps californianus</i>) | Endangered | California red-legged frog (<i>Rana draytonii</i>) | Threatened | California tiger Salamander (<i>Ambystoma californiense</i>) | Threatened | longfin smelt (<i>Sprinichus thaleichthys</i>) | Proposed Endangered | monarch butterfly (<i>Danaus plexippus</i>) | Candidate | valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>) | Threatened | vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) | Threatened | vernal pool tadpole shrimp (<i>Lepidurus packardi</i>) | Endangered |
| Species | Status | | | | | | | | | | | | | | | | | | | | | |
| riparian bush rabbit (<i>Sylvilagus bachmani riparius</i>) | Endangered | | | | | | | | | | | | | | | | | | | | | |
| California condor (<i>Gymnogyps californianus</i>) | Endangered | | | | | | | | | | | | | | | | | | | | | |
| California red-legged frog (<i>Rana draytonii</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| California tiger Salamander (<i>Ambystoma californiense</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| longfin smelt (<i>Sprinichus thaleichthys</i>) | Proposed Endangered | | | | | | | | | | | | | | | | | | | | | |
| monarch butterfly (<i>Danaus plexippus</i>) | Candidate | | | | | | | | | | | | | | | | | | | | | |
| valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| vernal pool tadpole shrimp (<i>Lepidurus packardi</i>) | Endangered | | | | | | | | | | | | | | | | | | | | | |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | |
|--|--|--|-----------------------------------|--|---------|--------|--|----------------------------|---|----------------------------|--|------------------------|---|------------|---|------------|--|----------------------------|--|------------|---|------------|
| | | <table border="1"> <thead> <tr> <th colspan="2" data-bbox="870 407 1445 457">Table 5: State Species of Concern</th> </tr> <tr> <th data-bbox="870 457 1169 508">Species</th> <th data-bbox="1169 457 1445 508">Status</th> </tr> </thead> <tbody> <tr> <td data-bbox="870 508 1169 596">American Badger (<i>Taxidea taxus</i>)</td> <td data-bbox="1169 508 1445 596">Species of Special Concern</td> </tr> <tr> <td data-bbox="870 596 1169 684">Burrowing Owl (<i>Athene cunicularia</i>)</td> <td data-bbox="1169 596 1445 684">Species of Special Concern</td> </tr> <tr> <td data-bbox="870 684 1169 772">Crotch Bumble Bee (<i>Bombus crotchii</i>)</td> <td data-bbox="1169 684 1445 772">Candidate - Endangered</td> </tr> <tr> <td data-bbox="870 772 1169 861">Riparian Brush Rabbit (<i>Sylvilagus bachmani riparius</i>)</td> <td data-bbox="1169 772 1445 861">Endangered</td> </tr> <tr> <td data-bbox="870 861 1169 949">San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>)</td> <td data-bbox="1169 861 1445 949">Threatened</td> </tr> <tr> <td data-bbox="870 949 1169 1037">Song Sparrow (“Modesto” population) (<i>Melospiza melodia</i> pop. 1)</td> <td data-bbox="1169 949 1445 1037">Species of Special Concern</td> </tr> <tr> <td data-bbox="870 1037 1169 1125">Swainson’s Hawk (<i>Buteo swainsoni</i>)</td> <td data-bbox="1169 1037 1445 1125">Threatened</td> </tr> <tr> <td data-bbox="870 1125 1169 1213">Tricolored Blackbird (<i>Agelaius tricolor</i>)</td> <td data-bbox="1169 1125 1445 1213">Threatened</td> </tr> </tbody> </table> <p>Although both the IPaC and the CNDDDB identify occurrences of these species within the areas searched, per CNDDDB records none of these identified species have known occurrences on the Project site. The Project site and surrounding areas are highly disturbed. The Project site has been graded and is unlikely to attract these species. To the south of the Project site is a freeway, to the north are industrial uses, to the east is active farmland, and to the west is a railroad and wastewater treatment plant. All these uses would deter the identified species.</p> <p>Source: 7, 8</p> | Table 5: State Species of Concern | | Species | Status | American Badger (<i>Taxidea taxus</i>) | Species of Special Concern | Burrowing Owl (<i>Athene cunicularia</i>) | Species of Special Concern | Crotch Bumble Bee (<i>Bombus crotchii</i>) | Candidate - Endangered | Riparian Brush Rabbit (<i>Sylvilagus bachmani riparius</i>) | Endangered | San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>) | Threatened | Song Sparrow (“Modesto” population) (<i>Melospiza melodia</i> pop. 1) | Species of Special Concern | Swainson’s Hawk (<i>Buteo swainsoni</i>) | Threatened | Tricolored Blackbird (<i>Agelaius tricolor</i>) | Threatened |
| Table 5: State Species of Concern | | | | | | | | | | | | | | | | | | | | | | |
| Species | Status | | | | | | | | | | | | | | | | | | | | | |
| American Badger (<i>Taxidea taxus</i>) | Species of Special Concern | | | | | | | | | | | | | | | | | | | | | |
| Burrowing Owl (<i>Athene cunicularia</i>) | Species of Special Concern | | | | | | | | | | | | | | | | | | | | | |
| Crotch Bumble Bee (<i>Bombus crotchii</i>) | Candidate - Endangered | | | | | | | | | | | | | | | | | | | | | |
| Riparian Brush Rabbit (<i>Sylvilagus bachmani riparius</i>) | Endangered | | | | | | | | | | | | | | | | | | | | | |
| San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| Song Sparrow (“Modesto” population) (<i>Melospiza melodia</i> pop. 1) | Species of Special Concern | | | | | | | | | | | | | | | | | | | | | |
| Swainson’s Hawk (<i>Buteo swainsoni</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |
| Tricolored Blackbird (<i>Agelaius tricolor</i>) | Threatened | | | | | | | | | | | | | | | | | | | | | |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| Explosive and Flammable Hazards 24 CFR Part 51 Subpart C | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>There are no above ground storage tanks (ASTs) on the Project site. Per the Phase I ESA prepared for the Project (Appendix D), a database search identified no registered petroleum ASTs within 0.25 mile of the Project site. A visual inspection of aerial photography did not identify any ASTs within a mile of the Project site.</p> <p>Source: 9</p> |
| Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey rates the Project parcel as “Prime Farmland if Irrigated.” However, the Farmland Protection Policy Act (FPPA)(7 USC § 4201 <i>et seq.</i>), excludes from the definition of “prime farmland” land that is already in or committed to urban development or water storage (<i>Id.</i> at § 4201(c)(1)(A)). The Project is located on land already committed to and in the process of being developed for urban use. Accordingly, it would not qualify as “Prime Farmland” as defined by the FPPA. Furthermore, the California Department of Conservation Farmland Mapping and Monitoring Program Map, identifies the Project site as being on Urban and Built-Up Land.</p> <p>A sliver of the Project on the east side of the parcel is located on Prime Farmland. However, this portion of the parcel would not be developed as part of the proposed Project. Therefore, there would be no impacts to farmland.</p> <p>Source: 10</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>As discussed under Flood Insurance, above the eastern edge of the parcel upon which the proposed Project is located is in Flood Zone AE, an area subject to 1% annual chance of flooding. The area within Zone AE is dominated by the City's Eastside Channel and is outside the Project footprint. Because the floodplain occupies only a small portion of the Project site parcel and there is no existing nor planned construction or improvements in that area, the floodplain is considered incidental. No new construction or landscaping would occur in the area within Flood Zone AE. The Project structures would be constructed south and west of the Flood Zone, and access to the development will occur from Arbor Avenue at the northern property line and along the western side of the Project site. Furthermore, the Eastside Channel would provide adequate site drainage. As the Project footprint is located outside the floodplain, the proposed Project would not impact floodplains nor impact floodplain development. In accordance with 24 CFR § 55.12(c), because only a small portion of the Project site parcel is located within a floodplain (1 Percent Annual Chance Floodplain, as determined by Flood Zone AE) in which no construction or landscaping is proposed or planned for, and because the site has adequate drainage, the Project would be exempt from 24 CFR § 55, and no further documentation would be needed to comply with 24 CFR § 55.</p> <p>Source: 11</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|---|---|--|
| Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>Kimley-Horn prepared an update to a cultural resources assessment previously prepared for the Project site in 2021 by PaleoWest, LLC (PaleoWest). A memorandum documenting the cultural resources assessment update and the previously completed cultural resources assessment is provided in Appendix C – Cultural Resources Investigation. As part of the previously completed assessment, a literature review and records search were conducted at the Central California Information Center, at California State University, Stanislaus (CCIC File No. 11906L). According to the records search, there were two cultural resource studies completed within the area of potential effect (APE) and 10 cultural resource studies recorded within 0.5 miles of the APE. Based on these cultural resource studies, there have been no cultural resources previously identified in the APE. Three cultural resources have been previously recorded within 0.5 mile of the APE.</p> <p>A review of available historical and topographic maps, aerial imagery, and technical studies was conducted to ascertain the level of existing disturbance within the Project area as well as the potential for existing buried and built cultural resources. The Cultural Resources Assessment prepared by PaleoWest in November 2021 recorded two resources within the APE: the Old Tracy Animal Shelter and the Eastside Channel, were recorded and evaluated for eligibility for listing in the National Register of Historic Places (NRHP). The results of the study concluded that neither resource was eligible for listing in the NRHP, and that the likelihood of buried resources was low as</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| | | <p>a result of extensive disturbance and artificial fill within the site (Alonso et al. 2021). Review of historical topographic maps and aerial imagery of the APE provide further evidence of extensive soil disturbance via agricultural activity as early as 1957 with several modifications to the site appearing in subsequent decades.</p> <p>A pedestrian cultural resources survey of the APE was conducted by Kimley-Horn archaeological staff on July 18, 2023. The Eastside Channel located along the eastern edge of the APE was shown to be in similar condition as when it was recorded by PaleoWest in 2021. However, the Old Tracy Animal Shelter located within the southern portion of the APE was no longer present on site, and modern temporary housing was constructed in its place. In addition to this development, the remainder of the APE proved to be heavily modified and contained a well-travelled north-south trending gravel road through the center of the APE and debris/dirt piles erected in the west. Consequently, no previously identified cultural resources were observed during the survey.</p> <p>Prior to the grading and modifications to the site undertaken under Phase I, the buried archaeological sensitivity of the APE would have been high given the adjacency to the Tom Paine Slough and the practice of Yokuts to inhabit/utilize edges of bodies of water. However, no resources were identified during site preparation and grading. In its current condition, the APE has low potential for intact buried archaeological material given the extensive disturbances across the site, including prior</p> |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> |
|--|--|--|
| | | <p>development and the importation of artificial fill. Additionally, while the APE still retains one (1) historic built resource, known as the Eastside Channel, the resource has been previously evaluated and was not recommended eligible for listing in the National Register of Historic Places (NRHP). As such, there are no known eligible cultural resources, or “historic properties,” within the APE and the undertaking is unlikely to result in an adverse effect to historic properties. As such, it was recommended that the undertaking be provided a finding of “No Historic Properties Effected.”</p> <p>Consultation with the State Historic Preservation Officer (SHPO) under section 106 of the NHPA was initiated on September 1, 2023 and concluded on October 1, 2023. As no response to the request for consultation was received from the SHPO within the 30-day review period, the County may proceed pursuant to 36 CFR part 800.3(c)(4), <i>Failure of the SHPO/THPO to respond</i>.</p> <p>Consultation with Tribal Historic Preservation Officers (THPOs) was initiated on September 18, 2023 and concluded on October 18, 2023. Tribes contact as part of government-to-government consultation included:</p> <ul style="list-style-type: none"> • Buena Vista Rancheria of Me Wuk Indians • California Valley Miwok Tribe • Chicken Ranch Rancheria of Me-Wuk Indians • Ione Band of Miwok Indians • Muwekma Ohlone Tribe of the SF Bay |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|--|
| | | <p>Area</p> <ul style="list-style-type: none"> • Nashville Enterprise Miwok-Maidu-Nishinam Tribe • North Valley Yokuts Tribe • The Confederated Villages of Lisjan • Wilton Rancheria <p>One tribe, the Confederated Villages of Lisjan, responded to the request for consultation, requesting further information on the Project. The requested information was provided, and the Tribe requested contact in the event of an inadvertent discovery during Project development. The remaining tribes provided no response to the request for consultation. As no response to the request for consultation was received from these THPOs within the 30-day review period, the County may proceed pursuant to 36 CFR part 800.3(c)(4).</p> |
| Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | <p><u>HUD Noise Standards</u></p> <p>The HUD Noise Guidebook provides minimum national standards applicable to HUD programs to protect citizens against excessive noise in their communities and places of residence (Article 51.101(a)). Article 51.101(a)(8) of the Noise Guidebook establishes a 65 dB Day-Night Average Sound Level (L_{dn}) exterior noise level criterion as acceptable and allowable for outdoor activity areas of new residential projects. Article 51.101(a)(9) of the Noise Guidebook establishes a 45 dB L_{dn} interior noise level criterion as acceptable and allowable for new residential projects.</p> <p>Per HUD's Site Acceptability Standards (24 CFR Part 51, Subpart B), exterior noise levels between 65dB to 75dB are considered</p> |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|---|
| | | <p>“Normally Unacceptable” and projects exposed to these noise levels require special approvals, including either a Special Environmental Clearance in developed areas or an Environmental Impact Statement (EIS) in undeveloped areas. Exterior noise levels above 75dB are considered “Unacceptable” and projects exposed to this noise level and higher require an EIS.</p> <p><u>Construction</u> The proposed Project would generate short-term noise during construction. Construction activities would include building structures, interior finishing, and installation of landscaping. Construction is anticipated to occur over a period of about 6 months.</p> <p>Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.</p> <p>Residential properties to the south are located approximately 800 feet from the Project site on the other side of I-205. As shown in the table below, Table 6: Typical Noise Levels Generated by Construction Equipment, noise levels resulting from construction equipment on site would range from 52 dBA to 61 dBA at a distance of 800</p> |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|------------------|--|----------------|----|---------|----|-----------|----|----------------|----|---------------|----|-------------------|----|-------|----|-----------|----|--------|----|---------------|----|--------|----|-------|----|----------------|----|------|----|--------|----|-----|----|---------|----|--------|----|-------|----|---|--|
| | | <p>feet.</p> <table border="1" data-bbox="868 472 1442 1512"> <thead> <tr> <th colspan="2" data-bbox="868 472 1442 546"> Table 6: Typical Noise Levels Generated by Construction Equipment </th> </tr> <tr> <th data-bbox="868 546 1169 640"> Equipment </th> <th data-bbox="1169 546 1442 640"> Average Noise Level (<i>L_{eq}</i>) at 800 Feet (dBA) </th> </tr> </thead> <tbody> <tr><td data-bbox="868 640 1169 682">Air Compressor</td><td data-bbox="1169 640 1442 682">56</td></tr> <tr><td data-bbox="868 682 1169 724">Backhoe</td><td data-bbox="1169 682 1442 724">56</td></tr> <tr><td data-bbox="868 724 1169 766">Compactor</td><td data-bbox="1169 724 1442 766">58</td></tr> <tr><td data-bbox="868 766 1169 808">Concrete Mixer</td><td data-bbox="1169 766 1442 808">61</td></tr> <tr><td data-bbox="868 808 1169 850">Concrete Pump</td><td data-bbox="1169 808 1442 850">58</td></tr> <tr><td data-bbox="868 850 1169 892">Concrete Vibrator</td><td data-bbox="1169 850 1442 892">52</td></tr> <tr><td data-bbox="868 892 1169 934">Dozer</td><td data-bbox="1169 892 1442 934">61</td></tr> <tr><td data-bbox="868 934 1169 976">Generator</td><td data-bbox="1169 934 1442 976">58</td></tr> <tr><td data-bbox="868 976 1169 1018">Grader</td><td data-bbox="1169 976 1442 1018">61</td></tr> <tr><td data-bbox="868 1018 1169 1060">Impact Wrench</td><td data-bbox="1169 1018 1442 1060">61</td></tr> <tr><td data-bbox="868 1060 1169 1102">Loader</td><td data-bbox="1169 1060 1442 1102">56</td></tr> <tr><td data-bbox="868 1102 1169 1144">Paver</td><td data-bbox="1169 1102 1442 1144">61</td></tr> <tr><td data-bbox="868 1144 1169 1186">Pneumatic Tool</td><td data-bbox="1169 1144 1442 1186">61</td></tr> <tr><td data-bbox="868 1186 1169 1228">Pump</td><td data-bbox="1169 1186 1442 1228">53</td></tr> <tr><td data-bbox="868 1228 1169 1270">Roller</td><td data-bbox="1169 1228 1442 1270">61</td></tr> <tr><td data-bbox="868 1270 1169 1312">Saw</td><td data-bbox="1169 1270 1442 1312">52</td></tr> <tr><td data-bbox="868 1312 1169 1354">Scraper</td><td data-bbox="1169 1312 1442 1354">61</td></tr> <tr><td data-bbox="868 1354 1169 1396">Shovel</td><td data-bbox="1169 1354 1442 1396">58</td></tr> <tr><td data-bbox="868 1396 1169 1438">Truck</td><td data-bbox="1169 1396 1442 1438">60</td></tr> <tr> <td colspan="2" data-bbox="868 1438 1442 1512"> Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i>, September 2018. </td> </tr> </tbody> </table> <p>Based on the above, existing sensitive receptors located 800 feet away from the Project site could at times be exposed to a maximum of 61 dBA during construction activities. This noise level is considered acceptable under HUD’s Site Acceptability Standards. According to the U.S. EPA, standard building materials should provide, with the windows closed, approximately 25</p> | Table 6: Typical Noise Levels Generated by Construction Equipment | | Equipment | Average Noise Level (<i>L_{eq}</i>) at 800 Feet (dBA) | Air Compressor | 56 | Backhoe | 56 | Compactor | 58 | Concrete Mixer | 61 | Concrete Pump | 58 | Concrete Vibrator | 52 | Dozer | 61 | Generator | 58 | Grader | 61 | Impact Wrench | 61 | Loader | 56 | Paver | 61 | Pneumatic Tool | 61 | Pump | 53 | Roller | 61 | Saw | 52 | Scraper | 61 | Shovel | 58 | Truck | 60 | Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018. | |
| Table 6: Typical Noise Levels Generated by Construction Equipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equipment | Average Noise Level (<i>L_{eq}</i>) at 800 Feet (dBA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Compressor | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Backhoe | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Compactor | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concrete Mixer | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concrete Pump | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concrete Vibrator | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dozer | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Generator | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grader | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Impact Wrench | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loader | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paver | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pneumatic Tool | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pump | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roller | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Saw | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scraper | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shovel | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Truck | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> |
|--|--|---|
| | | <p>dBA of noise reduction in interior spaces. With the windows closed at the sensitive land uses (residences 800 feet away), hourly average construction equipment noise levels would range from about 27 dBA to 36 dBA L_{eq} inside, less than the applicable interior noise standard of 45 dBA.</p> <p>Project construction would result in a temporary increase in ambient noise levels in the Project vicinity. This impact would not be significant due to the temporary nature of construction activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 9-1025 of the County Code). Therefore, Project-related construction activities would comply with the San Joaquin County Code and construction noise impacts would not be adverse.</p> <p><u>Operational Noise – Exterior</u> The primary existing noise source for the Project site is traffic on I-205. Other noise sources are from the railroad tracks and wastewater treatment plant.</p> <p>As shown in Table 7: HUD Noise Standards, HUD provides noise standards for new development.</p> |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> | | | | | | | | | | | | | | | |
|--|--|--|------------------------------|--|--|--|--|---|-------------------|---------------------------|------|----------------------------------|--|---|---------------------|-------------|--|
| | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #cccccc;">Table 7: HUD Noise Standards</th> </tr> <tr> <th style="width: 33%;"></th> <th style="width: 33%; text-align: center;">Day-Night average sound level (L_{dn}) (in decibels)</th> <th style="width: 33%; text-align: center;">Special approvals and requirements</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Acceptable</td> <td>Not exceeding 65 dB(1)</td> <td>None</td> </tr> <tr> <td style="text-align: center;">Normally unacceptable</td> <td>Above 65 dB but not exceeding 75 dB</td> <td>Special Approvals (2) Environmental Review (3). Attention (4)</td> </tr> <tr> <td style="text-align: center;">Unacceptable</td> <td>Above 75 dB</td> <td>Special Approvals (2) Environmental Review (3). Attenuation (5)</td> </tr> </tbody> </table> <p>Notes:</p> <ol style="list-style-type: none"> 1. Acceptable threshold may be shifted to 70 dB in special circumstances pursuant to § 51.104(b) for requirements. 2. See § 51.104(b) for requirements 3. See § 51.104(b) for requirements 4. 5 dB additional attenuation required for sites above 70 dB but not exceeding 75 dB (see § 51.104(a)). 5. Attenuation measures to be submitted to the Assistant Secretary for CPD for approval on a case-by-case basis. <p>The nearest freeway to the site is I-205. The nearest travel lane of the freeway is located approximately 500 feet south of the Project site, and the I-205 centerline is approximately 600 feet from the Project site. According to the California Department of Transportation (Caltrans) average daily traffic (ADT) data, this segment of I-205 has approximately 107,000 daily vehicles. According to Tracy General Plan Noise Element, the I-205 roadway between Corral Hollow and MacArthur Drive has an L_{dn} of 82 approximately 150 feet from the centerline. At 500 feet (i.e., on the Project site), the noise level from the freeway would</p> | Table 7: HUD Noise Standards | | | | Day-Night average sound level (L_{dn}) (in decibels) | Special approvals and requirements | Acceptable | Not exceeding 65 dB(1) | None | Normally unacceptable | Above 65 dB but not exceeding 75 dB | Special Approvals (2) Environmental Review (3). Attention (4) | Unacceptable | Above 75 dB | Special Approvals (2) Environmental Review (3). Attenuation (5) |
| Table 7: HUD Noise Standards | | | | | | | | | | | | | | | | | |
| | Day-Night average sound level (L_{dn}) (in decibels) | Special approvals and requirements | | | | | | | | | | | | | | | |
| Acceptable | Not exceeding 65 dB(1) | None | | | | | | | | | | | | | | | |
| Normally unacceptable | Above 65 dB but not exceeding 75 dB | Special Approvals (2) Environmental Review (3). Attention (4) | | | | | | | | | | | | | | | |
| Unacceptable | Above 75 dB | Special Approvals (2) Environmental Review (3). Attenuation (5) | | | | | | | | | | | | | | | |

