APPENDIX A: NOP AND NOP COMMENTS

City of Mountain House

251 E Main Street, Mountain House, CA

MEMORANDUM

DATED: May 5, 2026

TO: State Clearinghouse, Agencies, Organizations and Interested Parties

FROM: City of Mountain House, Community Development Department

SUBJECT: Notice of Preparation and Scoping Meeting for the Mountain House General Plan Environmental Impact Report

The City of Mountain House (City) will serve as Lead Agency in the preparation of a programmatic Environmental Impact Report (EIR) for the City of Mountain House General Plan Project (Project).

The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the State CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) to notice the public scoping meeting. The proposed project is a long-term General Plan consisting of policies that will guide future development activities and City actions. No specific development projects are proposed as part of the Plan. Information regarding the project description, project location, and topics to be addressed in the Draft EIR is provided below. Additional project documents and information are available at the City of Mountain House Community Development Department, Planning Division located at 251 E Main Street, Mountain House, CA 95391, and on-line at: https://www.mountainhouseca.gov/381/General-Plan.

For questions regarding this notice, please contact Brad Wall, Contract Planner at (209) 831-5666, or by email mountainhouseplanning@sjgov.org.

Notice of Preparation 30-Day Comment Period

The City, as Lead Agency, requests that responsible and trustee agencies, and the Governor's Office of Land Use and Climate Innovation (LCI), respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. Pursuant to Public Resources Code Section 21080.4, responsible agencies, trustee agencies and the LCI must submit any comments in response to this notice no later than 30 days after receipt. In accordance with the time limits established by CEQA, the NOP public review period will begin on May 6, 2026 and end on June 4, 2026.

In the event that the City does not receive a response from any Responsible or Trustee Agency by the end of the review period, the City may presume that the Responsible Agency or Trustee Agency has no response to make (State CEQA Guidelines Section 15082(b)(2)). All comments in response to this notice must be submitted in writing at the address below, or via email, by the close of the 30-day NOP review period, which is **5:00 PM on June 4, 2026**.

John B. Anderson
Contract Planner
Community Development Department, Planning Division
City of Mountain House
251 E Main Street
Mountain House, CA 95391
mountainhouseplanning@sjgov.org

Scoping Meeting

The City will hold a scoping meeting to provide an opportunity for agency representatives and the public to assist the City in determining the scope and content of the EIR.

The scoping meeting will be held on **Thursday, May 21, 2026, at 5:00 p.m. at:**

City Hall Council Chambers
City of Mountain House
251 E Main Street
Mountain House, CA 95391

For comments before or after the meeting or additional information, please Brad Wall, Contract Planner at (209) 831-5666 or by email: mountainhouseplanning@sjgov.org

Project Location and Setting

Mountain House is located in southwestern San Joaquin County, just east of the Alameda County line, north of Interstate 205 (I-205), and northwest of the City of Tracy. Regional access to Mountain House is provided by I-205 at Mountain House Parkway and Interstate 580 (I-580) via Grant Line Road.

The Planning Area is the geographic area for which the Plan provides a framework for long-term plans for growth, resource conservation, and the provision of public services. State law requires the Plan to include all territory within Mountain House's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Planning Area includes all incorporated lands within the Mountain House City Limits and Sphere of Influence (SOI).

The General Plan boundary (Planning Area) is shown in Figure 1 (Proposed Land Use Map). As shown, the proposed General Plan Land Use Map maintains the Planning Area boundaries of the adopted Mountain House Master Plan.

Project Description

The City of Mountain House is preparing its first General Plan following incorporation in July of 2024. The City initiated preparation of the Mountain House General Plan in mid-2025 and the General Plan process is expected to be completed near the end of 2026.

The City's General Plan establishes a comprehensive framework of goals and policies to guide land use and planning decisions within the City. The purpose of the General Plan is to articulate a long-term vision for the physical form and development of Mountain House, while supporting the preservation and enhancement of residents' quality of life and promoting opportunities for local employment and a range of housing options. The General Plan includes broad goals for the community's future, as well as specific policies and implementation measures intended to achieve those goals.

The General Plan will guide the City's development and conservation through land use objectives and policy guidance. The City will implement the Plan by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the Plan, including subsequent project-level environmental review, as required under CEQA.

State law requires the City to adopt a comprehensive, long-term general plan for the physical development of its planning area. The Plan must address land use, circulation, housing, conservation, open space, noise, safety, and environmental justice, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area.

The Mountain House General Plan includes a comprehensive set of goals, policies, and actions (implementation measures), as well as a Land Use Map (Figure 1).

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the City works to achieve its goals. Once adopted, policies represent statements of City regulations. The General Plan's policies set out the standards that will be used by City staff, City Council, and other local decision makers in

their review of land development projects, resource protection activities, infrastructure improvements, and other City actions. Policies are on-going and don't necessarily require specific action on behalf of the City.

