

22-0066



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

## **Environmental Assessment For HUD-Funded Proposals**

Recommended format per 24 CFR 58.36, revised March 2005  
[Previously recommended EA formats are obsolete].



**Project Identification:** Pacific Avenue Senior Apartments Phase 1 Project

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

**Responsible Entity:** City of Livermore  
Community Development Department  
Housing and Human Services Division  
1052 S. Livermore Avenue  
Livermore, CA 94550

**Month/Year:** October 2022

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

**Project Information**

**Project Name:** Pacific Avenue Senior  
Apartments Phase 1 Project

**Responsible Entity:** City of Livermore  
Community Development Department  
Housing and Human Services Division  
1052 S. Livermore Avenue  
Livermore, CA 94550  
Contact: Andy Ross, Associate Planner  
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aaross@livermoreca.gov

**Grant Recipient (if different than Responsible Entity):** James Conlon  
Satellite Affordable Housing Associates  
1835 Alcatraz Avenue  
Berkeley, CA 94703  
jconlon@sahahomes.org

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

**Preparer:** Rod Stinson, Vice President/Air Quality  
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**Certifying Officer Name and Title:** Marianna Marysheva, City Manager  
(City of Livermore)

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

**Project Location:** The Eastern Terminus of Pacific Avenue  
Livermore, CA 94550  
APN#: 99-950-8-2

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

### Project Site Location

The project site for the Pacific Avenue Senior Apartments Phase 1 Project (proposed project) is located east of the City of Livermore Civic Center Campus at the terminus of Pacific Avenue in the City of Livermore, California (see Figure 1). The project site consists of a 2.75-acre portion of a larger, City owned parcel identified by Assessor's Parcel Number (APN) 99-950-8-2. The site was formerly used as the Livermore Rodeo grounds and is currently undeveloped. Surrounding existing uses include an apartment complex and cemetery to the north, beyond Pacific Avenue; the Sunken Gardens Neighborhood Park, single-family residences, and a church to the east; a senior living community to the south; a ground mounted solar array to the south and west; and the City of Livermore Civic Center Campus, including City Hall, the police department, the public library, and the Multi-Service Center to the west (see Figure 2). The City of Livermore General Plan designates the site as Urban High Residential 6 and the site is zoned Planned Development.

### Proposed Project

While ultimate development of the Pacific Avenue Senior Apartments would include two phases, the proposed project constitutes only Phase 1 of the two-phase plan. The proposed project would develop an affordable senior housing community to serve seniors with very low incomes, including veteran seniors and seniors with special needs. The proposed project would involve development of the project site with a 19,607-square (sf), four-story, U-shaped building, consisting of 76 one-bedroom units and three two-bedroom units, for a total of 79 units to be constructed on-site. The proposed project's units would be affordable for households at 20 to 50 percent annual median income (AMI).

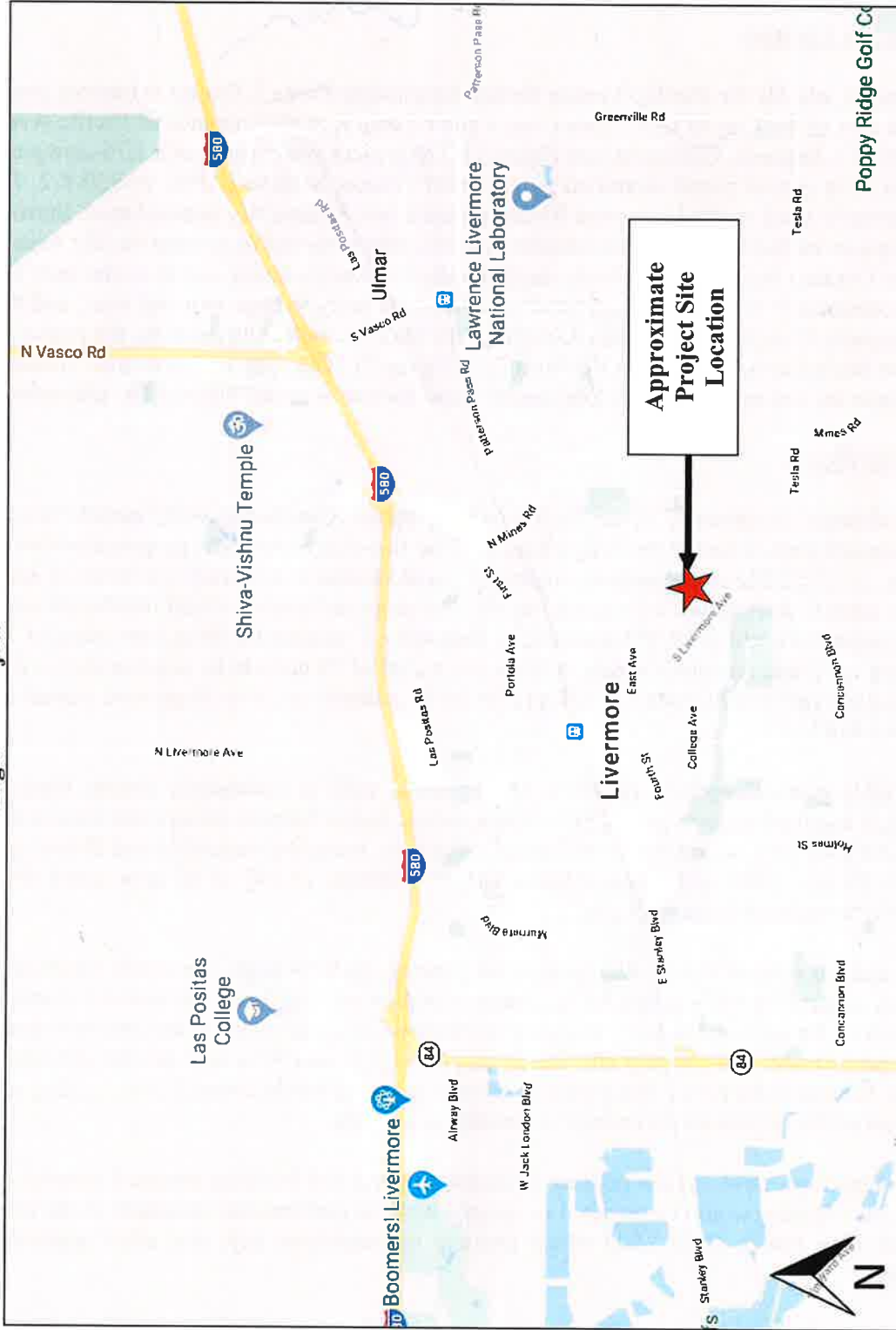
The building would include amenities for residents, such as community rooms, management offices, a social services office, lobby and mail areas, indoor bicycle storage and on-site laundry. A central courtyard would house additional amenities, including vegetable and flower gardens, outdoor lounge areas, and a bocce ball court. In addition, 27,192 sf of open space would be provided throughout the project site.

The proposed project would also include 86 parking stalls to serve the entire community. The majority of parking stalls would be located in a surface parking lot in the southern portion of the project site. An internal roadway would be constructed along the western and southern boundaries of the project site, and primary site access would be provided by a new private driveway off of Pacific Avenue to the north. The proposed internal roadway would connect to an existing unnamed road east of the project site to provide secondary site access.

Project lighting would include parking lot lights on poles and building-mounted exterior fixtures. All project lighting would be required to comply with the performance standards in the Livermore General Plan Policy CC-1.3.P1, which protects the nighttime sky, and other applicable City standards.

The proposed landscaping would be consistent with City landscape requirements. Landscaping would be installed along the project frontage on Pacific Avenue to enhance the project entryway.

**Figure 1**  
**Regional Project Location**

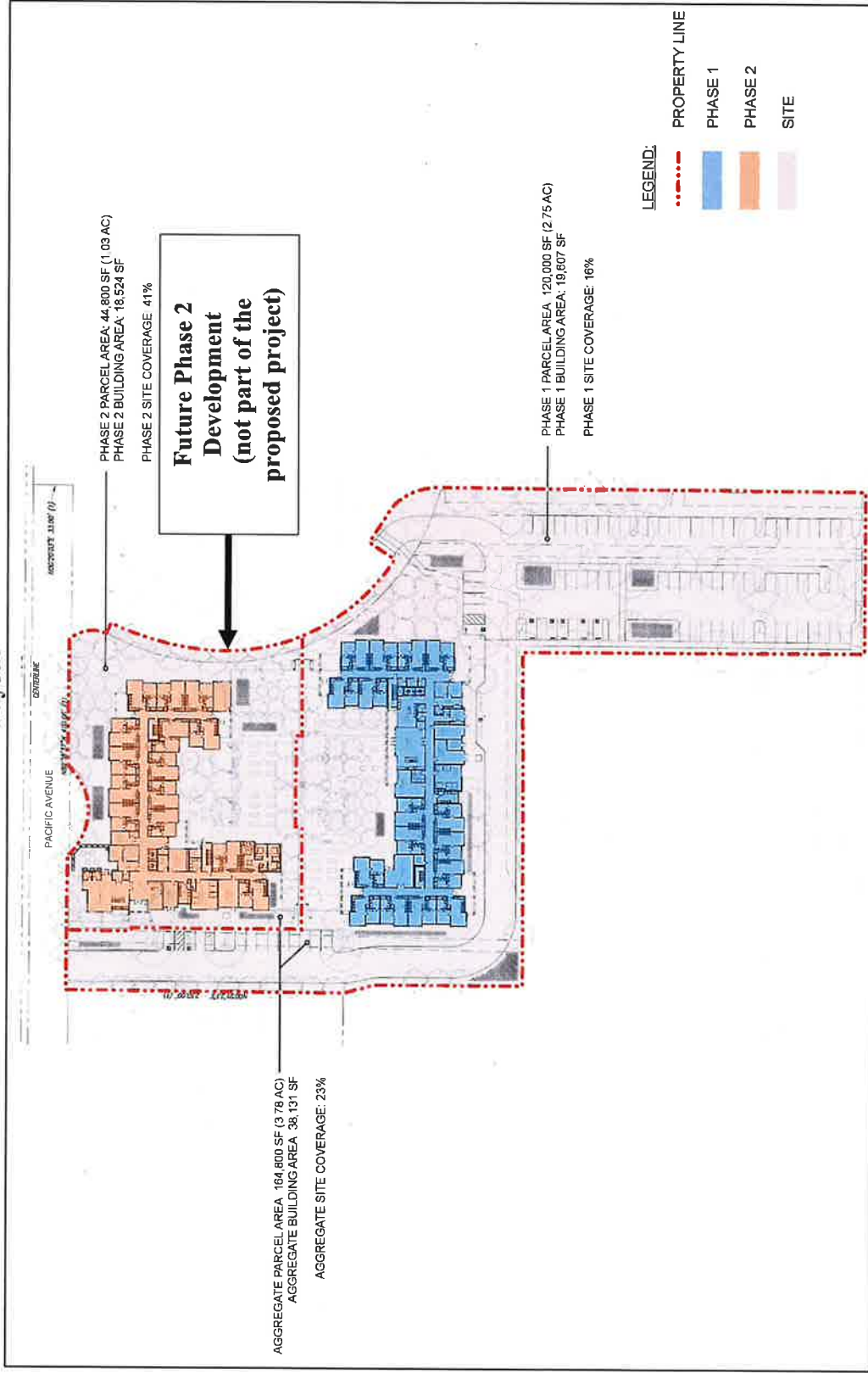




**Figure 2**  
**Project Site Boundaries**



**Figure 3**  
**Site Layout Plan**



Further, landscaping would be integrated within the development along walkways and in parking areas to enhance the visual appearance of the development.

The project would connect to existing water, sewer, electrical, and telecommunications networks. Pacific Gas and Electric Company (PG&E) would provide electrical and natural gas service, CalWater would provide potable, and the City's Public Services Department would provide sewer service. Water and sewer would be extended from existing storm drain system on Pacific Avenue.

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

The proposed project is intended to provide affordable housing, specific to low-income and very low-income seniors including veteran seniors and seniors with special needs. The proposed project would help to meet the City of Livermore's affordable housing requirements and goals listed in the City's General Plan. According to the City's General Plan Housing Element, the current Regional Housing Needs Allocation (RHNA) has identified the need for an additional 2,729 housing units within the City, including 839 that are identified for very-low-income households, and 474 for low-income households. As such, the City has set goals to encourage and facilitate the development of housing to meet the RHNA, which includes the development of affordable housing units needed for low-income households. The City of Livermore intends to continue working with affordable housing developers to provide housing development opportunities for the residents of the City. The proposed residential units would help to meet the City of Livermore's RHNA.

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

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

As stated previously, the project site was formerly used as the Livermore Rodeo grounds and is currently undeveloped. The site is generally flat and contains a few mature trees throughout the property. Surrounding existing uses include an apartment complex and cemetery to the north beyond Pacific Avenue; the Sunken Gardens Neighborhood Park, single-family residences, and a church to the east; a senior living community to the south; a ground mounted solar array to the south and west; and the City of Livermore Civic Center Campus, including City Hall, the police department, the public library, and the Multi-Service Center to the west.

The project area currently includes single-family housing and a senior living community. Therefore, the proposed project would be compatible with existing development in the area. If the proposed project did not happen, the project site would remain vacant and undeveloped. In the absence of funding from HUD, construction of the proposed project would likely continue, but costs may affect the level of affordability currently anticipated for the proposed project.



As noted above, the project site has been graded and disturbed in the past. Because the site has been subject to disturbance through previous activity, the site has been mostly cleared of vegetation. Existing water, sewer, gas, electricity, cable, telephone, and other utilities are accessible adjacent to the site. Wetlands, streams, rivers, and riparian habitat do not exist on-site.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06001C0342G dated August 3, 2009, the project site is located within Zone X, which is defined as an area of minimal flood hazard. Thus, the project site is not located within a 100-year flood plain (see Figure 4).