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|--|
| | | <p>be approximately 70 dB.</p> <p>Other existing noise sources are the existing railroad tracks west of the Project site. According to the Federal Railroad Administration (FRA) data, the crossing (DOT #753057F) has a typical speed of 5 miles per hour (mph) with a maximum speed of 10 mph. The industrial spur line has a maximum of three trains per week with no trains at night. According to the Tracy General Plan Noise Element the adjacent railroad track is considered an industrial spur line and does not have an associated noise contour. Using the Federal Transit Administration (FTA)'s Noise Impact Assessment Spreadsheet one locomotive with up to 10 rail cars traveling at 5 mph would generate noise levels of approximately 45 dBA at 120 feet from the tracks. Therefore, the future on-site residents would experience noise levels below 65 L_{dn} for the Project site. An exterior L_{dn} of 65 dBA is acceptable to HUD.</p> <p>The adjacent wastewater treatment plant is not a source of loud noises. Typical mechanical equipment generates noise levels of approximately 52 dBA at 50 feet.¹⁶ The nearest future on-site sensitive receptor (i.e., the on-site residents) would be approximately 130 feet from the wastewater treatment plant equipment. At 130 feet, noise levels would be approximately 44 dB.</p> <p>A secondary noise analysis was conducted using HUD's Day/Night Noise Level Electronic Assessment Tool, a web-based application of HUD's Noise Assessment</p> |