- An **action** is an implementation measure, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City must take additional steps to implement each action in the General Plan.

Additional elements that relate to the physical development of the city may also be addressed in the Plan. The degree of specificity and level of detail of the discussion of each Plan Element need only reflect local conditions and circumstances. The proposed Mountain House General Plan will include State-mandated topics and elements, as well as optional elements and issue areas, including Economic Development and Public Services and Facilities. The Mountain House Housing Element is being prepared simultaneously through separate contract with Placeworks, Inc.

The Plan has been prepared to address the requirements of State law and the relevant items addressed in Government Code Section 65300 et seq. The Mountain House General Plan is intended to reflect the desires and vision of residents, businesses, and the City Council.

The following objectives are identified for the proposed update to the General Plan:

1. Reflect the current goals and vision expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Address issues and concerns identified by City residents, businesses, decision-makers, and other stakeholders;
3. Protect Mountain House's existing residences, character, and sense of community;
4. Proactively plan for and accommodate local and regional growth in a responsible manner;
5. Allow for a range of high-quality housing options;
6. Attract and retain businesses and industries that provide high-quality and high-paying jobs;
7. Continue to maintain a safe and efficient roadway network while improving multimodal transportation opportunities;
8. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services;
9. Address the requirements of State law; and
10. Address emerging transportation, housing, and employment trends.

Growth Projections

While no specific development projects are proposed as part of the Mountain House General Plan, the General Plan will accommodate future growth in Mountain House, including new residential uses, new businesses, and expansion of existing businesses. The buildout analysis assumes a 20-year horizon, and 2045 is assumed to be the buildout year of the General Plan.

Growth projections should not be considered a guaranteed prediction for growth, as the actual amount of development that will occur throughout the planning horizon of the General Plan is based on many factors outside of the City's control. Actual future development would depend on future real estate and labor market conditions, property owner preferences and decisions, site-specific constraints, and other factors. New development and growth are largely dictated by existing development conditions, market

conditions, and land turnover rates. Very few communities in California actually develop to the full potential allowed in their respective General Plans during the planning horizon.

Table 1 provides a statistical summary of the realistic buildout potential associated with the proposed General Plan Land Use Map compared to existing (on-the-ground) conditions and the Mountain House Master Plan. The realistic buildout projection represents the reasonably foreseeable development potential that could theoretically occur within the Planning Area through 2045. As shown in Table 1, buildout of the General Plan could yield a total of up to 18,163 dwelling units, 54,258 persons, 7,869,878 square feet of non-residential development, and 8,199 jobs within Mountain House. This represents net development over existing (2025) conditions of 9,723 dwelling units, 25,463 persons, 7,209,575 square feet of non-residential development, and 7,107, jobs. Compared to the existing Master Plan, the proposed General Plan represents a net increase of 1,566 dwelling units and 11,230 persons, and a net decrease of 96,186 square feet of non-residential development and 1,615 jobs.

To protect the character of our existing neighborhoods while meeting State housing mandates, the proposed Plan strategically focuses new multi-family housing primarily within the Residential High (R/H) and Mixed-Use (M/X) designations. This targeted approach is intended to ensure the City remains in compliance with State law without requiring widespread changes to our established low-density areas.

Table 1: Growth Projections - Proposed Land Use Map

	Dwelling Units	***Population***	***Non-Residential Square Footage***	***Jobs***
Existing Conditions	8,440	28,795	660,303	1,092
Existing Master Plan	16,597	43,028	7,966,063[a]	9,814
Proposed General Plan	18,163	54,258	7,869,878	8,199
Net Growth Potential (Over Existing Conditions)	*9,723*	*25,463*	*7,209,575*	*7,107*
Net Growth Potential (Over Existing Master Plan)	*1,566*	*11,230*	*-96,186*	*-1,615*

Note:
a) The existing Master Plan does not include buildout projections for non-residential square footage. This table calculates non-residential square footage using the same methodology as the proposed General Plan and is included for comparison purposes only.

Program EIR Analysis

The City, as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare an EIR for the Mountain House General Plan. The EIR will be prepared in accordance with CEQA, relevant case law, and City procedures. The City determined that the proposed Project would require preparation of a full-scope EIR; thus, an Initial Study was not prepared in conjunction with this NOP. Consistent with Section 15082(b) of the CEQA Guidelines, the City will prepare an EIR to address the environmental impacts associated with the Project at a programmatic level. The proposed Project is a long-term plan consisting of policies that will guide future development activities and City actions. No specific development projects are proposed as part of this General Plan Update. However, the program EIR can serve to streamline environmental review of future projects.