The nearest surface water sources to the project site are approximately 4.86 acres of freshwater forested/shrub wetland and a riverine habitat (Arroyo Mocho), both of which are located approximately 0.35 mile southwest of the project site (see Figure 5). According to the National Wetlands Inventory (NWI), the wetland is classified as PSSA, signifying that the wetland is a palustrine (P) system of the scrub-shrub (SS) class with a temporarily flooded (A) water regime. The NWI classifies the riverine habitat as R4SBC, signifying that the water body is a riverine (R) system that is intermittent (4), has a streambed (SB) that becomes completely dewatered at low tide/flow, and has a seasonally flooded (C) water regime.

The project site is located outside of the Coastal Zone Boundary (see Figure 6). Furthermore, the project site is located approximately 52 miles north of the nearest sole source aquifer (Santa Margarita Aquifer) (see Figure 7). The Wild and Scenic River nearest the project site is the American Wild and Scenic River, located approximately 65 miles northeast of the project site (see Figure 8).

### **Funding Information**

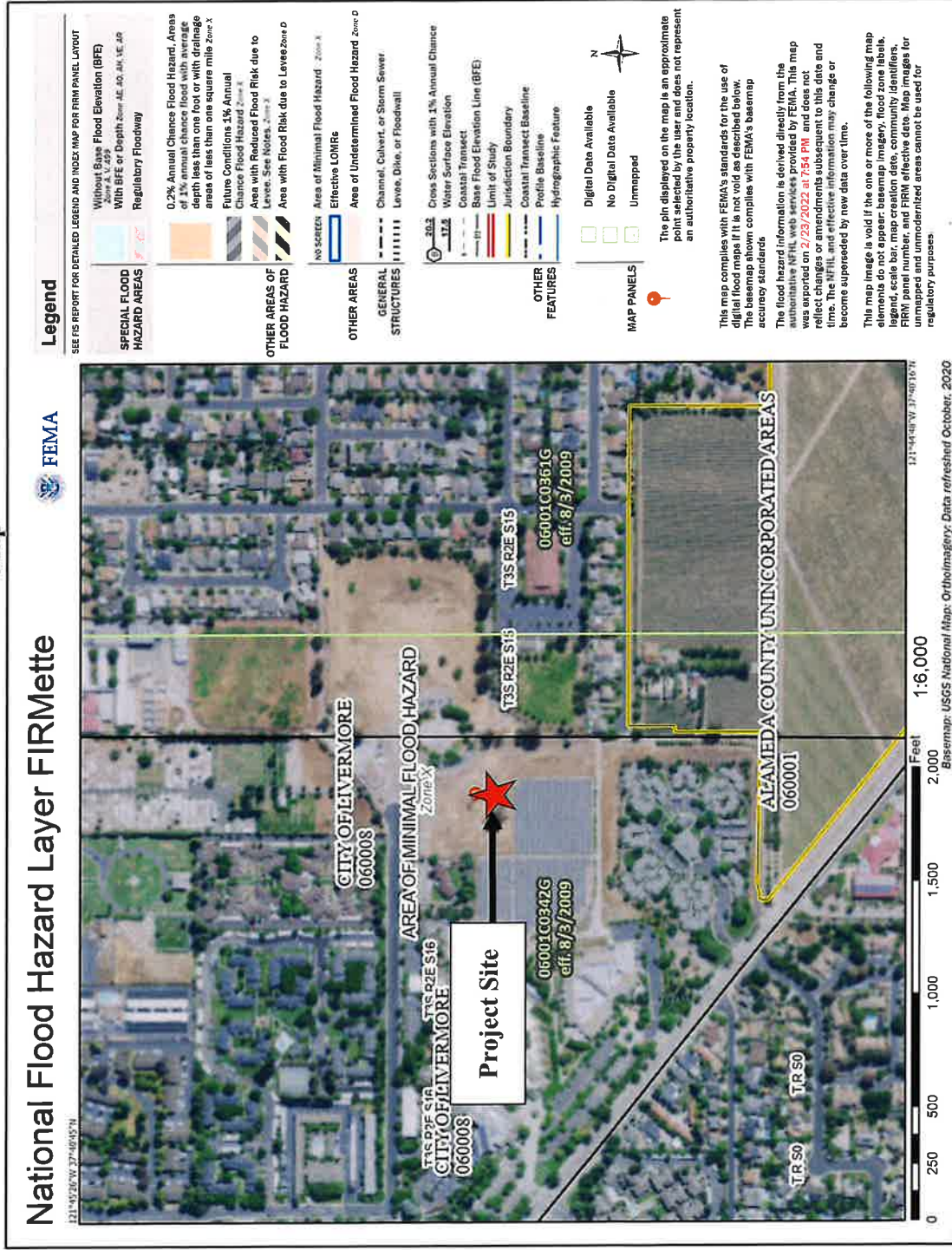
**Estimated Total HUD Funded Amount: \$9,141,600**

**Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$45,000,000**

The following funding amounts are approximate estimations. The estimation for the first-year project-based voucher subsidy is estimated to be a maximum of \$409,440 and the 15-year commitment is estimated to be a maximum of \$6,141,600. However, the subsidy amount will depend on the final number of vouchers awarded to the project, the incomes of actual households assisted, and the approved Alameda County Fair Markets Rents. The project may apply for funding through the HOME Investment Partnerships Program, which is estimated at \$3,000,000.



Figure 4  
FEMA Flood Map

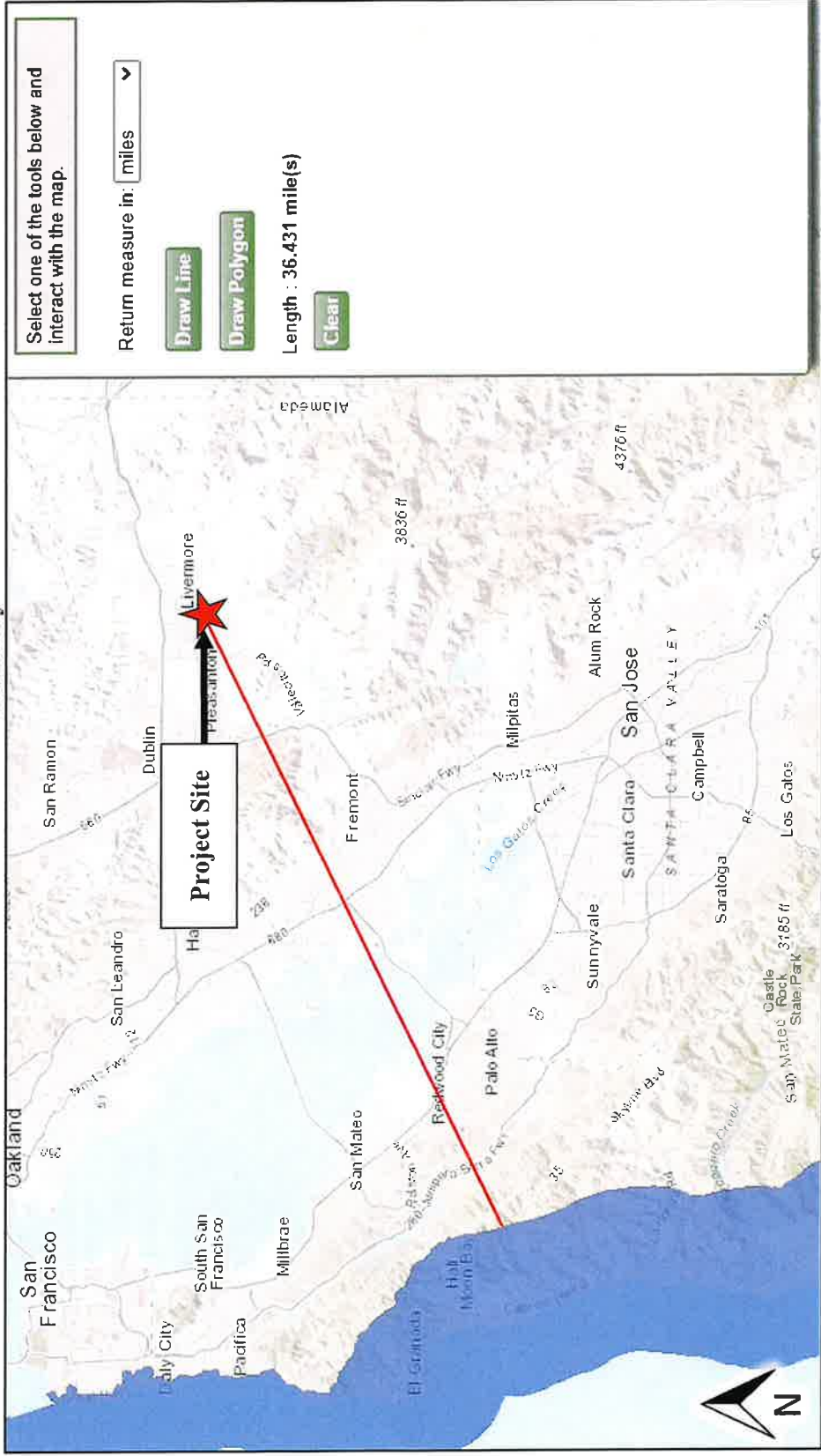


**Figure 5**  
**NWI Wetlands Map**



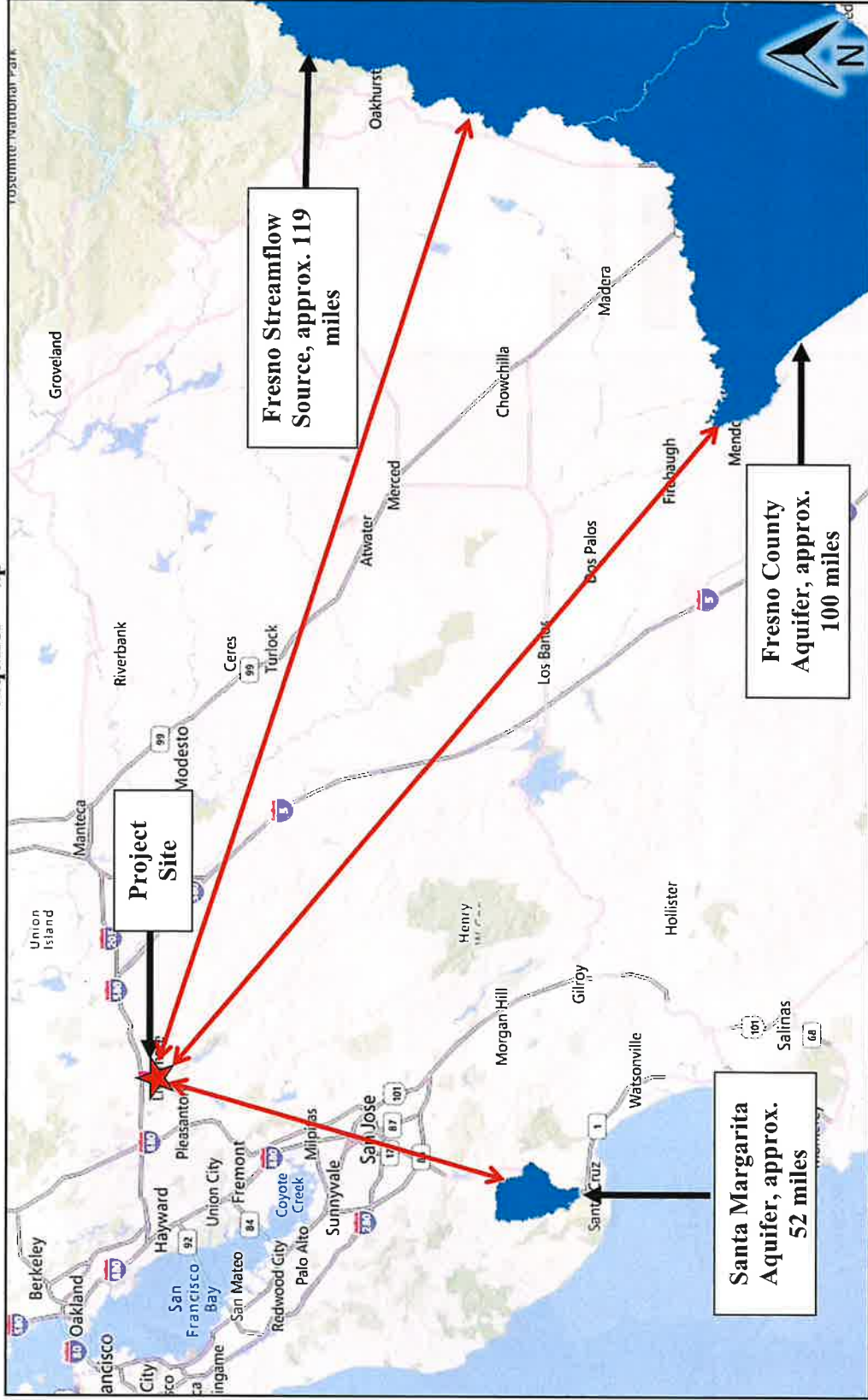


**Figure 6**  
**Coastal Zone Boundary**



Source: California Department of Fish and Wildlife, BIOS, 2022.