¹⁶ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|--|---|--|
| | | <p>Guidelines (NAG). The Day/Night Noise Level Electronic Assessment Tool calculates noise from roadway and railway traffic. Using the same roadway and rail variables discussed above, the combined noise exposure at the Project site was calculated as DNL 64 dB. This is below the DNL 65 dB threshold established by HUD.</p> <p><u>Operational Noise – Interior</u> According to HUD, the applicable interior noise standard is normally 45 dB. The facility is a prefabricated high tension membrane structure and not standard building construction. Thus, the traditional interior noise standard would not apply to non-traditional buildings located on-site. However, the exterior noise standard of 65 L_{dn} is applicable. The primary objective of the facility is to connect people experiencing homelessness with appropriate resources to enable a successful transition to more stable and permanent housing.</p> <p>Sources: 12, 13, 14, 36</p> |
| Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424I; 40 CFR Part 149 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | Based on the U.S. EPA Sole Source Aquifer Mapping tool, the proposed Project does not contain a Sole Source Aquifer. Source: 15 |
| Wetlands Protection Executive Order 11990, particularly sections 2 and 5 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | One aquatic feature was noted on the Project site, a small water channel along the eastern edge of the site that is part of the Eastside Channel. Per the City of Tracy, this portion of the Eastside Channel is an upland manmade channel created for irrigation drainage and is now a primary storm drain channel for the City of Tracy. While portions of the Eastside Channel have been identified |

| | | |
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| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
| | | as waters of the U.S., the limit of this designation lies 1,300 feet north of Arbor Avenue. This feature does not represent a water of the U.S. |
| Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c) | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | There are no Wild and Scenic rivers on or near the Project site. The nearest designated Wild and Scenic River is the American River located 58 miles north of the Project site. Source: 17 |
| ENVIRONMENTAL JUSTICE | | |
| Environmental Justice Executive Order 12898 | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | The proposed Project will offer temporary housing to the unhoused population in the City of Tracy and south San Joaquin County. The site is currently partially developed and surrounded by agricultural and industrial uses. Construction and operation of the Project would result in emissions of regulated air pollutants and the generation of noise which could be experienced by sensitive offsite land uses. However, as the nearest residential communities are 800 feet from the nearest Project site boundary and separated from the Project site by the I-205 corridor, Project-related impacts would not meet the applicable thresholds for unacceptable impacts. There are recognized environmental justice communities within one mile of the Project site. The U.S. EPA's EJSCREEN was used to generate a demographics report for an area within a one mile buffer of the Project site. Per the U.S. Census Bureau, the median household income in the City of Tracy is \$102,336. Approximately 32% of the surrounding population is low income. |

| <p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p> | <p>Are formal compliance steps or mitigation required?</p> | <p>Compliance determinations</p> |
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| | | <p>However, there are no low income communities within a mile of the proposed Project site. Communities with approximately 50% or greater minority population are found within a mile of the proposed Project site. These communities lie south of the I-205 corridor and are of sufficient distance from the proposed Project site that it is unlikely they would experience disproportionately high and adverse human health or environmental effect due to the proposed Project.</p> <p>Although the Project site is adjacent to a railroad and wastewater treatment plant, no impact is anticipated on the Project site, as discussed in this EA. By providing 154 new beds for those experiencing homelessness the proposed Project will result in largely beneficial impacts.</p> <p>Source: 18</p> |