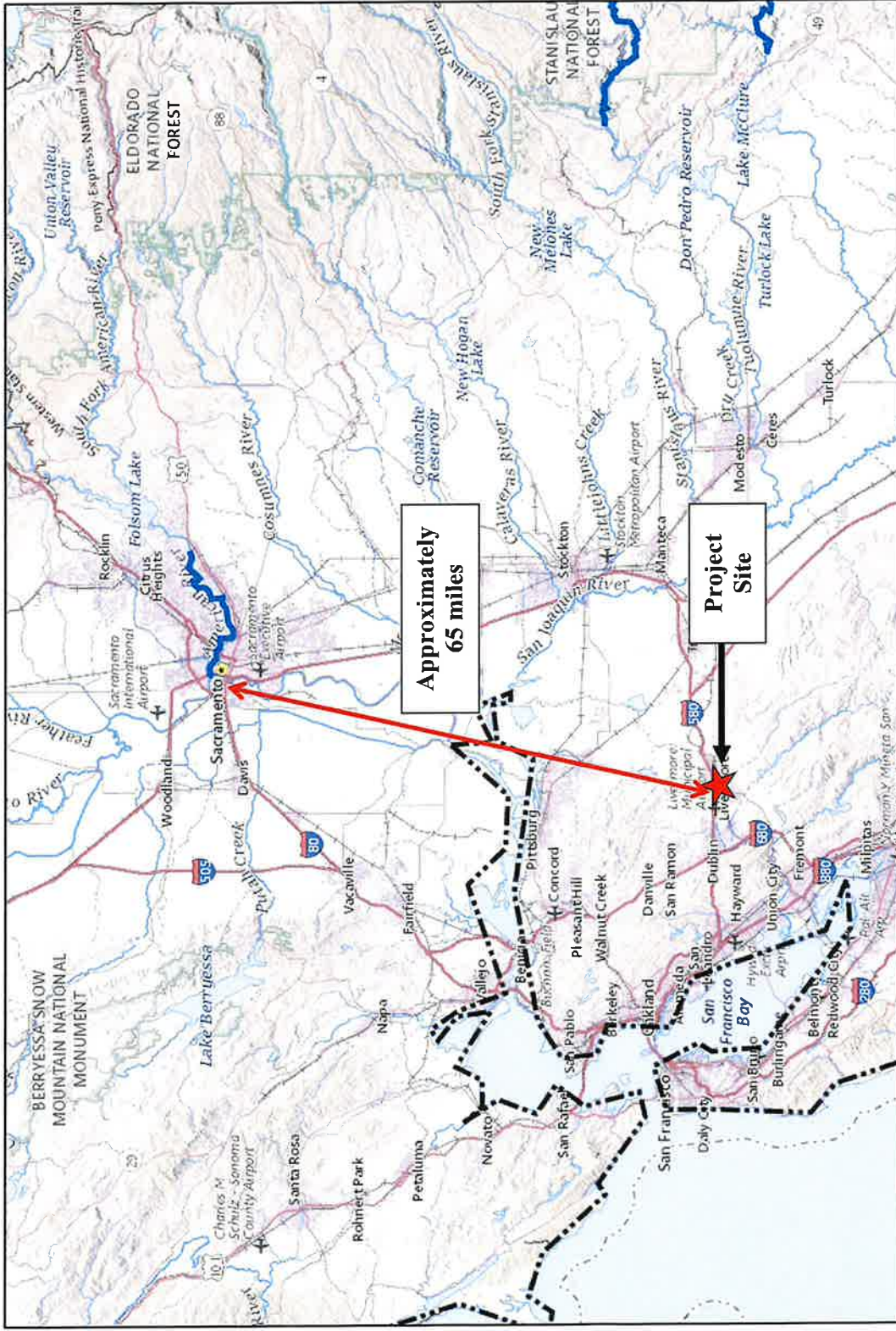
**Figure 7**  
**Sole Source Aquifer Map**



Source: U.S. Environmental Protection Agency, NEPAassist, 2022.



**Figure 8**  
**Wild and Scenic Rivers**



Source: U.S. Forest Service, National Wild and Scenic Rivers System, 2022.



**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.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The nearest civil airport runways to the project site are the Livermore Municipal Airport and Meadowlark Field Airport, located approximately 3.43 miles (18,110 feet) northwest and 3.23 miles (17,529 feet) southeast of the project site, respectively. The nearest large airport is the Oakland International Airport, located approximately 26 miles (137,280 feet) west of the site. Moffett Federal Airfield, the closest military airfield runway, is located approximately 24 miles (126,72 feet) southwest of the project site. Thus, the project site is not located within 2,500 feet of the end of a civil airport runway or within 8,000 feet of the end of a military airfield runway and is, therefore, not within an Airport Runway Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, impacts regarding Airport Clear Zones and/or Accidental Potential Zones would not occur.</p> <p><u>Documentation Citation</u></p> <p>AirNav.com. Livermore Municipal. Available at: <a href="https://www.airnav.com/airport/LVK">https://www.airnav.com/airport/LVK</a>. Accessed February 2022. (Appendix F).</p> <p>AirNav.com. Meadowlark Field Airport. Available at: <a href="https://www.airnav.com/airport/63CN">https://www.airnav.com/airport/63CN</a>. Accessed February 2022. (Appendix F).</p>

		<p>AIR National Guard. <i>Moffett Federal Airfield</i>. Available at: <a href="https://www.goang.com/locations/california/moffett-federal-airfield.html">https://www.goang.com/locations/california/moffett-federal-airfield.html</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Coastal Barrier Resources</b></p> <p>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes.</p> <p>The project site is located approximately 38 miles east of the Pacific Ocean (San Francisco Bay), and is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990 (see Figure 6). Therefore, the proposed project would not be subject to either the CBRA or the CBIA.</p> <p><u>Documentation Citation</u></p> <p>USFWS. Coastal Barrier Resources Act. Available at: <a href="http://www.fws.gov/cbra/Act/index.html#CBRS">http://www.fws.gov/cbra/Act/index.html#CBRS</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Flood Insurance</b></p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No  <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the FEMA FIRM 06001C0342G dated August 3, 2009, the project site is located within Zone X, which is defined as an area of minimal flood hazard (See Figure 4). Therefore, the project site is not located within a 100-year flood plain or a special flood hazard area. Accordingly, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the Insurance Reform Act would not occur.</p>

		<p><u>Documentation Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06001C0342G</i>. August 3, 2009. (Appendix F).</p>
<p><b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b></p>		
<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The City of Livermore is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the federal ozone, and federal fine particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other federal AAQS.</p> <p>In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG).</p> <p>The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the United States Environmental Protection Agency (EPA) on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017.</p> <p>The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS</p>

		<p>for which the area is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD provides screening to help determine whether a project's construction and operational impacts have the potential for significant impacts.</p> <p>The BAAQMD's CEQA Air Quality Guidelines provide the following screening levels for apartment, mid-rise land uses, based on the number of dwelling units (du):</p> <ol style="list-style-type: none"> <li>1. Operational Criteria Pollutant Screening Size: 494 dwelling units (du) (pertaining to reactive organic gases)</li> <li>2. Operational GHG Screening Size: 87 du</li> <li>3. Construction-Related Screening Size: 240 du (pertaining to reactive organic gases)</li> </ol> <p>If all of the following screening criteria are met, the construction of the proposed project would result in a less-than-significant impact from criteria air pollutant and precursor emissions:</p> <ol style="list-style-type: none"> <li>1. The project is below the applicable screening level size;</li> <li>2. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction;</li> <li>3. Construction-related activities would not include any of the following <ol style="list-style-type: none"> <li>a. Demolition;</li> <li>b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);</li> <li>c. Simultaneous construction of more than one land use type (e.g. project would develop residential and commercial uses on the same site) (not applicable to high-density infill development);</li> <li>d. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.</li> </ol> </li> </ol>
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	<p>The proposed project, consisting only of Phase 1, includes the construction of 79 units, while ultimate buildout of the Pacific Avenue Senior Apartments would include development of 175 units. Ultimate buildout of the Pacific Avenue Senior Apartments project would be below the screening criteria for construction-related activities, when considered together or separately. Additionally, the proposed project would not involve the simultaneous occurrence of more than two construction phases, more than one land use type, extensive site preparation, or extensive material transport. The proposed project would be constructed using best management practices (BMPs) that reduce construction emission. Therefore, the proposed project would not result in significant impacts on air quality during construction activities.</p> <p>In addition, the proposed project would be below the screening criteria for operational emissions. Thus, a conservative assumption can be made that the proposed project would not result in a considerable increase in any criteria pollutant during operation.</p> <p>As previously discussed, all projects under the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures, which would minimize impacts related to dust and further reduce the construction-related emissions. To ensure compliance with the standard Basic Construction Mitigation Measures, Mitigation Measure 1 has been included below.</p> <p><u>Toxic Air Contaminants</u></p> <p>Toxic Air Contaminants (TACs) are a category of environmental concern as well. The CARB's <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic</p>
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	<p>are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.</p> <p>The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and temporary, and would be regulated by CARB's In-Use Off-Road Diesel Vehicle Regulation. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicles. As an example, the CARB's Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day.</p> <p>The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, or freeway may have the potential to expose those receptors to DPM. As the project site is located over 9,000 feet from the nearest freeway, Interstate 580, and is not located in the vicinity of any high-traffic roadways, evaluation of the risks associated with on-site exposure to DPM from traffic is not warranted.</p> <p><u>Conclusion</u> Based on the above, implementation of the proposed project would not result in substantial emissions of criteria pollutants or TACs, and impacts related to the Clean Air Act would not occur. Nonetheless, Mitigation Measure 1 has been included to minimize dust impacts and reduce construction-related emissions by requiring compliance with the BAAQMD Basic Construction Mitigation Measures.</p>
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	<p><u>Mitigation Measure 1:</u> During project construction, the project applicant shall implement all of the BAAQMD's Basic Construction Mitigation Measures, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered;</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;</li> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and,</li> <li>• Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ul> <p>The project applicant shall include the BAAQMD Basic Construction Mitigation Measures on all project construction plans subject to approval by the City.</p>
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		<p><u>Documentation Citation</u></p> <p>California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005. (Appendix F).</p> <p>Bay Area Air Quality Management District. <i>California Environmental Quality Act Air Quality Guidelines</i>. May 2017. (Appendix F).</p>
<p><b>Coastal Zone Management</b> Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The Coastal Zone Management Act Section 1453 Definitions Section 304(1) defines the term “coastal zone” as “...the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches...” and extending “...inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise.”</p> <p>As shown in Figure 6, the project site is located outside of the Coastal Zone Boundary. The proposed uses on the site would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect the Coastal Zone and impacts related to the Coastal Zone Management Act would not occur.</p> <p><u>Documentation Citation</u></p> <p>California Department of Fish and Wildlife. <i>Coastal Zone Boundary</i>. Available at: <a href="https://apps.wildlife.ca.gov/bios/">https://apps.wildlife.ca.gov/bios/</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Contamination and Toxic Substances</b> 24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following:</p> <p>(1)... all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.</p>

	<p>(2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards.</p> <p>(3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes.</p> <p>(4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary...</p> <p>Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on an EPA Superfund National Priorities or CERCLA List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank).</p> <p>A Phase I Environmental Site Assessment (Phase I) was prepared for the proposed project by Geocon Consultants. The purpose of the Phase I was to identify recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by ASTM International as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis</p>
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	<p>condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs.</p> <p>The Phase I's evaluation of the project site included a records review to identify potential RECs, CRECs, and/or HRECs, including an evaluation of physical setting and environmental records, information regarding fuel storage and waste management activities, liens and use restrictions, accidental spills and releases, leaking underground fuel tanks, surrounding waste management activities, hazardous waste cleanup sites, previously regulated hazardous waste sites, the California Department of Toxic Substances Control (DTSC) Cortese List of known contaminated sites, historical use information, and current uses of the property and adjoining properties.</p> <p>According to the Phase I, the project site is not listed on an EPA Superfund National Priorities or CERCLA List, or equivalent state list, is not located within 3,000 feet of a toxic or solid waste landfill site, and does not contain underground storage tanks (USTs).</p> <p>In addition, Geocon reviewed federal and state regulatory agency database information provided by Environmental Data Resources, Inc. (EDR) concerning activities that may be of environmental concern in the general vicinity of the site. The Phase I determined that RECs do not occur at the project site.</p> <p>Because the Phase I did not uncover on-site or nearby environmental contaminants or hazards that could potentially impact the proposed project upon construction and operation, the proposed project would not be adversely affected by toxic, hazardous, or radioactive materials, contamination, chemicals, or gasses. Thus, impacts related to contamination and toxic substances would not occur with implementation of the proposed project.</p>
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		<p><u>Documentation Citation</u></p> <p>Geocon Consultants, Inc. <i>Phase I Environmental Site Assessment Report, Proposed Senior Housing Development, Pacific Avenue, Livermore, Livermore, California.</i> December 17, 2018. (Appendix A).</p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The Endangered Species Act (ESA) of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the ESA spoke specifically to the value – tangible and intangible – of conserving species for future generations. In passing the ESA, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat.</p> <p>It should be noted that the project site is within Conservation Zone 2 (CZ-2) of the East Alameda County Conservation Strategy (EACCS). However, the special-status species covered under the EACCS with potential to occur on-site are not protected under the State or Federal ESA. Nonetheless, further discussion of the EACCS, as well as other species which are considered special-status, but are not protected under the State or Federal ESA is included in the Vegetation, Wildlife, section below.</p> <p>A Biological Site Assessment was prepared by Sequoia Ecological Consulting for ultimate buildout of the Pacific Avenue Senior Apartments project. According to the Biological Site Assessment, critical habitat does not exist within the project site. Therefore, implementation of the proposed project would not destroy or modify any critical habitat and would not result in any significant impacts to any designated critical habitats.</p> <p>In order to determine the potential for special-status plant or wildlife species to occur within the project region, a search of the California Natural Diversity Database (CNDDDB), as well as a field survey of the project site, were conducted as part of the Biological Site Assessment. Based on the results of the CNDDDB search and field survey, one plant species, the large-flowered fiddleneck (<i>Amsinckia grandiflora</i>), which is protected under</p>

	<p>the California ESA and the Federal ESA has moderate potential to occur within the project site.</p> <p>Therefore, implementation of Mitigation Measure 2, would require a preconstruction survey be conducted to ensure that large-flowered fiddleneck, which could potentially be encountered at the project site, would not be impacted by the proposed project, and, thus, the proposed project would not result in any conflicts with the ESA.</p> <p><i>Mitigation Measure 2: Prior to initiation of construction activities, surveys shall be conducted for special-status plant species in accordance with CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2018). CDFW guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods that are necessary to identify that plant species of concern. Survey results shall be submitted to the City for review and approval.</i></p> <p><i>If special status plant species are not found in or adjacent to (within 100 feet) proposed disturbed areas, no further mitigation is required.</i></p> <p><i>If any of the species identified above are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent feasible. Any special-status plant species that are identified adjacent to the project area but not proposed to be disturbed by the project shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on site plans.</i></p> <p><i>If project-related impacts would result in the loss of greater than 10 percent of occupied habitat for a special-status plant species, mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, mitigation shall be required for the 8 percent that exceeds the 10 percent threshold. Mitigation for permanent</i></p>
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		<p><i>impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., 1 acre preserved for each acre impacted). Temporarily disturbed special-status plant species sites shall be restored to original function and value.</i></p> <p><i>Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, off-site mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, and vegetation structure, and contain extant populations of the same or greater size as the area impacted.</i></p> <p><i>Plans for avoidance, minimization, and mitigation (if appropriate) shall be submitted to the City of Livermore at the time of building permit submittal for the City's review and approval. Surveys shall occur no more than two years prior to ground breaking of the project.</i></p> <p><u>Documentation Citation</u></p> <p>Sequoia Ecological Consulting, Inc. <i>Pacific Avenue Senior Housing, Biological Site Assessment</i>. November 2018. (Appendix B).</p>
<p><b>Explosive and Flammable Hazards</b> 24 CFR Part 51 Subpart C</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>As mentioned in the Contamination and Toxic Substances section of this EA, a search of the DTSC's Envirostor Database was conducted for the project site as part of the Phase I. Based on the search results, hazardous materials sites compiled pursuant to Government Code Section 65962.5 do not exist on the project site or within a one-mile radius. Because the proposed project would be a residential land use, the proposed project would not include hazardous facilities or the handling, transport, use, or storage of hazardous materials.</p> <p>According to the California EPA Regulated Site Portal, two aboveground storage tanks (ASTs) exist within one mile of the project site.</p> <p>The first AST site, is located at 1052 South Livermore Avenue, approximately 634 feet west of the project site and is separated from the project site by a ground mounted solar array and portions of the City of Livermore Civic Center</p>

Campus. The second AST site is located at 2654 First Street, approximately 4,858 feet northwest of the project site and is separated from the project site by several blocks of residential commercial, industrial, and recreational development.

Using the HUD’s Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with each tank was calculated. Calculations were based on the size of the tank, and a conservative assumption was made that the tanks are not diked.

Based on the results, each of the two ASTs are located at distances from the project site that exceed the applicable ASD for people and buildings (see Table 1).

<b>Site Location</b>	<b>Approx. Distance from Project Site (feet)</b>	<b>Approx. Tank Size (gallons)</b>	<b>ASD (feet) from People / Buildings</b>
1052 South Livermore Avenue	634	2,999	437 / 84
2654 First Street	4,858	2,999	437 / 84

Based on the above, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, regulated by 24 CFR Part 51 Subpart C.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed May 2022. (Appendix F).

Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, Proposed Senior Housing Development, Pacific Avenue, Livermore, Livermore, California*. December 17, 2018. (Appendix A).

		U.S. Department of Housing and Urban Development. <i>Acceptable Separation Distance (ASD) Electronic Assessment Tool</i> . Available at: <a href="https://www.hudexchange.info/programs/environmental-review/asd-calculator/">https://www.hudexchange.info/programs/environmental-review/asd-calculator/</a> . Accessed May 2022. (Appendix F).
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is located within an urbanized environment and does not contain land designated as Prime Farmland by the Natural Resources Conservation Service, Prime Farmlands as designated by the California Department of Conservation, land zoned for agricultural use, or land subject to a Williamson Act Contract pursuant to Section 512101 of the California Government Code. According to the California Department of Conservation Important Farmland Finder, the project site is classified as “Urban and Built-Up Land.” In addition, the City of Livermore General Plan designates the site as Urban High Residential 6 and the site is zoned Planned Development. Therefore, the project does not include any activities that could potentially convert agriculture land to a different land use including farmlands, and would not result in a significant impact.</p> <p><u>Documentation Citation</u></p> <p>California Department of Conservation. <i>California Important Farmland Finder</i>. Available at: <a href="https://maps.conservation.ca.gov/dlrp/ciff/">https://maps.conservation.ca.gov/dlrp/ciff/</a>. Accessed February 2022. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore General Plan 2003-2025, Land Use Element</i>. February 2004. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore Zoning Map</i>. Available at: <a href="http://www.cityoflivermore.net/civicax/filebank/documents/13792">http://www.cityoflivermore.net/civicax/filebank/documents/13792</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Floodplain Management</b></p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>As noted previously, according to the FEMA FIRM #06001C0342G, dated August 3, 2009, the project site is not located within a 100-year flood plain (see Figure 4). Because the project site is not located within a FEMA Special Flood Hazard</p>



		<p>Zone, impacts related to Executive Order 11988, Floodplain Management would not occur.</p> <p><u>Documentation Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06001C0342G</i>. August 3, 2009. (Appendix F).</p>
<p><b>Historic Preservation</b> National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No  <input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The National Historic Preservation Act (NHPA), 16 U.S.C. 470 et seq., directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process.</p> <p>A Sacred Lands File search performed by the Native American Heritage Commission (NAHC) did not indicate the presence of Native American traditional cultural places or resources within the project site. In addition, as part of the Cultural Resources Memo prepared for ultimate buildout of the Pacific Avenue Senior Apartments, a records search of the California Historical Resources Information System (CHRIS) was conducted for the project site, which included review of the archaeological base maps, site records, and survey reports on file at the Northwest Information Center (NWIC) at Sonoma State University. The CHRIS search did not identify cultural and/or historic resources to be present within the project site.</p> <p>However, it should be noted that Native American resources have been found near intermittent and perennial watercourses, near ecotones, and near the hill to valley interface within the portion of Alameda County surrounding the project site. Although the project site is not located near a watercourse, ecotone, or hill to valley interface, the project site is located within alluvial valley lands between Arroyo Las Positas and Arroyo Mocho. Given the similarity of environmental</p>

	<p>factors and the ethnographic sensitivity of the area, a low to moderate potential exists for unrecorded Native American resources to be within the project site.</p> <p>In compliance with Section 106 of the National Historic Preservation Act, tribal consultation letters were distributed to the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Rumsen Carmel Tribe, the Indian Canyon Mustun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the North Valley Yokuts Tribe, the Ohlone Indian Tribe, the Wilton Rancheria, the Wuksache Indian Tribe/Eshorn Valley Band, and the Confederated Villages of Lisjan on May 10, 2022 seeking input regarding the potential for tribal cultural resources to be disturbed within the project site. The Confederated Villages of Lisjan responded to the City on June 8, 2022 stating that the tribe did not have further information to supply about the proposed project; however, the tribe indicated that they wish to be contacted if any resources are discovered.</p> <p>The City did not receive communications from any of the other aforementioned tribes in response to requests for tribal consultation. Lack of a response from interested tribes is understood to represent concurrence with the City's findings that the project would not result in impacts related to tribal cultural resources.</p> <p>A letter requesting review of the findings of the historic records search was submitted to the SHPO for the proposed project on June 9, 2022. The City did not receive a response from SHPO within the 30-day comment period, indicating the City may proceed pursuant to 36 CFR Part 800.3(c)(4). Pursuant to 36 CFR Part 800.3(c)(4), <i>Failure of the SHPO/THPO to respond</i>, the City may continue to the next step of the Section 106 process, and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project.</p> <p>Due to the findings described above, the discovery of cultural or tribal cultural resources is not anticipated to occur on-site. Nonetheless, given the surrounding environmental factors and the</p>
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	<p>ethnographic sensitivity of the project site within alluvial valley lands, the potential exists for unrecorded tribal cultural resources to be located on-site. Therefore, the following mitigation measures are included to address the potential for impacts to cultural and tribal cultural resources, should any such resources be encountered during ground-disturbing activities associated with the project site.</p> <p><i><u>Mitigation Measure 3:</u> During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.</i></p> <p><i><u>Mitigation Measure 4:</u> During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. The County Coroner, project superintendent, the City, and a representative of the Confederated Villages of Lisjan shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human</i></p>
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		<p><i>remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.</i></p> <p><u>Documentation Citation</u></p> <p>Michael Baker International. <i>Cultural Resources Identification for the Pacific Avenue Affordable Housing Project, City of Livermore, Alameda County, California</i>. February 26, 2019. (Appendix C).</p>
<p><b>Noise Abatement and Control</b> Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Airports, roadways, and railways associated with the surrounding environment have the potential to have significant noise impacts on proposed projects. HUD considers all sites with environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 ddbels (dB) as noise-impacted areas. The City of Livermore General Plan indicates that a noise level less than or equal to 65 dB is considered normally acceptable outdoor noise exposure for multi-family residential uses, and a 45 dB indoor noise level is considered normally acceptable for residential dwellings in the Downtown Area. Per the requirements of the City's General Plan, a detailed noise analysis and possible mitigation would be required when multi-family residential projects are proposed in noise-impacted areas with noise levels ranging between 60 and 70 dB. Noise insulation features may include measures to protect noise-sensitive outdoor activity areas or may include building sound insulation treatments such as sound-rated windows to protect sensitive receptors in interior spaces.</p> <p>Local roadway traffic has the potential to be a significant source of noise in the surrounding environment. The local roadway of concern in the project area would be Pacific Avenue, located along the northern boundary of the Phase 2 project site. The closest portion of the proposed building that would be constructed on the Phase 1 project</p>

	<p>site is located approximately 250 feet from Pacific Avenue.</p> <p>It should be noted that the project site is located more than three miles from the Livermore Municipal Airport. The project site is not located within the limits of the noise contours of the Livermore Municipal Airport's Noise Compatibility Zones as identified in the Airport Land Use Compatibility Plan. Furthermore, the project site is located approximately 4,200 feet south of the nearest railroad tracks; as such, the project site is not located within 3,000 feet of a railroad.</p> <p>Noise levels at the project site associated with Pacific Avenue were estimated using the HUD Site DNL calculator. According to the Traffic Impact Analysis prepared for the proposed project by Michael Baker International, the segment of Pacific Avenue along the northern boundary of the project site experiences approximately 107 AM peak hour trips and 129 PM peak hour trips. Peak hour traffic volumes are typically approximately 10 percent of the average ADT, based on industry standard. Therefore, for a conservative analysis, the roadway segment was estimated to experience 1,290 ADT. A reasonable assumption was also made that the average speed on the road segment would be 25 miles per hour (mph) and that the night fraction of ADT would be 15 percent.</p> <p>The HUD DNL calculator determined that the exterior noise level within the outdoor common areas on the project site would be approximately 41 dB DNL, which would be below the established standard of 65 dB as required by the HUD Noise Assessment Guidelines and the City's General Plan. While HUD does not have an established standard for interior noise levels, the City requires that indoor noise levels for multi-family residential uses be reduced to 45 dB. Based on the 41 dB estimate for exterior noise levels at the project site, interior noise levels would be below the 45 dB standard.</p> <p>Based on the above, noise levels at the project site would be well within normally acceptable noise standards and mitigation would not be required.</p>
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		<p>As such, the proposed project would not conflict with the Noise Control Act of 1972.</p> <p><u>Documentation Citation</u></p> <p>City of Livermore. <i>Livermore Municipal Code Chapter 9.36: Noise</i>. Available at: <a href="https://www.codepublishing.com/CA/Livermore/Municipal/Livermore09/Livermore0936.html">https://www.codepublishing.com/CA/Livermore/Municipal/Livermore09/Livermore0936.html</a>. Accessed March 2022. (Appendix F).</p> <p>Michael Baker International. <i>Traffic Impact Analysis – Pacific Avenue Senior Housing</i>. August 9, 2019. (Appendix D).</p> <p>U.S. Department of Housing and Urban Development. <i>HUD Day/Night Noise Level Electronic Assessment Tool</i>. Available at: <a href="https://www.hudexchange.info/environmental-review/daynight-noise-level-electronic-assessment-tool/">https://www.hudexchange.info/environmental-review/daynight-noise-level-electronic-assessment-tool/</a>. Accessed March 2022. (Appendix F).</p>
<p><b>Sole Source Aquifers</b> Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>As shown in Figure 6, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located approximately 52 miles north from the nearest designated boundary of a sole source aquifer (Santa Margarita Aquifer). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Therefore, impacts to the Safe Drinking Water Act of 1974, as amended, would not occur.</p> <p><u>Documentation Citation</u></p> <p>USEPA. <i>Sole Source Aquifers</i>. Available at: <a href="https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b">https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Wetlands Protection</b> Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>According to the USEPA, wetlands are characterized by hydrology, soils, and vegetation. The project site has been previously disturbed and wetlands, streams, rivers, or any other watercourses or type of riparian habitat do not exist on-site or in the immediate vicinity. In addition, the project site is not located within a floodplain, as noted above. The nearest surface water sources to the project site are approximately</p>