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

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

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

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|--|-------------|--|
| LAND DEVELOPMENT | | |
| Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design | 2 | <p>The Project site is mostly vacant and undeveloped. There are two preexisting wooden storage units, four temporary housing units, nine shipping containers, and one administrative building on site. To the west of the Project site is a Wastewater Treatment Center. To the north and south are commercial and industrial uses. To the east are agricultural uses.</p> <p>The Project site is designated for Industrial Use in the City of Tracy 2011 General Plan. General Plan land use policies encourage development of varying levels of industrial development and supporting uses and services in areas designated for Industrial Use, but do not address development of temporary residential or emergency housing uses in these areas. Per the City of Tracy Zoning ordinance, the Project site is zoned as M-1, Light Industrial. Local public service uses are permitted without conditional approval in the M-1 zoning</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>district. The proposed Project is for an emergency housing facility, which would serve the local public. There would be no need for a change in zoning.</p> <p>The proposed Project would provide 154 beds and jobs for up to 44 people at full build out. This would not drastically increase levels of activity in the area nor alter existing surrounding land uses. The surrounding land uses are varied with a majority of industrial and commercial land uses. Although the proposed Project is neither of these uses, the proposed use is permitted by and consistent with the current zoning for the project site.</p> <p>Source: 19</p> |
| Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff | 2 | <p>The Project site must comply with the City’s Erosion and Sediment Control Plan (ECSP) to reduce potential construction erosion and prevent construction site pollutants from entering the storm drain system with Best Management Practices.</p> <p>The Project site is relatively flat with site elevation ranges from approximately 20 feet above mean sea level to approximately 26 feet above mean sea level. Approximately 100% of the Project site is Capay clay consisting of clayey alluvium from sedimentary rock. These soils are moderately well drained. USDA NRCS soil suitabilities and limitations ratings for the Project site indicates that the soil in the Project area has a “Very Limited” rating for development with more traditional uses (e.g., “Dwellings without Basements”). However, this rating has limited relevance to the Project because of the temporary and prefabricated nature of the structures to be developed on the project site.</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>There are no active storm drainage facilities on the Project site, and no stormwater retention or detention ponds were observed as part of the Phase I ESA (see Appendix D). The manholes and pipes on the Project site are plugged. The Eastside channel is found east of the Project site. Following on-site stormwater treatment, as required by the State Water Resources Control Board, stormwater will drain to the Eastside channel.</p> <p>Source: 20, 38</p> |
| <p>Hazards and Nuisances including Site Safety and Noise</p> | <p>2</p> | <p><u>Earthquakes</u></p> <p>According to the City of Tracy General Plan, there are numerous active and inactive faults in the Tracy area. Major faults in the region that have been the sources of earthquakes felt in the Tracy area include the San Andreas, Calaveras, Hayward, and Concord-Green Valley faults. Potential hazards related to earthquakes includes ground rupture, ground shaking, liquefaction, and expansive soils. The City General Plan includes the following policies to reduce the risk of these hazards:</p> <ul style="list-style-type: none"> • Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces (Obj. SA-1.1, P1) • 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 (Obj. SA-1.1, P2) • All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code including |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>provisions addressing unreinforced masonry buildings (Obj. SA-1.2, P1)</p> <p>Due to the temporary and prefabricated nature of the structures to be developed on site, safety risks related to features prevalent in more traditional buildings (e.g., masonry) would be limited.</p> <p><u>Flooding</u> Excluding a small portion of the eastern edge of the Project parcel located in an area subject to 1% annual chance flood (100-year floodplain), the majority of the Project parcel is located outside the floodplain. This includes all Project components. As all Project components would be developed outside the floodplain, safety risks associated with flooding would be minimal.</p> <p><u>Noise</u> As discussed above under <i>Noise Abatement and Control</i>, Project construction would result in temporary increases in ambient noise levels. The nearest off-site single-family sensitive receptors are located approximately 800 feet south of the Project site, beyond the I-210 freeway. As shown in Table 6: Typical Noise Levels Generated by Construction Equipment, noise levels resulting from construction equipment on site would range from 52 dBA to 61 dBA at a distance of 800 feet. Accordingly, existing sensitive receptors located 800 feet away from the Project site could at times be exposed to 61 dBA during construction activities. However, this noise level is considered acceptable under HUD’s Site Acceptability Standards. Standard building techniques would further reduce interior noise levels to 36 dBA <i>L_{eq}</i>, below HUD’s threshold of 45 dBA.</p> <p>Project construction would adhere to the requirements of the San Joaquin County</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>Noise Ordinance, limiting construction related noise and restricting construction times. Therefore, Project-related construction activities would comply with the San Joaquin County Code.</p> <p>From an operational standpoint, the Project site is not a noise-generating facility and is not located in a noise-sensitive area. Accordingly, both construction and operational noise would not adversely affect noise sensitive receivers in the Project vicinity.</p> <p><u>Vibration</u> The existing railroad tracks may generate some vibration, but it would be infrequent and temporary. Additionally, the facility is more than 100 feet from the tracks which would further reduce vibration levels.</p> <p><u>Odors</u> The existing Tracy Wastewater Treatment Plant (WWTP) adjacent to the Project site would generate some odors; however, the existing odor control systems would remain in place. The existing WWTP is required to comply with regulations such as Rule 4102 from SJAVPCD. The Project is not expected to bring uses to the Project site that would generate new odors.</p> <p>Source: 36</p> |
| Energy Consumption | 2 | <p>During construction, the proposed Project would require the use of energy to power construction equipment. This energy consumption would be short-term and temporary and would not have adverse impacts on long term energy consumption for the overall housing complex.</p> <p>The proposed Project would be required to meet applicable energy standards outlined in the California Building Code, Title 24</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | Energy Efficiency Standards. The amount of energy used would not be unusual nor wasteful for a project of this type. No adverse energy consumption impacts would occur. |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| SOCIOECONOMIC | | |
| Employment and Income Patterns | 1 | Construction would provide temporary job opportunities. New, long-term job positions would be available with implementation of the proposed Project. Per the City of Tracy, it is anticipated that at ultimate buildout up to 44 jobs would be available on-site. These jobs would include a variety of jobs for people with different skills and background in areas such as service providers, case managers, general management, outreach, administration, as well as general homeless services. |
| Demographic Character Changes, Displacement | 2 | The proposed Project would not displace any residents or jobs since the site is undeveloped. The closest residential uses are to the south across the I-205 freeway. The proposed Project would ultimately provide approximately 154 beds for unhoused Tracy residents (the current 12 beds on site would be replaced with proposed Project beds at build out). These individuals would be given assistance and resources to eventually move into more permanent housing. No adverse demographic changes are expected. |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| COMMUNITY FACILITIES AND SERVICES | | |
| Educational and Cultural Facilities | 2 | <p>The Project is within the service area of the Tracy Unified School District (TUSD). Cultural facilities, as defined by HUD, are also considered educational facilities, and include art galleries, libraries, dance facilities, museums, theaters, community centers, and other facilities for artistic and cultural purposes. The Project would ultimately provide approximately 154 beds for unhoused Tracy residents who would transition into more stable, permanent housing. The Project would not serve minors as other programs in the City already address housing solutions for unhoused families with school-aged children. It is unlikely the Project would support a population large enough to generate a sizeable increase in demand on cultural facilities in the City of Tracy. Therefore, the Project would not require the construction/expansion of new unplanned educational and cultural facilities.</p> |
| Commercial Facilities | 2 | <p>The Project site is located within two miles of four grocery stores, three banks several restaurants, and other commercial services. The Project site is located approximately two miles from Downtown Tracy. Therefore, there are adequate commercial facilities to serve the needs of future residents. While the Project would represent an incremental increased demand on these commercial facilities, there are a variety of neighborhood, community, and regional establishments that would serve the area. Therefore, there is no impact anticipated from the Project.</p> <p>Source: 4</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| Health Care and Social Services | 2 | <p>The Project site is located within two miles of various medical services and local clinics, including the Tracy Medical Group, Tracy Care Center, and Altamont Medical Plaza. There is one pharmacy within two miles of the Project site.</p> <p>A variety of social services organizations are available such as Open Door Services, Inc, 0.7 miles west of the Project site. Additional services are found approximately two miles south of the Project site along North Central Street and Eleventh Street, including El Concilio, Community Partnership for Families, Resource Resolutions Management, and the Community Medical Centers WIC Program. Additionally, the Project itself would include a selection of service provider(s) to operate the facility and provide case management to connect people experiencing homelessness to health, employment, and housing resources, thereby reducing the increase on demand on other social services available in the City. The Project would represent an incrementally small increase in the number of persons who would seek medical care within the City. Therefore, there is no impact anticipated from the Project.</p> <p>Source: 4</p> |
| Solid Waste Disposal / Recycling | 2 | <p>Solid waste and recycling services for the Project site are provided by the Tracy Delta Solid Waste Management, Inc., which has a franchise agreement with the City to provide all solid waste services. The Project, utilizing a conservative solid waste generation factor of 4.9 pounds per person per day for the residents, would generate approximately 759.50 pounds of solid waste per day or 138.61 tons per year from</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>the residents of the facility.¹⁷ Additionally, it is estimated that up to 44 employees and service providers would be on-site. Utilizing a solid waste generation rate for office uses of 1.24 pounds per employee per day, the Project employees would generate up to approximately 54.56 pounds of solid waste per day, or 9.96 tons per year from the employees. In total, the Project (i.e., residents and employees) would generate up to approximately 814.06 pounds of solid waste per day, or 148.57 tons per year. The City encourages waste diversion through various programs to assist the State achieve the AB 341 goal of 75 percent diversion, which would also substantially reduce the waste stream ultimately disposed of at the Tracy Material Recovery & Solid Waste Transfer Facility or to the Lovelace Materials Recovery Facility and Transfer Station. Waste from both facilities is transported to the Foothill Sanitary Landfill, the largest landfill site in San Joaquin County.</p> <p>According to CalRecycle, as of June 10, 2010, the Foothill Sanitary Landfill had a remaining capacity of 125,000,000 cubic yards and a maximum throughput of 1,500 tons per day. The maximum permitted capacity is 138,000,000 cubic yards, leaving approximately 90 percent of its capacity remaining. The Project's contribution represents approximately 0.03% of the landfill's daily throughput capacity of 1,500 tons per day.¹⁸ The</p> |

¹⁷ The analysis conservatively uses a solid waste generation rate of 4.9 pounds per person per day as the project would be providing a suite of services for each bed, including restrooms, shower and laundry, food preparation, and storage. The U.S. EPA estimated a solid waste generation of 4.9 pounds per person per day based on the total generation of municipal solid waste in 2018. See U.S. EPA, National Overview: Facts and Figures on materials, Wastes, and Recycling, <https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/national-overview-facts-and-figures-materials>.