		<p>4.86 acres of freshwater forested/shrub wetland and a riverine habitat (Arroyo Mocho), both of which are located approximately 0.35 mile southwest of the project site (see Figure 5). According to the NWI, the wetland is classified as PSSA, signifying that the wetland is a palustrine (P) system of the scrub-shrub (SS) class with a temporarily flooded (A) water regime. The NWI classifies the riverine habitat as R4SBC, signifying that the water body is a riverine (R) system that is intermittent (4), has a streambed (SB) that becomes completely dewatered at low tide/flow, and has a seasonally flooded (C) water regime.</p> <p>Based on the above, construction and operation of the proposed project would not result in a substantial adverse effect on the ephemeral drainage or any other riparian habitat, sensitive natural community, or protected wetland, as defined by Section 404 of the Clean Water Act.</p> <p><u>Documentation Citation</u></p> <p>USEPA. <i>What is a Wetland</i>. Available at: <a href="https://www.epa.gov/wetlands/what-wetland">https://www.epa.gov/wetlands/what-wetland</a>. Accessed February 2022. (Appendix F).</p>
<p><b>Wild and Scenic Rivers</b> Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>Designated Wild and Scenic Rivers do not occur on the project site or in the project vicinity. The Wild and Scenic River nearest the project site is the American Wild and Scenic River, located approximately 65 miles northeast of the project site (see Figure 8). Because the project site is not within the vicinity of a Wild and Scenic River, implementation of the proposed project would not have a negative impact on any Wild and Scenic Rivers.</p> <p><u>Documentation Citation</u></p> <p>US Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. <i>National Wild and Scenic Rivers Segments</i>. Available at: <a href="https://www.rivers.gov/california.php">https://www.rivers.gov/california.php</a>. Accessed February 2022. (Appendix F).</p>
<b>ENVIRONMENTAL JUSTICE</b>		
<p><b>Environmental Justice</b> Executive Order 12898</p>	<p>Yes    No <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The proposed project would help fulfill the need for affordable housing in the City of Livermore by providing 79 units reserved for income-qualified</p>

	<p>senior residents, which would be a benefit to a vulnerable community. The proposed project is consistent with the planned land use and zoning designations for the site. The project site is not located near industrial or other land uses that could potentially result in health risks to the future occupants. According to CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. In addition, mitigation measures set forth in this EA would ensure that significant environmental impacts associated with the proposed project would not occur. Finally, a public comment period on the proposed project allows any concerns of public and vulnerable populations in the project region to be heard and for such concerns to be incorporated into any mitigation measures that might be required to reduce any potentially adverse environmental impacts to a level of insignificance. Thus, the proposed project would not result in any significant environmental justice issues. Because the proposed project would not result in any significant environmental justice issues, an impact code of 2 would occur.</p> <p><u>Documentation Citation</u></p> <p>California Office of Environmental Health Hazard Assessment. <i>CAEnviroScreen 4.0</i>. Available at: <a href="https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/home/">https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/home/</a>. Accessed April 2022. (Appendix F).</p>
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**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site has a City zoning designation of Planned Development and a General Plan land use designation of Urban High Residential 6. The project site’s current land use designation is intended for areas in or adjacent to Transit Oriented Development (TOD), near major roads with adequate infrastructure, public services, and amenities to support higher densities. The Urban High Residential 6 designation is intended to provide housing opportunities for all income groups in the community, including affordable housing. The designation allows for a range of housing types, including apartments, condominiums, and townhouses, and restricts development to 38 to 55 dwelling units per acre (du/ac). The proposed project would develop the site with 76 one-bedroom units and three two-bedroom units, for a total of 79 units to be developed on the 2.75-acre site, resulting in a density of 28.72 du/ac. Although the number of proposed units for the Phase 1 project site does not meet the number of allowable units permitted for the site, the total of 175 for ultimate buildout of the Pacific Avenue Senior Apartments across the entire 3.78-acre project site would result in approximately 50 du/ac, with would fall within the range stipulated in the City’s General Plan

		<p>Land Use Element. Thus, the proposed project would be consistent with the land use designation.</p> <p>As detailed in Section 3.04.030 of the Livermore Municipal Code, the proposed project is a permitted use for the Planned Development zone. The proposed project would be required to comply with the development standards and uses listed in the Livermore Municipal Code. In addition, the proposed project would be compatible with the surrounding land uses in the area, which include single-family residences to the east and a senior living community to the south.</p> <p>Based on the above, the proposed project would comply with the City's General Plan and Zoning Ordinance. Significant impacts associated with conformance with plans and compatibility with zoning would not occur.</p> <p><u>Documentation Citation</u></p> <p>City of Livermore. <i>City of Livermore General Plan</i>. February 2004. (Appendix F).</p> <p>City of Livermore. <i>Livermore Municipal Code, Section 3.04.030 – Planned Development (PD) Zone</i> Available at: <a href="https://www.codepublishing.com/CA/Livermore/">https://www.codepublishing.com/CA/Livermore/</a>. Accessed May 2022. (Appendix F).</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>Potential impacts associated with soil suitability (including slope) as well as erosion, drainage, and stormwater runoff are discussed in the sections below.</p> <p><u>Soil Suitability</u></p> <p>A Geotechnical Investigation was prepared for the project site by Geocon Consultants, Inc. According to the Geotechnical Investigation, the potential for surface rupturing, landslides, and slope instability to occur at the project site is low. However, the project site is located within the State of California Seismic Hazard Zone for liquefaction. As such, interactive web-based mapping by the United States Geological Survey and California Geological Survey was conducted,</p>

	<p>which indicates that the on-site soils possess a “moderate” susceptibility to liquefaction.</p> <p>The project site is not within an established state of California Earthquake Fault Zone and active or potentially active faults are not known to pass beneath the site; however, given the location of the project site within a seismically active region, the proposed structures would be required to be designed to withstand anticipated ground accelerations. The state of California provides minimum standards for structural design and site development through the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2). All buildings constructed in the City are required to comply with the CBC, which incorporates design criteria for seismic loading and other geologic hazards, design criteria for geologically induced loading that govern sizing of structural members, and calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, structural damage would be reduced due to CBC criteria that recognize this potential. The CBC contains provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Compliance with the provisions of the CBC would ensure that the proposed project would reduce the risk of loss, injury, or death involving earthquake-related ground shaking to the greatest extent possible.</p> <p>Nonetheless, due to the potential for liquefaction to occur on-site compliance with specific recommendations provided in the Geotechnical Investigation, including site grading and designing foundations to resist differential movement, would be required by Mitigation Measure 5 below.</p> <p><u>Erosion, Drainage, and Stormwater Runoff</u></p> <p>Project construction activities, such as grading, excavation, and trenching, would result in the disturbance of on-site soils. Such activities could, therefore, precipitate potential erosion, drainage, and stormwater runoff impacts. The exposed soils would have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2)</p>
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	<p>sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites would also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants enters receiving waters in sufficient quantities. Impacts from construction-related activities would generally be short-term.</p> <p>Water quality degradation is regulated by the federal National Pollutant Discharge Elimination System (NPDES) program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and non-point discharges. In California, the NPDES permitting program is administered by the State Water Resources Control Board (SWRCB), through nine RWQCBs. Projects that disturb one or more acres of soil are required to obtain coverage under the NPDES Construction General Permit. The proposed project would disturb approximately 2.75 acres and, therefore, is subject to the Construction General Permit. As part of compliance with the permit, the project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and incorporate BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Compliance with the Construction General Permit would ensure the proposed project does not result in impacts during construction related to erosion, drainage, and stormwater runoff.</p> <p>In addition, the City of Livermore has adopted the County C.3 Stormwater Standards, which require new development and redevelopment projects that create or alter 10,000 or more sf of impervious area to contain and treat all stormwater runoff from the project site. The proposed project would be subject to the requirements of the C.3 Stormwater Standards,</p>
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	<p>which are included in the City’s NPDES General Permit.</p> <p>Furthermore, the project would be required to comply with Chapter 13.45, Stormwater Management and Control Program, of the City’s Municipal Code, which includes standards for managing stormwater runoff during construction and operation. Per Section 13.45.090, any construction contractor performing work in the City must provide filter materials at the catch basin to retain any debris and dirt flowing into the City’s stormwater system.</p> <p>The proposed project would not involve operations typically associated with the generation or discharge of polluted water. Following completion of project buildout, disturbed areas of the site would be largely covered with impervious surfaces and topsoil would no longer be exposed. Given that the project site is currently undeveloped, development of the proposed project would result in an increase of impervious surfaces on-site. However, as described above, the project would comply with all relevant water quality standards and waste discharge requirements. In addition, the proposed project would include various landscaping elements that would allow for stormwater infiltration on-site. Therefore, operations of the proposed project would not result in impacts related to erosion, drainage, and stormwater runoff.</p> <p><u>Conclusion</u></p> <p>Based on the above, impacts related to surface rupturing, landslides, or slope instability are not anticipated to occur on-site. However, the soils on-site have a moderate potential to result in liquification. In regard to soil erosion and stormwater drainage, conformance with local stormwater regulations through incorporation of biofiltration areas within the project site would ensure that no impacts would occur. All structures would be designed in accordance with the seismic requirements contained in the CBC, would utilize foundation design alternatives, and would follow proper procedures for grading and excavation. Nonetheless, in order to ensure soil suitability would result in no impact, implementation of the</p>
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		<p>recommendations included in the Geotechnical Investigation report would be required through Mitigation Measure 5, below.</p> <p><i><u>Mitigation Measure 5:</u> The project design shall comply with all recommendations included in the Geotechnical Investigation prepared for the proposed project by Geocon. The Geotechnical Investigation provides feasible measures including, but not limited to: clearing the site of all obstructions including any existing utilities, pipelines, and associated backfills; re-compaction of weak soils on-site; subgrade preparation; utility trench backfill requirements; and foundation requirements. Compliance with such recommendations shall be demonstrated on all applicable improvement plans submitted for the project site. Improvement plans shall be submitted to the City Engineer for review and approval.</i></p> <p><u>Documentation Citation</u></p> <p>Geocon. <i>Geotechnical Investigation – Proposed Housing Development Pacific Avenue, Livermore, California.</i> August 2018. (Appendix E).</p> <p>City of Livermore. <i>Livermore Municipal Code, Chapter 13.45: Stormwater Management and Control Program.</i> Available at: <a href="https://www.codepublishing.com/CA/Livermore/Municipal/Livermore13/Livermore1345.html#13.45.10">https://www.codepublishing.com/CA/Livermore/Municipal/Livermore13/Livermore1345.html#13.45.10</a>. Accessed May 2022. (Appendix F).</p> <p>USEPA National Pollutant Discharge Elimination System (NPDES). <i>Stormwater Discharges from Construction Activities.</i> Available at: <a href="https://www.epa.gov/npdes/stormwater-discharges-construction-activities">https://www.epa.gov/npdes/stormwater-discharges-construction-activities</a>. Accessed May 2022. (Appendix F).</p>
Hazards and Nuisances including Site Safety and Noise	2	<p>Hazards and nuisances associated with site safety and noise are discussed in the sections below.</p> <p><u>Site Safety</u></p> <p>Construction activities associated with the proposed project could involve the use of potentially toxic substances. However, the project contractor would be required to comply with all</p>

	<p>applicable provisions of the California Health and Safety Code and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials.</p> <p>Due to the residential nature of the proposed project, the project would not involve the use or storage of any toxic, hazardous, or radioactive materials, chemicals, or gases. Thus, people would not be exposed to such materials associated with the proposed project during operations. In addition, the project site is located near existing residential development, a church, a solar array, a cemetery, and Sunken Gardens Park, and is not located in an area with toxic waste or hazardous operations. Future residents of the project may use common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Thus, residents or off-site receptors would not be exposed to hazardous materials associated with the proposed project during operations.</p> <p>In addition, as previously discussed in the Contamination and Toxic Substances and the Explosive and Flammable Hazards sections of this EA, impacts related to hazardous materials and contamination on-site or within the project vicinity would not occur with implementation of the proposed project.</p> <p>Based on the above, the proposed project would not result in impacts associated with hazards and nuisances, related to site safety.</p> <p><u>Noise</u></p> <p>Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are considered to be sensitive to noise because intrusive noise can be disruptive to such activities. The nearest sensitive receptor to the project site would be a single-family residence located approximately 35 feet east of the project site.</p>
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		<p>As described above, the City of Livermore General Plan indicates that a noise level less than or equal to 65 dB is considered normally acceptable outdoor noise exposure for multi-family residential uses, and a 45 dB indoor noise level is considered normally acceptable for residential dwellings in the Downtown Area.</p> <p>The project site is located in an urban area within the City of Livermore. While the project site is currently vacant, the site is surrounded by existing development and parkland. In addition, residential developments, such as the proposed project, do not typically involve activities that exceed the above noise standards. As such, project operations would not be anticipated to result in noise level increases in the project vicinity beyond the standards established by the City's General Plan.</p> <p>Construction activities would generate noise that would contribute to community noise levels and potentially affect nearby existing sensitive receptors. Although short-term, construction-related noise levels would be higher than the current ambient noise levels in the area, noise from construction would be temporary in nature, only occurring during the construction phase of the proposed project. In addition, according to General Plan Policy N-1.5.P4, temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 AM and 8:00 PM are exempt from the noise standards in the City's General Plan. Furthermore, construction of the proposed project would be required to adhere to the construction noise limitations and regulations imposed by Chapter 9.36 of the City of Livermore's Municipal Code, which prohibits construction activities between the hours of 8:00 PM and 7:00 AM Monday through Friday and 9:00 AM to 6:00 PM on Saturdays, and construction noise would not be permitted on Sundays and holidays. Because construction noise would be short-term in nature and limited by the City's Municipal Code to take place within certain hours, construction noise associated with the proposed project would not be considered a significant impact.</p>
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		<p><u>Conclusion</u></p> <p>Based on the above, the proposed project would not result in impacts associated with hazards and nuances related to site safety or noise.</p> <p><u>Documentation Citation</u></p> <p>City of Livermore. <i>City of Livermore General Plan – Noise Element</i>. February 2004 (amended 2013). (Appendix F).</p> <p>City of Livermore. <i>Livermore Municipal Code Chapter 9.36: Noise</i>. Available at: <a href="https://www.codepublishing.com/CA/Livermore/">https://www.codepublishing.com/CA/Livermore/</a>. Accessed May 2022. (Appendix F).</p>
Energy Consumption	2	<p>The California Energy Commission is required by law to adopt standards every three years that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2019 Building Energy Efficiency Standards expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards, resulting in a seven percent reduction in energy consumption from the 2016 standards for residential structures.</p> <p>The proposed project would be subject to all relevant provisions of the CBSC, including the 2019 Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.</p> <p>In addition, the proposed project is consistent with the type and intensity of use anticipated within the City General Plan. Consequently, excessive energy consumption is not anticipated with implementation of the proposed project, and the overall energy consumption associated with the proposed project would be consistent with what</p>

		<p>has been anticipated for the site by the City and PG&amp;E.</p> <p>Based on the above, significant impacts associated with energy consumption would not occur.</p> <p><u>Documentation Citation</u></p> <p>California Building Standards Commission. <i>2019 California Green Building Standards Code: California Code of Regulations Title 24, Part 11</i>. Available at: <a href="https://codes.iccsafe.org/content/CAGBSC2019/cover">https://codes.iccsafe.org/content/CAGBSC2019/cover</a>. Accessed March 2022. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore General Plan 2003-2025, Land Use Element</i> [pgs. 3-21-3-22]. February 2004. (Appendix F).</p>
Employment and Income Patterns	1	<p>The proposed project is intended to provide affordable housing to very low-income seniors, including veterans and seniors with special needs. By developing 79 housing units, the proposed project would help fulfill the very low-income housing requirement in the City of Livermore.</p> <p>The proposed project would include hiring an on-site manager, landscapers and other maintenance workers, and temporary construction workers, which would contribute to an increase in employment in the area. Because the proposed project would provide employment opportunities and housing options for City residents, the project would have a potentially beneficial impact to employment and income patterns.</p> <p><u>Documentation Citation</u></p> <p>City of Livermore. <i>City of Livermore Housing Element</i>. March 23, 2015. (Appendix F).</p>
Demographic Character Changes, Displacement	2	<p>The proposed project would include the construction of 79 affordable housing units. The U.S. Census Bureau found that in 2021 Livermore had a population of 86,803 and an average of 2.84 persons per household. While it is not expected that housing intended for seniors would average 2.84 persons per household, this number provides a conservative estimate of up to 225 future residents (2.84 persons x 79 residential units) living at the proposed project. The estimated 225 future residents would</p>

		<p>represent a 0.26 percent population increase for the City, assuming all residents of the proposed project to be new residents to the City on top of the current population. However, a reasonable assumption can be made that the majority of the residents for the proposed project would be current residents of the City of Livermore.</p> <p>The project site is currently vacant; thus, implementation of the project would not require the relocation of any tenants, farms, business, etc. As such, the proposed project would not displace a substantial number of existing housing or people, necessitate the construction of replacement housing elsewhere, or disrupt any existing demographic character.</p> <p>Based on the above information, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City and, thus, would not result in the displacement of people nor any adverse changes related to demographic character.</p> <p><u>Document Citation</u></p> <p>U.S. Census Bureau. <i>QuickFacts Livermore city, California</i>. Available at: <a href="https://www.census.gov/quickfacts/fact/table/livermorecitycalifornia/PST045221">https://www.census.gov/quickfacts/fact/table/livermorecitycalifornia/PST045221</a>. Accessed May 2022. (Appendix F).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	The proposed project would include the development of 79 units for very low-income seniors, including veterans and seniors with special needs. Therefore, the project would not be anticipated to house a substantial number of school-age residents, and the proposed project would not result in a substantial increase in demand for education facilities. Nevertheless, Vineyard Elementary is located approximately 0.55 mile east of the project site, East Avenue Middle School is located approximately 0.20 mile north of the project site, and Livermore

		<p>High School is located approximately 0.60-mile northwest of the project site. The foregoing schools as well as other schools within the City would meet any educational needs of future residents.</p> <p>With regard to cultural facilities, residents of the proposed project would have access to the Livermore Public Library, located approximately 0.10 mile west of the project site on South Livermore Avenue, as well as several City parks the closest of which are Sunken Gardens Park located adjacent to the site, as well as Robertson Park, located 0.3 mile southwest of the site. While residents of the proposed project could increase demand for such services, any resulting increase would be relatively minor compared to the existing level of demand for services and would not necessitate the expansion of existing facilities or construction of new facilities. In addition, the proposed project would include on-site recreation opportunities such as vegetable and flower gardens, outdoor lounge areas, and a bocce ball court. Therefore, the proposed project would not cause impacts relating to educational and cultural facilities.</p>
Commercial Facilities	2	<p>The project site is located within walking distance of critical community and public amenities, including public schools and grocery stores, as well as other commercial and retail developments. For instance, the project site is located approximately 1.4 miles east of a large shopping center with grocery stores, pharmacies, and restaurants.</p> <p>As noted previously, the proposed project would result in a population increase of less than 0.26 percent. As such, the project would not be anticipated to house a substantial number of residents as compared to the population of the City. In addition, the proposed project is consistent with the land use designation for the site. Thus, the project would not cause a significant increase in demand for commercial facilities within the City of Livermore, and an impact related to commercial facilities would not occur</p>
Health Care and Social Services	2	<p>Health care facilities are not located on the project site; however, adequate health care services exist to serve the site. The project site would be served by health care service clinics</p>

		<p>located within the City of Livermore, such as the Valley Care Memorial Center located approximately 1.55 miles northwest of the project site. Furthermore, amenities would include an on-site social services office and associated staff who would provide services coordination for residents.</p> <p>The City of Livermore offers various social and community services in proximity to the proposed project. For example, the Robert Livermore Community Center, located approximately 0.6 miles northeast of the project site, provides recreational and educational activities such as computer technology, language development, and arts and crafts classes, among many others. Livermore Public Library, located approximately 0.10 mile west of the project site, would provide access to free public internet.</p> <p>Therefore, the proposed project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities.</p>
Solid Waste Disposal / Recycling	2	<p>Solid waste collection and disposal services are provided to the City of Livermore by Livermore Sanitation. Waste is disposed of at the Vasco Road Sanitary Landfill located at 4001 N. Vasco Road in the City of Livermore, approximately 7.5 miles north of the project site. The City anticipates solid waste demand will grow as a result of development within the City. Because the proposed project would be consistent with the land use and zoning designation for the site, any increase in demand for solid waste services would have been anticipated and accounted for by the City. Therefore, solid waste generated by the proposed project would be accommodated within the landfill's remaining capacity of approximately 33 million cubic yards.</p> <p>In addition, the project would be required to comply with all applicable provisions of Chapter 8.08, Solid Waste Management, of the City's Municipal Code, as well as federal and State regulations related to solid waste. Pursuant to the CALGreen Code, at least 65 percent diversion of construction waste is required. Therefore, the proposed project would not result in any impacts related to solid waste.</p>

		<p><u>Document Citation</u></p> <p>CalRecycle. <i>CALGreen Construction Waste Management Requirements</i>. Available at: <a href="https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures">https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures</a>. Accessed May 2022. (Appendix F).</p> <p>Department of Resources Recycling and Recovery. <i>Vasco Road Landfill, Application for Solid Waste Facility Permit and Waste Discharge Requirements</i>. October 31, 2018. (Appendix F).</p>
Waste Water / Sanitary Sewers	2	<p>The City of Livermore’s Public Services Department operates the system of wastewater collection and treatment for the City. The sewer collection system is comprised of approximately 294 miles of sewer pipeline. Six- to 48-inch pipes transport wastewater to the Livermore Water Reclamation Plant (LWRP) located at 101 West Jack London Boulevard in the City of Livermore. Currently, over six million gallons of wastewater per day from throughout the Livermore area are processed at the LWRP, which has a design capacity of 8.5 million gallons per day. Consequently, the Water Reclamation Plant has existing capacity to treat 1.5 million gallons of additional wastewater per day. However, according to the General Plan, new facilities at the LWRP would be needed to handle projected ultimate flows occurring under buildout of the City’s Planning Area. The City has planned a Phase VI expansion project to address future increases in demand and has a sanitary sewer impact fee program in place to fund the required improvements. Completion of the Phase VI project would provide sufficient capacity for the plant to process the projected ultimate flows. In addition, since 2004, several projects have been completed that address the major existing and future deficiencies within the City’s wastewater treatment system and sanitary sewers as identified by the General Plan EIR.</p> <p>Because current and future improvements to the LWRP have been determined to adequately provide for water treatment that exceeds demand levels anticipated by the General Plan EIR, the 2014 Sewer System Master Plan (SSMP) determined that adequate capacity exists in the wastewater collection to accommodate new</p>

		<p>development to full buildout of the City's General Plan.</p> <p>The proposed project would involve additional residential units in the City, which would slightly increase the amount of wastewater to be treated at the LWRP; however, the proposed project is consistent with the General Plan land use and zoning designations, and the increase in demand for wastewater services associated with the project has been anticipated and planned for by the City.</p> <p>Based on the above, current wastewater treatment infrastructure exists to service the proposed project. Given that the General Plan planned for growth within the City and future water infrastructure improvements, and that the proposed project is consistent with current land use and zoning designations, potential impacts from the proposed project on wastewater treatment services are not anticipated to occur.</p> <p><u>Document Citation</u></p> <p>California Water Service. <i>2015 Urban Water Management Plan</i>. June 2016. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore General Plan</i>. February 2004. (Appendix F).</p> <p>City of Livermore. <i>Sewer System Management Plan</i>. July 2014. (Appendix F).</p>
Water Supply	2	<p>The project site is located within a portion of the City of Livermore that is serviced by CalWater. According to the 2015 CalWater UWMP, CalWater purchases the district's water supplies from the Zone 7 Water Agency, a multi-purpose agency that oversees water-related issues in the Livermore Amador Valley. Potable water from Zone 7 originates from several sources, including the State Water Project and the Byron Bethany Irrigation District. CalWater also collects water through the pumping of groundwater from the Livermore Valley Groundwater Basin which extends from the Pleasanton Ridge east to the Altamont Hills and from the Livermore Upland north to the Orinda Upland. According to the General Plan, the average water supply to the CalWater Service Area is 12 mgd, with 12.09 mgd of storage available in several locations around the</p>

		<p>Livermore service area. Potable treated water is then transferred to Livermore residents through 155 miles of pipeline infrastructure which varies in diameter from six to 22 inches.</p> <p>The 2015 UWMP determined that 8,877 acre-feet (AF) of purchased water and 3,069 AF of pumped groundwater would be required in order to meet the total demand of the Livermore Service Area in 2020. By 2025, 9,388 AF of purchased water would be needed to satisfy local water demand, while demand on groundwater of 3,069 AF is projected to remain consistent through 2040.</p> <p>Nonetheless, the 2015 UWMP determined that purchased water would be able to serve all water demand that exceeds the amount provided by the fixed groundwater supply through the year 2040. Although implementation of the proposed project would result in a slight increase in demand for water supply, the City of Livermore has sufficient water supply available for delivery from the Zone 7 Water Agency and the Livermore Valley Ground Basin to meet the demand of new development within the City. In addition, the proposed project is consistent with the General Plan land use and zoning designations for the site and would include water-efficient infrastructure to reduce impacts on local water supply.</p> <p>Based on the above, implementation of the proposed project would not result in impacts to water supply.</p> <p><u>Document Citation</u></p> <p>California Water Service. <i>2015 Urban Water Management Plan</i>. June 2016. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore General Plan 2003-2025, Infrastructure and Public Utilities</i>. [pg. 7-3] February 2004. (Appendix F).</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The proposed project would be provided law enforcement services by the Livermore Police Department (LPD). The project site is located approximately 0.25 miles east of the LPD located at the Civic Center on 1100 South Livermore Avenue. The LPD divides Livermore into five areas, or beats, that are regularly patrolled by officers. According to the City's General Plan, the LPD has a total paid staff of 170, including</p>