¹⁸ 814.06 pounds of solid waste per day = 0.407 tons of solid waste per day. $[0.407] / [1,500] = 0.03\%$

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>landfill has a cease operation date of December 31, 2082, which would provide approximately 61 additional years of operation. Waste generated by the proposed action would not exceed the capacity of this landfill. As such, impacts are not anticipated to be significant.</p> <p>Sources: 21-26</p> |
| Waste Water / Sanitary Sewers | 2 | <p>Wastewater generated in the City, including the Project site, is treated at the City of Tracy WWTP. The City's National Pollutant Discharge Elimination System (NPDES) permit CA0079154 for the WWTP currently allows for the discharge of 10.8 million gallons per day (MGD) and up to 16 MGD if applicable permit requirements are met. As of December 2022, the WWTP treated approximately 10.8 MGD of wastewater.</p> <p>The Project would include service connections for restroom and shower units for the residents. Therefore, it is anticipated that the disposal of such wastewater would be directed to the WWTP.</p> <p>As determined in the City's 2021 Wastewater Master Plan, at ultimate buildout the Project's 154 beds and 44 employees would generate approximately 15,920 gallons per day (GPD), or 0.02 MGD of wastewater per day based on a per capita wastewater flow of 80 gallons per capita per day (gpcd).</p> <p>Anticipated wastewater flows from the Project are within the remaining capacity at the WWTP and would only represent 0.13 percent of the remaining permissible capacity of 16 MGD. Based on the future 2040 and buildout projections of the Draft Wastewater Master Plan Update, the</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>WWTP is expected to increase its capacity to allow for the future projected wastewater flow. Therefore, it is anticipated that with expansion of the WWTP, the Project would encompass a reduced amount of remaining capacity at the WWTP.</p> <p>Source: 22, 24</p> |
| Water Supply | 2 | <p>Potable water within the City is provided by the John Jones Water Treatment Plant. Based on the water demand factor provided in the Final City of Tracy Citywide Water System Master Plan Update (2023) for Residential – Very Low Density of 130 gpcd, at ultimate buildout, the Project’s 154 beds and 44 employees would use 25,870 GPD, or 0.03 MGD.</p> <p>The Citywide Water System Master Plan Update anticipates future potable water demand to be 20,800 acre-feet per year (af/yr) in 2025 and 28,700 af/yr in 2040. City supplies are anticipated to meet demand under normal conditions in both 2025 and 20240. One acre foot is equivalent to 325,851 gallons. Accordingly, Project demand would represent a fraction of overall demand in the City. Given these estimated demands, water supplies during normal years can be reliably met; however, the City will continue to monitor changing conditions based on the availability of the City’s water supplies, particularly during dry years. As such, impacts are not anticipated to be significant.</p> <p>Source: 27, 28, 29</p> |
| Public Safety - Police, Fire and Emergency Medical | 2 | <p>The Project would be located in an area of the City where public facilities needed for service already exist. In addition, although the Project would be providing beds for unhoused residents, the majority of the</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | <p>residents are anticipated to be from the City, such that the Project would be serving an existing population rather than inducing population growth directly through the development of new residential occupancies or indirectly through the extension of utility infrastructure to a currently unserved area.</p> <p>The Tracy Police Department is located approximately 1.8 miles south of the Project site at 1325 North MacArthur Drive. The Tracy Police Department employs 105 sworn members and 61 professional staff.</p> <p>The South San Joaquin County Fire Authority is responsible for providing fire protection services, emergency medical service, fire suppression, hazardous materials, and rescue. Seven stations are located within the incorporated boundaries of the City. Fire Station 92, located at 1035 E. Grant Line Road approximately one mile southeast of the Project site, and Fire Station 96, located at 1800 W. Grant Line Road approximately two miles southwest of the Project site, would provide fire, medical, rescue, and life safety emergency services to the Project site.</p> <p>The Project would have a significant adverse effect if it would exceed the ability of police, fire, and emergency medical providers to adequately serve the future residents and require new or expanded facilities. However, as previously stated, the residents on the Project site would be part of the existing population. Therefore, the Project would be accounted for within the existing demands on service providers, and the impacts are not anticipated to be significant.</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| | | Sources: 30, 31, 32 |
| Parks, Open Space and Recreation | 2 | <p>As of 2022, the City has 85 parks totaling 356 acres. The parks provide various recreational amenities including ball fields, basketball courts, barbeques, picnic tables, play areas, and more. The closest park to the Project site is the 2.14-acre A.R. Glover Park, located at 584 Pescadero Avenue approximately 0.3 miles southeast of the Project site. The 72.20-acre Legacy Fields Sports Complex, located at 4901 N. Tracy Boulevard approximately 0.8 miles west of the Project site, includes ballfields and soccer fields. Implementation of the Project could incrementally increase the use of parks in the vicinity. However, this increase in use is not expected to cause substantial physical deterioration of parks around the site. The residents at the Project site would be part of an existing population who would already be utilizing the parks and recreational facilities in the City. As they would already exist in the City, it is unlikely that they would increase the demand on parks and recreational facilities such that the existing open space and recreational facilities would be overloaded. Therefore, impacts are not anticipated to be significant.</p> <p>Source: 33, 34</p> |
| Transportation and Accessibility | 2 | <p>The Project site is directly served by the pilot Route H, which connects the Project site to downtown Tracy and runs six days a week. The Route H bus stop is located at the entrance to the Project site on West Arbor Avenue.</p> <p>Vehicle access to the proposed Project site is provided via an entry driveway on West Arbor Avenue, in the northern portion of the Project area. The internal roadway will</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation | | | | | | | | | | | | |
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| | | <p>run along the western and eastern edges of the Project site. The Project site would provide 64 parking stalls. Under Section 10.08.3480 of the Tracy Municipal Code, the minimum number of parking spaces required for residential and group care is one space per three beds. This would require 51 parking spaces for the proposed Project. As the proposed Project would provide 64 parking spaces, there would be enough parking for employees, visitors, and residents at the shelter. A bike lane and sidewalk would cross through the Project site and includes fire truck access.</p> <p>A trip generation analysis was conducted by Kimley-Horn for the proposed Project (see Appendix E). The results of the analysis for the Project at full build out are provided below in Table 8: Trip Generation. Based on the results, a traffic study is not required due to the Project's low peak hour trip generation.</p> <table border="1" data-bbox="873 1171 1433 1335"> <thead> <tr> <th colspan="4">Table 8: Trip Generation</th> </tr> <tr> <th>Project Phase</th> <th>AM Peak Hour</th> <th>PM Peak Hour</th> <th>Daily Trips</th> </tr> </thead> <tbody> <tr> <td>Total</td> <td>31</td> <td>40</td> <td>424</td> </tr> </tbody> </table> <p>Additionally, the proposed Project would follow all applicable City and County access and circulation policies. Therefore, impacts are not anticipated to be significant.</p> <p>Sources: 35</p> | Table 8: Trip Generation | | | | Project Phase | AM Peak Hour | PM Peak Hour | Daily Trips | Total | 31 | 40 | 424 |
| Table 8: Trip Generation | | | | | | | | | | | | | | |
| Project Phase | AM Peak Hour | PM Peak Hour | Daily Trips | | | | | | | | | | | |
| Total | 31 | 40 | 424 | | | | | | | | | | | |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| NATURAL FEATURES | | |
| Unique Natural Features, Water Resources | 2 | The Eastside Channel runs along the eastern edge of the Project site. No development would occur in this channel, and it would remain undisturbed. Nothing about the channel suggests it is a unique natural feature. While identified as part of the City's storm drainage system, it is not marked as a local landmark, nor does it have any unique features. |
| Vegetation, Wildlife | 2 | The site was observed to be graded and mostly vacant. There are temporary structures located towards the rear of the site. As discussed earlier in this EA under the Endangered Species section, there are no known special status species in the Project site. Furthermore, the Project site is within an urbanized area. Due to the developed nature of the Project site, as well as the urbanized character of the surrounding area, it is unlikely that the Project site would support habitat for special status species. However, because construction of the Project would result in vegetation clearance, there is potential that the on-site vegetation may support migratory birds that are protected by the Migratory Bird Treaty Act (MBTA). Protection and measures for these species would be achieved through compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Impacts to migratory nesting birds would not be significant. |
| Other Factors | 1 | The proposed Project has been reviewed for consistency with City land use plans, policies, and regulations related to the Project site. |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| CLIMATE AND ENERGY | | |
| Climate Change Impacts | 2 | <p>Greenhouse gas emissions (GHGs) were modeled for the proposed Project. Emissions are reported in metric tons of carbon dioxide equivalent (CO₂e). CO₂e represents the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another greenhouse gas. For example, the warming potential of 1 metric ton of methane (CH₄) is equivalent to 25 metric tons of CO₂. Construction of Phases 2, 3, and 4 are anticipated to generate 797 metric tons of carbon dioxide equivalent (MT CO₂e). Project operations in 2025 are anticipated to produce 1,109 MT CO₂e. In comparison, the State of California emitted approximately 369.2 million MT CO₂e in 2020. The GHGs produced by the Project would represent a fraction of the overall emissions statewide.</p> <p>The State of California provides climate change data that projects changes in temperature, days of extreme heat, storm events, and risk for wildfire based on different emissions scenarios. The “Medium Emissions” scenario assumes that emission of GHGs will continue to increase until 2040 whereupon they would peak and decline. The data provided indicates that between 1961 and 1990, the Tracy area experienced an average of four days a year of extreme heat (determined to be at or above 102.7 degrees Fahrenheit, representing the 98th percentile of the historical maximum temperature). Assuming the “Medium Emissions” scenario, projections indicate that by mid-century (between 2035 and 2064), the number of days of extreme heat is anticipated to increase to an average of 18 days a year. Similarly, between 1961 and 1990, the Tracy area experienced an average of three extreme precipitation events per year. Extreme precipitation events are characterized as successive rainy days where the 2-day rainfall total exceeds a threshold of one inch. Again, assuming the “Medium Emissions” scenario, projections indicate that by mid century (2035-2064) the number of average extreme precipitation events will increase by one to an average of four per year. However, overall annual precipitation is anticipated to drop by -0.2 inches from 10.5 inches between 1961 and 1990, to 10.3 inches between 2035 and 2064.</p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---------------------------------|-------------|--|
| | | <p>While climate related changes in heat exposure and precipitation are anticipated for the Project area, it is unlikely that these changes would be sufficiently extreme to substantially impact residents or negatively affect the short or long-term suitability of the Project.</p> <p>Source: 37</p> |
| Energy Efficiency | 2 | <p>During construction, the proposed Project would require the use of energy to power construction equipment. This energy consumption would be short-term and temporary and would not have adverse impacts on long term energy consumption for the overall housing complex.</p> <p>The proposed Project would be required to meet applicable energy standards outlined in the California Building Code, Title 24 Energy Efficiency Standards. The amount of energy used would not be unusual nor wasteful for a project of this type. No adverse energy consumption impacts would occur.</p> |