		<p>97 sworn officers and 73 administrative and support staff. The proposed project is consistent with the City’s land use designation for the site. Therefore, the need for increased police services has been previously accounted for and the proposed project would not increase the need for police services beyond the anticipated amount as specified in the General Plan.</p> <p>The project site would be provided fire protection from the Livermore-Pleasanton Fire Department (LPPFD). The department is comprised of 128 people, including one fire chief, one fire deputy chief, and four division chiefs. The LPPFD is located at 1617 College Avenue, approximately 1.15 miles west of the project site. According to the Fire Hazard Severity Zones in Local Responsibility Areas (LRA) by Cal Fire, the project site is not located in a Very High Fire Hazard Severity Zone. In addition, due to the size and nature of the proposed project, the potential for increased demand of the department’s services would be minimal.</p> <p>Emergency medical facilities are not located on the project site; however, adequate emergency medical services exist in the community to serve the site. Emergency medical hospitals in the surrounding area include Stanford Healthcare Valley Care, which is located approximately 1.55 miles northwest of the project site.</p> <p>The project vicinity is already serviced by police and fire protection responding to calls from the surrounding neighborhoods. Due to the size of the proposed project, the increase in demand for police and fire protection services would be minimal. The areas surrounding the project site are urbanized, which lowers the risk of wildfires. In addition, emergency medical services are located in close proximity to the project site. Therefore, the proposed project has access to adequate public safety resources, including police, fire, and emergency medical services.</p> <p><u>Document Citation</u></p> <p>California Department of Forestry and Fire Protection. <i>California Fire Hazard Severity Zone Viewer</i>. Available at:</p>
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		<p><a href="https://egis.fire.ca.gov/FHSZ/">https://egis.fire.ca.gov/FHSZ/</a>. Accessed February 2022. (Appendix F).</p> <p>City of Livermore. <i>City of Livermore General Plan 2003-2025, Infrastructure and Public Services Element</i> [pgs. 7-30 to 7-40]. February 2004. (Appendix F).</p>
<p>Parks, Open Space and Recreation</p>	<p>2</p>	<p>While the proposed project would not include the dedication of parkland, the project would include various amenities that would provide residents with outdoor recreational activities, including a central courtyard which would house vegetable and flower gardens, outdoor lounge areas, and a bocce ball court. In addition, 27,192 sf of open space would be provided throughout the project site.</p> <p>Currently, the City of Livermore includes several parks and recreational facilities that would be available to future residents of the proposed project, including the Sunken Gardens Park, the Robert Livermore Park and Community Center, Sunset Park, Parkway Park, Almond Avenue Neighborhood Park, and several other parks within the City. Development of the proposed project would result in a population increase and an increase in demand for park usage in the surrounding area. However, Chapter 12.60 of the City's Municipal Code states that developers who propose construction of dwelling units are required to pay a park improvement fee during the building permit process. The resulting increase in demand for park services resulting from implementation of the proposed project would be counteracted by Livermore's Park Facilities Fee regulations.</p> <p>Based on the above, considering the availability of parks and open space in the project vicinity and the provision of recreational facilities on-site, impacts related to parks, open space, and recreation would not occur.</p> <p><u>Document Citation</u></p> <p>City of Livermore. <i>Livermore Municipal Code Chapter 12.60</i>. Available at: <a href="https://www.codepublishing.com/CA/Livermore/">https://www.codepublishing.com/CA/Livermore/</a>. Accessed February 2022. (Appendix F).</p>

		<p>Livermore Area Recreation and Park District. <i>Robert Livermore Community Center</i>. Available at: <a href="https://www.larpd.org/robert-livermore-community-center-1">https://www.larpd.org/robert-livermore-community-center-1</a>. Accessed February 2022. (Appendix F).</p>
Transportation and Accessibility	2	<p>Primary site access would be provided by a new private driveway off of Pacific Avenue to the north of the site. In addition, an internal roadway would be constructed along the western and southern boundaries of the project site, which would connect to an existing unnamed road east of the project site to provide secondary site access. The proposed project would include 86 parking stalls to serve the entire community. The majority of parking stalls would be located in a surface parking lot in the southern portion of the project site.</p> <p>A Traffic Impact Analysis (TIA) was conducted for ultimate buildout of the Pacific Avenue Senior Apartments by Michael Baker International. As noted therein, the ultimate buildout of the Pacific Avenue Senior Apartments is expected to generate 648 daily vehicle trips, including 35 AM peak hour trips, and 46 PM peak hour trips.</p> <p>According to the TIA, all study intersections are forecast to operate at an acceptable level of service (midlevel LOS D or better) during the peak hour with the addition of project-related traffic to Existing Plus Approved Projects traffic volumes, with the exception of the South Livermore Avenue/Fourth Street/East Avenue intersection, which operates at LOS E without the addition of project traffic. However, the addition of the project traffic would cause a 2.5 second change in intersection delay, which is less than the 5.0 second threshold of significance. Therefore, the project would not cause substantial delay at any of the study intersections. In addition, given that the TIA included trips generated by both Phase 1 (the proposed project) and Phase 2 of the Pacific Avenue Senior Apartments the discussion included therein represents a conservative analysis of transportation impacts related to the proposed project. Furthermore, the General Plan considered buildout at the project site with high-density residential uses and, thus, the increase in</p>

		<p>vehicle trips associated with the proposed project have been generally considered by the City.</p> <p>The Livermore Amador Valley Transit Authority (LAVTA) operates the “Wheels” bus service in the Tri-Valley area. Within the project study area, three bus stops are serviced by LAVTA Route 14 (one westbound, three eastbound). During the weekday peak period, Route 14 operates at approximately 35-minute headways in each direction. The nearest eastbound bus facility is located on Dolores Street approximately 15 feet north of Pacific Avenue. The nearest westbound bus facility is located on Pacific Avenue approximately 75 feet west of Dolores Street. In addition, the Livermore Transit Center is located approximately 1 mile from the project site and provides service to LAVTA Routes 10R, 11, 14, 15, 20X, 30R, and 580X as well as the Altamont or Express (ACE) rail line. The ACE service connects to Stockton to the east and San Jose to the west.</p> <p>Sidewalks exist on both sides of Pacific Avenue (including the project frontage), Dolores Street, South Livermore Avenue, East Avenue, and Fourth Street. Marked crosswalks and pedestrian push-buttons are provided at the signalized intersections of Dolores Street/East Avenue and South Livermore Avenue/Fourth Street/East Avenue. Marked crosswalks are also provided on the west and north legs of the all-way stop of Pacific Avenue/Dolores Street. A crosswalk is also at the north/south crossing on the east side of South Livermore Avenue at the intersection of Pacific Avenue.</p> <p>Within the vicinity of the project site, Class II bike lanes exist on South Livermore Avenue on both sides of the street. In addition, the Arroyo Bike Trail passes through the Sunken Gardens Park adjacent to the project site.</p> <p>Overall, given that the proposed project would not result in a substantial increase in vehicle trips affecting local roadways, and access to pedestrian, bicycle, and public transportation facilities exists in the project vicinity, the proposed project would not result in any significant impacts related to transportation.</p>
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		<u>Documentation Citation</u>  Michael Baker International. <i>Traffic Impact Analysis – Pacific Avenue Senior Housing</i> . August 9, 2019. (Appendix D).
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	<p>The project site consists of a vacant lot covered in ruderal grasslands and, thus, implementation of the proposed project would not destroy or isolate any unique natural feature. Locally important natural features do not exist on or near the project site that would be adversely impacted by the proposed project’s construction or operation.</p> <p>As discussed above, while a portion of the City’s water supply is from groundwater wells, the groundwater basin that supplies the City is not considered to be in overdraft.</p> <p>Per the NWI, the nearest surface water sources to the project site are approximately 4.86 acres of freshwater forested/shrub wetland and a riverine habitat (Arroyo Mocho), both of which are located approximately 0.35 mile southwest of the project site. The project would not directly affect the surface water features.</p> <p>During the early stages of construction activities, topsoil would be exposed due to grading. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. However, as noted previously, the project would be subject to coverage under the NPDES General Construction Permit because over one acre of soil would be disturbed. Construction activities must comply with the conditions of this permit, including the implementation of multiple erosion and sediment control BMPs identified in the SWPPP. The SWPPP would reduce the possibility of any significant soil erosion from occurring. Implementation of the SWPPP and BMPs would ensure that erosion from construction activities would not result in the degradation of water</p>

		<p>quality in the project area. In addition, the proposed project would be subject to the requirements of the City's C.3 Stormwater Standards, as well as Chapter 13.45, Stormwater Management and Control Program, of the City's Municipal Code.</p> <p>Based on the above, impacts related to unique natural features and water resources would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Water Resources. <i>SGMA Basin Prioritization Dashboard</i>. Available at: <a href="https://gis.water.ca.gov/app/bp-dashboard/final/">https://gis.water.ca.gov/app/bp-dashboard/final/</a>. Accessed May 2022. (Appendix F).</p>
Vegetation, Wildlife	3	<p>Vegetation of the project site is limited to a small number of trees and ruderal grasses associated with a disturbed open field previously used as the Livermore Rodeo grounds.</p> <p>The project site is within Conservation Zone 2 (CZ-2) of the EACCS. The EACCS is a guidance document for regional conservation and environmental permitting for private and public development projects. The EACCS's primary purpose is to provide a baseline inventory of biological resources and conservation priorities in 18 Conservation Zones, intended to be used by local agencies and resources agencies during project-level planning and environmental permitting. To this end, the EACCS describes how to avoid, minimize, and mitigate impacts on selected focal special-status species and sensitive habitats.</p> <p>CZ-2, which encompasses 37,066 acres of the largely urbanized Livermore Valley includes the following conservation priorities:</p> <ul style="list-style-type: none"> <li>• Protection of burrowing owl nesting and foraging habitat;</li> <li>• Protection of and restoration opportunities in mixed willow riparian scrub along Arroyo Valle and Arroyo Mocho;</li> <li>• Protection of and restoration opportunities along Arroyo Seco and Arroyo Mocho to support California red-</li> </ul>



		<p>legged frog and future central California coast steelhead habitat;</p> <ul style="list-style-type: none"> <li>• Survey for San Joaquin spearscale and protection of extant populations;</li> <li>• Surveys for Congdons tarplant and protection of extant populations; and</li> <li>• Protections of vernal pool habitat.</li> </ul> <p>As discussed above, a Biological Site Assessment was prepared by Sequoia Ecological Consulting for ultimate buildout of the Pacific Avenue Senior Apartments. As discussed within the Biological Site Assessment, three special-status species were determined to have moderate or high potential to occur within the project site, including western burrowing owl (<i>Athene cunicularia</i>), large-flowered fiddleneck (<i>Amsinckia grandiflora</i>), and diamond-petaled California poppy (<i>Eschscholzia rhombipetala</i>). In addition, due to the trees located on-site the potential exists for nesting birds and raptors, which are protected under the Migratory Bird Treaty Act (MBTA) to occur on the project site.</p> <p>With the exception of the aforementioned species, the project site does not contain habitat to meet the specific habitat requirements for other selected focal special-status species protected within zone CZ-2 of the EACCS. While the aforementioned special-status species were not observed during the field survey conducted for the Biological Site Assessment, due to habitat requirements for the species being present within the site further assessment of the site is recommended to confirm the presence or absence of the special-status species.</p> <p>Based on the above, significant impacts relating to vegetation and wildlife could occur with implementation of the proposed project if the aforementioned special-status plant and bird species are present on-site during project construction activities. As such, Mitigation Measure 2, as described previously, as well as Mitigation Measures 6 and 7, as noted herein, would be required to ensure that impacts to vegetation and wildlife do not occur.</p> <p><u>Mitigation Measure 6: Prior to initiation of construction activities, a qualified biologist shall conduct preconstruction surveys for burrowing</u></p>
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		<p>owl within two weeks prior to the start of all work activities to determine presence/absence of burrowing owl in and adjacent to the project area. Survey results shall be submitted to the City for review and approval. If no burrowing owls are detected, no further mitigation is required. If active burrowing owl nest sites are detected, the construction contractor shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012) prior to initiating project-related activities that may impact burrowing owls.</p> <p><u>Mitigation Measure 7:</u> In the event that construction activities are initiated (including land clearing and/or tree removal) within the avian nesting season (February 1–August 31), a preconstruction survey shall be performed by a qualified biologist on the site to locate any active nests on or immediately adjacent to the site. The preconstruction survey shall be performed within 15 days before initiation of site activities. Survey results shall be submitted to the City for review and approval. If active nests are identified, protective measures shall be implemented. An appropriate non-disturbance buffer zone shall be implemented as recommended by the biologist. These protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active, as determined by the biologist. If land-clearing activities (including all vegetation removal) can be performed outside of the nesting season (August 31–January 31), no preconstruction surveys for nesting birds shall be required.</p> <p><u>Documentation Citation</u></p> <p>Sequoia Ecological Consulting, Inc. <i>Pacific Avenue Senior Housing, Biological Site Assessment</i>. November 2018. (Appendix B).</p>
Other Factors	2	<p>HUD-assisted projects need to consider the potential future impacts of climate change on occupants. The frequency and severity of natural hazards may be affected by climate change, including flooding, sea level rise, hurricanes, extreme heat, wildfire, etc. The following discussion evaluates climate change impacts associated with the proposed project.</p>

		<p>As noted previously, the project site is located within Zone X, which is defined as an area of minimal flood hazard, and, therefore, would not be subjected to substantial risks from flooding. The project would connect to the existing stormwater system, and on-site flooding would not occur as a result of the project. In addition, the project site is located approximately 38 miles east of the nearest coastal zone and, as such, the project site is not susceptible to risks associated with sea level rise. Similarly, the project site is not located in a Very High Fire Hazard Severity Zone. Thus, the site is not susceptible to wildfire risk.</p> <p>According to the FEMA National Risk Index, Alameda County is shown to have a risk index of 40.40. The County is known to be susceptible to high risk for drought and earthquake, and relatively moderate risk for lightning, riverine floodings, and wildfire. The potential for all other categories of natural risk factors, such as risk of strong wind, tornado, and tsunami, are low risk, very low risk, or not applicable. The community resilience rating for Alameda County is 53.48, which is considered a relatively moderate ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S.</p> <p>Finally, according to CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. Additionally, project emissions would not exceed any thresholds of significance and implementation of the proposed project would not exacerbate the existing air quality conditions.</p> <p>Based on the information presented above, the proposed project would not expose future residents to an increased risk associated with climate change, and no impact would occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06001C0342G</i>. August 3, 2009. (Appendix F).</p>
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		<p>California Department of Fish and Wildlife. <i>Coastal Zone Boundary</i>. Available at: <a href="https://apps.wildlife.ca.gov/bios/">https://apps.wildlife.ca.gov/bios/</a>. Accessed February 2022. (Appendix F).</p> <p>Federal Emergency Management Agency. <i>National Risk Index Map</i>. Available at: <a href="https://hazards.fema.gov/nri/map">https://hazards.fema.gov/nri/map</a>. Accessed July 2022. (Appendix F).</p> <p>California Office of Environmental Health Hazard Assessment. <i>CAEnviroScreen 4.0</i>. Available at: <a href="https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/">https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/</a>. Accessed April 2022. (Appendix F).</p>
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**Additional Studies Performed:**

- Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, Proposed Senior Housing Development, Pacific Avenue, Livermore, Livermore, California*. December 17, 2018. (Appendix A).
- Sequoia Ecological Consulting, Inc. *Pacific Avenue Senior Housing, Biological Site Assessment*. November 2018. (Appendix B).
- Michael Baker International. *Cultural Resources Identification for the Pacific Avenue Affordable Housing Project, City of Livermore, Alameda County, California*. February 26, 2019. (Appendix C).
- Michael Baker International. *Traffic Impact Analysis – Pacific Avenue Senior Housing*. August 9, 2019. (Appendix D).
- Geocon Consultants, Inc. *Geotechnical Investigation – Proposed Housing Development Pacific Avenue, Livermore, California*. August 2018. (Appendix E).