Additional Studies Performed:

Appendix A: FEMA FIRMette

Appendix B: Air Quality Emissions Analysis, Kimley-Horn

Appendix C: Update to the Paleo West Cultural Resource Assessment, Kimley-Horn/PaleoWest and Section 106 Consultation.

Appendix D: Phase I Environmental Site Assessment, Kimley-Horn

Appendix E: Transportation Technical Memorandum, Kimley-Horn

Appendix F: List of Vacant City-Owned Parcels

Field Inspection (Date and completed by):

Jessica Mauck conducted a field survey on July 18, 2023.

Juliana Cuomo and Casey Schooner conducted field inspection on July 26, 2023.

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

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3. Federal Emergency Management Agency (FEMA), National Flood Hazard Layer FIRMette, <<https://msc.fema.gov/portal/home>> (accessed July 25, 2023).
4. California Emissions Estimator Model (CalEEMod) 4.0, 2020, <https://www.caleemod.com/>
5. Google Earth Pro, 2023.
6. Phase I Environmental Site Assessment, Kimley-Horn
7. United States Fish and Wildlife Service, Information for Planning and Consultation (IPaC) Endangered Species, <<https://ipac.ecosphere.fws.gov/location/RO7DGZ7KWFC7JJR64TZ27WD6KM/resources>> (accessed July 25, 2023.)
8. California Department of Fish and Wildlife, California Natural Diversity Database, <<https://wildlife.ca.gov/Data/CNDDDB>> (accessed July 25, 2023).
9. Geotracker, 2021. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento>
10. California Department of Conservation, 2021. Farmland Mapping & Monitoring Program. <https://www.conservation.ca.gov/dlrp/fmmp> (accessed July 25, 2023).
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12. HUD, 2021. Noise Abatement and Control. <https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control/>
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15. EPA, 2021. Sole Source Aquifers. <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>
16. U.S. Fish and Wildlife Service, 2021. National Wetlands Inventory. <https://www.fws.gov/wetlands/data/mapper.html>
17. U.S. Fish and Wildlife Service, 2021b. National Wild and Scenic Rivers System. <https://www.rivers.gov/river-app/index.html?state=CA>
18. EPA, 2021. EJSCREEN. <https://ejscreen.epa.gov/mapper>
19. City of Tracy, 2021d. Municipal Code. https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT10PLZO_CH10.08ZORE_ART20LIINZOM-
20. City of Tracy, 2017. Construction Erosion and Sediment Control Plan Applicant Package. <https://www.cityoftracy.org/home/showpublisheddocument/2014/637505508191770000>
21. California Regional Water Quality Control Board, 2023. Waste Discharge Requirements for the City of Tracy Wastewater Treatment Plan. https://waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/2212/19_cityoftracy_npdes/tracy_wwtp_npdes_v2.pdf.

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<https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>
23. CalRecycle, 2021b. SWIS Facility/Site Activity Details for Foothill Sanitary Landfill (39-AA-0004).
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1424?siteID=3097>.
24. City of Tracy, 2021f. Waste & Recycling Services.
<https://www.cityoftracy.org/our-city/departments/finance-department/residential-utilities/waste-recycling-services>.
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26. Tracy Material Recovery & Solid Waste Transfer, Inc., 2021. About Tracy MRF.
<https://tracymaterialrecovery.com/about-us/>.
27. City of Tracy, 2023. Citywide Water System Master Plan Update.
<https://www.cityoftracy.org/home/showpublisheddocument/16090/638260638755060361>
28. South San Joaquin Irrigation District, 2020. Urban Water Management Plan.
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29. West Yost Associates, 2020. Citywide Water System Master Plan Update Final Draft Report. November 2020.
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30. City of Tracy, 2021. Bureau of Field Operations.
<https://www.cityoftracy.org/our-city/departments/police-department/bureau-of-field-operations>.
31. South San Joaquin County Fire Authority, 2021. Operations.
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33. City of Tracy, 2021e. Park Facilities.
<https://www.cityoftracy.org/home/showpublisheddocument/2790/637510693223070000>
34. City of Tracy, 2021c. General Plan.
<https://www.cityoftracy.org/home/showpublisheddocument/904/637451218786230000>
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<https://www.cityoftracy.org/home/showpublisheddocument/16076/638260555577577811>
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https://library.municode.com/ca/san_joaquin_county/codes/development_title?nodeId=TI9DET1_DIV10DERE_CH9-1025PEST_9-1025.9NO
37. California Energy Commission, Cal-Adapt, Local Climate Change Snapshot for 350 Arbor Avenue, Tracy, California 95304, United States
<https://cal-adapt.org/tools/local-climate-change-snapshot>
38. HUD. 2023. Day/Night Noise Level Electronic Assessment Tool
<https://www.hudexchange.info/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/>

List of Permits Obtained:

No permits obtained to date.

Public Outreach [24 CFR 50.23 & 58.43]:

A Finding of No Significant Impact and a Notice of Intent to Request Release of Funds will be published in a paper of general circulation 15 days before the RROF will be submitted to HUD to allow public comment on the Project. The public will have 15 days to provide comment to HUD for anyone who wishes to challenge the bases for the FONSI determination.

The City of Tracy has provided the community with substantial amounts of information regarding the Project via the City's website < <https://www.cityoftracy.org/our-city/departments/engineering/major-projects-construction-updates/temporary-emergency-housing-project>>. Information that has been provided includes regular project updates (March 1, March 17, April 13, May 4, May 23, and June 16, 2022), as well as regular updates to the Tracy City Council. Materials available on the City's website include regular construction updates and video updates of the Project site preparation and installation of the interim emergency shelter. The city council has been provided regular updates on the Project progress.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed Project is a shelter to temporarily house people experiencing homelessness on undeveloped property owned by the City of Tracy. Currently the Project site is graded and generally vacant of above surface development, excluding the five portable buildings installed under the City of Tracy's emergency order, supporting infrastructure (e.g., electrical generators), and nine temporarily placed shipping containers. Underground utilities for the site are fully developed and are ready for connection to the Project development. As discussed in the preceding sections, the Project would not result in significant temporary or long-term environmental impacts.

There are currently several planned projects and projects under construction in the City of Tracy. However, excluding the Legacy Fields Sport Complex project, these projects are located some distance from the Project and are not connected or closely related to the degree that their effects should be aggregated and considered cumulatively with the Project. The Legacy Fields Sports Complex Project is located approximately a mile west of the Project site. However, this project is not related, nor has any connection to the Project. There are no dependencies between the activities or actions associated with either project. Therefore, the proposed Project would not result cumulatively significant effects on the human or natural environment.

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

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

The No Action Alternative would leave the property vacant with no funding for an emergency shelter. There are no benefits to the physical or human environment by not taking federal action for this project. While the analysis above indicates there would be temporary increases in air quality emissions and noise during construction, not building on this site could result in more housing constructed further out in agricultural areas to meet the demand for housing for those experiencing homelessness.

Alternative Site Alternative:

Alternate project sites and project configurations were considered. However, the current project and plan would best meet the purpose and need for a low barrier emergency shelter in the City of Tracy. A smaller project size would not fully utilize the site, while a larger size would likely not

be feasible with current funding. Other project sites considered were not the best fit for the need of unhoused City residents. Other project sites also were not fiscally feasible. A list of 20 vacant parcels owned by the City was considered for alternative locations. The majority of the large properties are leased out for agricultural use and the remaining smaller properties would not have been large enough to fit the Project and/or were located in inappropriate locations for an Emergency Housing facility. **Appendix F** includes a list of the vacant parcels that were considered as alternate locations but were rejected from further consideration for the reasons listed above.

Summary of Findings and Conclusions:

The environmental assessment has determined that the construction of City of Tracy Temporary Homeless Shelter Project would have no adverse effect on the human or physical environment. The Project is a housing facility being constructed on one parcel. At full build out, the Project will provide 154 “beds.” The activities are consistent with adopted plans and policies, and the new facilities will connect to existing municipal services that the City has determined are adequate. The Project site is directly served by public transit that connects to downtown Tracy and allows for access to a full range of commercial, medical, emergency, social and recreational services to serve the future residents. The Project will therefore have a beneficial effect on the quality of the human environment and no adverse effect on the natural environment.

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

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

| Law, Authority, or Factor | Mitigation Measure |
|---|--|
| <p>Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)</p> | <p><u>Mitigation Measure A: Soil Management Plan.</u></p> <p>Prior to issuance of a grading permit, a Soil Management Plan for all development activities shall be prepared and implemented by the City in accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 4561, <i>Soil Decontamination Operations</i> to ensure that excavated soils are sampled and properly handled/disposed and that imported fill materials are screened/analyzed before their use on the property.</p> <p>If the excavated/imported soils contain volatile organic compounds (VOCs) which register 50 parts per million (ppm) or greater, the City shall provide written notice to SJAPCD within 48 hours after detection. No later than 30 working days after excavation is complete, the City shall provide the SJVAPCD a written verification of</p> |

| Law, Authority, or Factor | Mitigation Measure |
|--|---|
| | completion of the excavation in accordance with Section 6.2 of Rule 4561. |
| <p>Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p> | <p><u>Mitigation Measure B: Unanticipated Discoveries</u></p> <p>In the event that potentially significant archaeological materials are encountered during Project-related ground-disturbing activities, all work should be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In addition, Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Finally, should additional actions be proposed outside the currently defined APE that have the potential for additional subsurface disturbance, further cultural resource management may be required.</p> <p>In the event that human remains are discovered, the provisions of Section 7050.5(b) of the California Health and Safety Code should be followed. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.94 of the Public Resources Code.</p> <p>The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within 24 hours. The Commission has various powers</p> |

| Law, Authority, or Factor | Mitigation Measure |
|---------------------------|--|
| | and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to State law, then the remains would be reinterred with the items associated with the Native American burial on the property in a location not subject to further disturbance. |

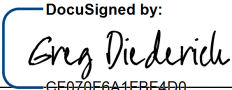
Determination:

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

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

Preparer Signature:  Date: 1/31/2024

Name/Title/Organization: Chris Jones, AICP, Project Manager, Kimley-Horn

Certifying Officer Signature:  Date: 2/1/2024 | 12:43 PM PST

Name/Title: Greg Diederich, Director, San Joaquin County Health Care Services

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).