**Field Inspection (Date and completed by):**

- March 23, 2018, Michael Baker International.
- July 17, 2018, Michael Baker International.
- July 18 and 19, 2018, Geocon Consultants, Inc.
- October 1, 2018, Sequoia Ecological Consulting, Inc.
- December 11, 2018, Geocon Consultants, Inc.

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

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- AirNav.com. Livermore Municipal. Available at: <https://www.airnav.com/airport/LVK>. Accessed February 2022. (Appendix F).
- AirNav.com. Meadowlark Field Airport. Available at: <https://www.airnav.com/airport/63CN>. Accessed February 2022. (Appendix F).

- Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017. (Appendix F).
- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. (Appendix F).
- California Building Standards Commission. *2019 California Green Building Standards Code: California Code of Regulations Title 24, Part 11*. Available at: <https://codes.iccsafe.org/content/CAGBSC2019/cover>. Accessed March 2022. (Appendix F).
- California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed February 2022. (Appendix F).
- California Department of Fish and Wildlife. *Coastal Zone Boundary*. Available at: <https://apps.wildlife.ca.gov/bios/>. Accessed February 2022. (Appendix F).
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- California Department of Water Resources. *SGMA Basin Prioritization Dashboard*. Available at: <https://gis.water.ca.gov/app/bp-dashboard/final/>. Accessed May 2022. (Appendix F).
- California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed May 2022. (Appendix F).
- California Office of Environmental Health Hazard Assessment. *CALEnviroScreen 4.0*. Available at: <https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/home/>. Accessed April 2022. (Appendix F).
- California Water Service. *2015 Urban Water Management Plan*. June 2016. (Appendix F).
- CalRecycle. *CALGreen Construction Waste Management Requirements*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures>. Accessed May 2022. (Appendix F).
- City of Livermore. *City of Livermore General Plan – Noise Element*. February 2004 (amended 2013). (Appendix F).
- City of Livermore. *City of Livermore General Plan 2003-2025, Infrastructure and Public Utilities, February 2004*. (Appendix F).
- City of Livermore. *City of Livermore General Plan 2003-2025, Land Use Element*. February 2004. (Appendix F).
- City of Livermore. *City of Livermore General Plan*. February 2004. (Appendix F).
- City of Livermore. *City of Livermore Housing Element*. March 23, 2015. (Appendix F).
- City of Livermore. *City of Livermore Zoning Map*. Available at: <http://www.cityoflivermore.net/civicax/filebank/documents/13792>. Accessed February 2022. (Appendix F).
- City of Livermore. *Livermore Municipal Code Chapter 12.60*. Available at: <https://www.codepublishing.com/CA/Livermore/>. Accessed February 2022. (Appendix F).
- City of Livermore. *Livermore Municipal Code Chapter 9.36: Noise*. Available at: <https://www.codepublishing.com/CA/Livermore/Municipal/Livermore09/Livermore0936.html>. Accessed March 2022. (Appendix F).
- City of Livermore. *Livermore Municipal Code, Chapter 13.45: Stormwater Management and Control Program*. Available at: <https://www.codepublishing.com/CA/Livermore/Municipal/Livermore13/Livermore1345.html#13.45.10>. Accessed May 2022. (Appendix F).
- City of Livermore. *Livermore Municipal Code, Section 3.04.030 – Planned Development (PD) Zone*. Available at: <https://www.codepublishing.com/CA/Livermore/>. Accessed May 2022. (Appendix F).
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- Department of Resources Recycling and Recovery. *Vasco Road Landfill, Application for Solid Waste Facility Permit and Waste Discharge Requirements*. October 31, 2018. (Appendix F).

- Federal Emergency Management Agency. *Flood Insurance Rate Map 06001C0342G*. August 3, 2009. (Appendix F).
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- U.S. Census Bureau. *QuickFacts Livermore city, California*. Available at: <https://www.census.gov/quickfacts/fact/table/livermorecitycalifornia/PST045221>. Accessed May 2022. (Appendix F).
- U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/programs/environmental-review/asd-calculator/>. Accessed May 2022. (Appendix F).
- U.S. Department of Housing and Urban Development. *HUD Day/Night Noise Level Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/environmental-review/daynight-noise-level-electronic-assessment-tool/>. Accessed March 2022. (Appendix F).
- US Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. *National Wild and Scenic Rivers Segments*. Available at: <https://www.rivers.gov/california.php>. Accessed February 2022. (Appendix F).
- USEPA National Pollutant Discharge Elimination System (NPDES). *Stormwater Discharges from Construction Activities*. Available at: <https://www.epa.gov/npdes/stormwater-discharges-construction-activities>. Accessed May 2022. (Appendix F).
- USEPA. *Sole Source Aquifers*. Available at: <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>. Accessed February 2022. (Appendix F).
- USEPA. *What is a Wetland*. Available at: <https://www.epa.gov/wetlands/what-wetland>. Accessed February 2022. (Appendix F).
- USFWS. *Coastal Barrier Resources Act*. Available at: <http://www.fws.gov/cbra/Act/index.html#CBRS>. Accessed February 2022. (Appendix F).

### **List of Permits Obtained:**

None.

### **Public Outreach [24 CFR 50.23 & 58.43]:**

Public outreach requirements were conducted as required by the Department of Housing and Urban Development.

### **Cumulative Impact Analysis [24 CFR 58.32]:**

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air Quality, GHG emissions, Noise, and Traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality could occur as a result of construction of the proposed project, but these cumulative impacts would occur over a relatively short period of time compared to the operational lifetime of the proposed project. In addition, the proposed project would result in emissions below the BAAQMD's applicable thresholds of significance. Thus, the proposed project would not result in a cumulatively considerable contribution to the region's existing air quality conditions. Noise generated from the project is not expected to have an adverse impact on the surrounding area given that the

proposed project is a residential development. The target population for the proposed project are expected to have a relatively low single-occupant motor vehicle use ratio, and a substantial increase in vehicular traffic is not anticipated during operations of the proposed project. The proposed project, in conjunction with other developments throughout the City of Livermore, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this EA, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included herein, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. Furthermore, the proposed project is consistent with the General Plan land use designation for the site. Therefore, development of the project site with a multi-family residential land use has already been generally anticipated by the City and accounted for in planning efforts.

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

##### Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. The project site is currently designated Urban High Residential 6 in the City's General Plan, with which the proposed project would be consistent. The project applicant does not own any alternative sites suitable for the proposed project within the City. If an Off-Site Alternative were located outside the City of Livermore, the objectives and goals of the proposed project, which are primarily concerned with providing affordable very low-income housing for seniors, including veterans and seniors with disabilities, would not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding uses and meet the needs for low-income housing in the City. The project site is currently in close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would likely result in similar impacts as the impacts analyzed under the proposed project; however, depending upon the characteristics of the alternative site, physical environmental impacts would potentially be different. Alternative sites may be located on areas with greater biological resources, which would increase impacts, or in closer proximity to noise-generating uses, such as Interstate 580. As discussed above, the proposed project would not result in any significant and adverse impacts to the environment that could not be mitigated. Furthermore, if Phase 2 of the Pacific Avenue Senior Apartments were to be constructed first, an alternative location for the proposed project may not be feasible if the alternative location is not large enough to include full buildout of both phases of the project.

##### Reduced Intensity Alternative

An apartment complex for very low income seniors, including veterans and seniors with disabilities, could be developed on-site at a reduced density under a Reduced Intensity Alternative; however, a substantial reduction in the number of units could result in conflicts with the existing General Plan land use designation for the project site. In addition, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the affordable housing for low-income residents.

Additionally, according to the City's General Plan Housing Element, the current RHNA has identified the need for an additional 2,729 housing units within the City, including 839 that are identified for very-low-income households, and 474 for low-income households. While the Reduced Intensity Alternative would meet the need for the proposed project, it would be at a reduced capacity of affordable on-site, low-income

units, which would hinder the City's ability to achieve the affordable housing goals identified in the City's General Plan Housing Element.

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

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. However, the No Action Alternative would hinder the City's ability to achieve their low-income housing goals identified in the City of Livermore Housing Element. The City of Livermore has identified a need for low-income housing, and the proposed project would help fulfill that need. Should the proposed project not be implemented, the site would remain undeveloped. The project site is designated Urban High Residential; thus, high-density residential development is likely to occur at the location in the future; however, future development on the site may or may not include affordable housing.

**Summary of Findings and Conclusions:**

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

- Employment and Income Patterns.

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

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

The following areas of concern were evaluated and assigned an impact code 3, meaning the impacts require mitigation to ensure the proposed project would not have significant impacts:

- Soil Suitability/Slope/Erosion/Drainage/Stormwater Runoff; and
- Vegetation, Wildlife.

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

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts,



development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

*Mitigation Measure 1:* *During project construction, the project applicant shall implement all of the BAAQMD's Basic Construction Mitigation Measures, including, but not limited to:*

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered;*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;*
- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and,*
- *Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.*

*The project applicant shall include the BAAQMD Basic Construction Mitigation Measures on all project construction plans subject to approval by the City.*

*Mitigation Measure 2:* *Prior to initiation of construction activities, surveys shall be conducted for special-status plant species in accordance with CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2018). CDFW guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods that are necessary to identify that plant species of concern. Survey results shall be submitted to the City for review and approval.*

*If special-status plant species are not found in or adjacent to (within 100 feet) proposed disturbed areas, no further mitigation is required.*

*If any of the species identified above are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent feasible. Any special-status plant species that are identified adjacent to the project area but not proposed to be disturbed by the project shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on site plans.*

*If project-related impacts would result in the loss of greater than 10 percent of occupied habitat for a special-status plant species, mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, mitigation shall be required for the 8 percent that exceeds the 10 percent threshold. Mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., 1 acre preserved for*

each acre impacted). Temporarily disturbed special-status plant species sites shall be restored to original function and value.

Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, off-site mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, and vegetation structure, and contain extant populations of the same or greater size as the area impacted.

Plans for avoidance, minimization, and mitigation (if appropriate) shall be submitted to the City of Livermore at the time of application for the City's review and approval. Surveys shall occur no more than two years prior to ground breaking of the project.

Mitigation Measure 3: During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.

Mitigation Measure 4: During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 50 feet of the find. The County Coroner, project superintendent, the City, and a representative of the Confederated Villages of Lisjan shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also shall be contacted about their concerns.

Mitigation Measure 5: The project design shall comply with all recommendations included in the Geotechnical Investigation prepared for the proposed project by Geocon. The Geotechnical Investigation provides feasible measures including, but not limited to: clearing the site of all obstructions including any existing utilities, pipelines, and associated backfills; re-compaction of weak soils on-site; subgrade preparation; utility trench backfill requirements; and foundation requirements. Compliance with such recommendations shall be demonstrated on all applicable improvement plans submitted for the project site. Improvement plans shall be submitted to the City Engineer for review and approval.

Mitigation Measure 6: Prior to initiation of construction activities, a qualified biologist shall conduct preconstruction surveys for burrowing owl within two weeks prior to the start of all work activities to determine presence/absence of burrowing owl in and adjacent to the project area. Survey results shall be submitted to the City for review and approval. If no burrowing owls are detected, no further mitigation is required. If active burrowing owl nest sites are detected, the construction contractor shall implement the

avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012) prior to initiating project-related activities that may impact burrowing owls.


Mitigation Measure 7: In the event that construction activities are initiated (including land clearing and/or tree removal) within the avian nesting season (February 1–August 31), a preconstruction survey shall be performed by a qualified biologist on the site to locate any active nests on or immediately adjacent to the site. The preconstruction survey shall be performed within 15 days before initiation of site activities. Survey results shall be submitted to the City for review and approval. If active nests are identified, protective measures shall be implemented. An appropriate non-disturbance buffer zone shall be implemented as recommended by the biologist. These protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active, as determined by the biologist. If land-clearing activities (including all vegetation removal) can be performed outside of the nesting season (August 31–January 31), no preconstruction surveys for nesting birds shall be required.

Law, Authority, or Factor	Mitigation Measure
Community Development Department Director	Mitigation Measure 1, Mitigation Measure 2, Mitigation Measure 3, Mitigation Measure 6, Mitigation Measure 7
Alameda County Coroner, NAHC	Mitigation Measure 4
City Engineer	Mitigation Measure 5

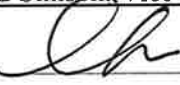
**Determination:**

**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: 10/4/22

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

Certifying Officer Signature:  Date: 11/2/22

Name/Title: Marianna Marvsheva, City Manager, City of Livermore

**APPROVED AS TO FORM:**

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).

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