At this time, the City anticipates that EIR sections will be organized in the following topical areas:

- Aesthetic Resources
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology, Soils, and Mineral Resources
- Greenhouse Gases, Climate Change, and Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities/Service Systems
- Wildfire
- Mandatory Findings of Significance/Cumulative Impacts
- Alternatives

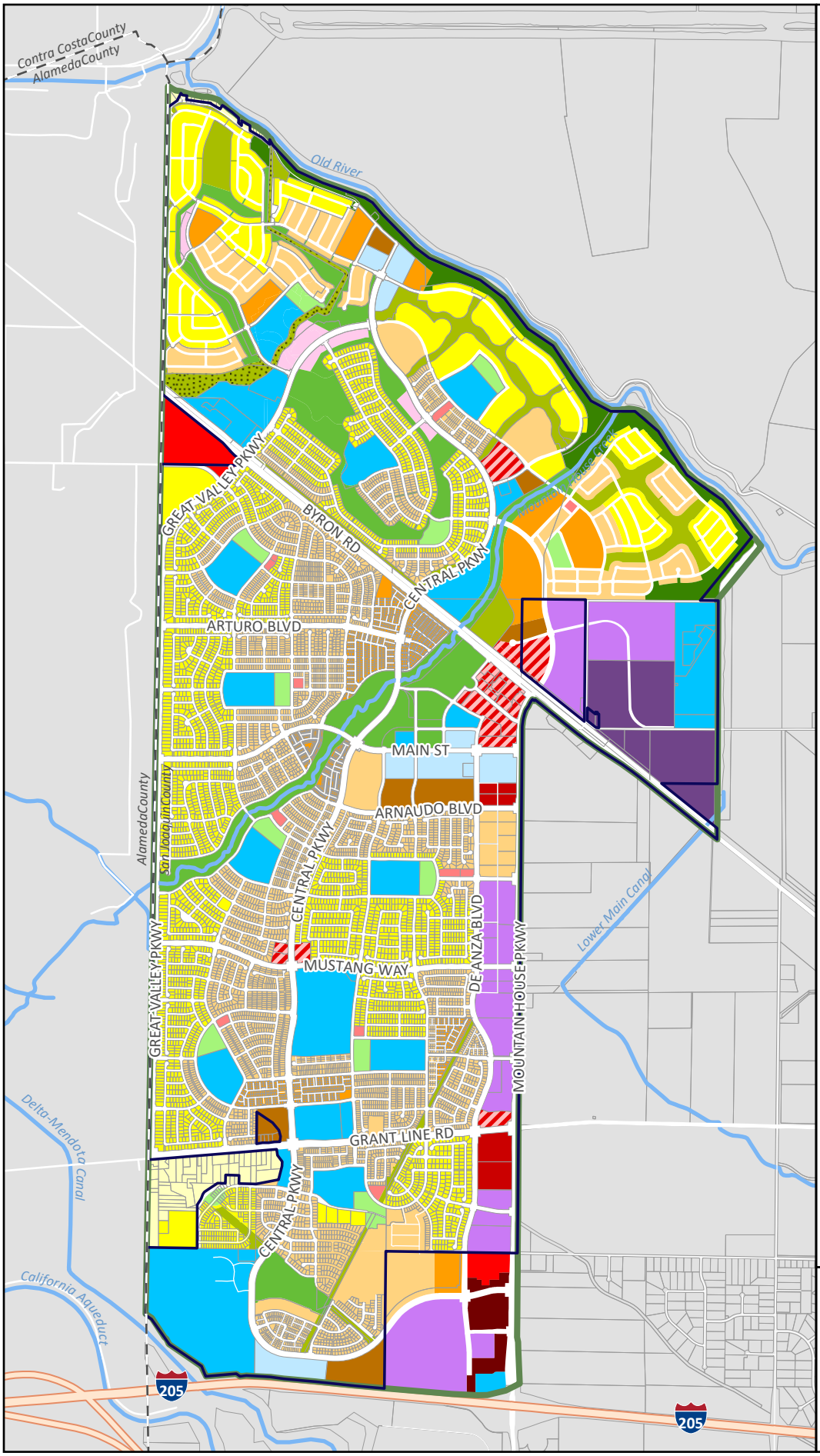

FIGURE 1.

PROPOSED LAND USE MAP

- Mountain House City Limits
- Sphere of Influence (SOI)
- County Boundary
- Assessor Parcel Boundary

Residential

- R/VL - Residential Very Low
- R/L - Residential Low
- R/M - Residential Medium
- R/MH - Residential Medium High
- R/H - Residential High

Commercial

- C/G - General Commercial
- C/C - Community Commercial
- C/N - Neighborhood Commercial
- C/FS - Commercial Freeway Service
- C/O - Commercial Office
- C/R - Commercial Recreation

Industrial

- I/L - Industrial Light
- I/G - Industrial General

Mixed Use

- M/X - Mixed Use

Public Facility

- P/F - Public Facility

Parks

- P/NP - Neighborhood Park
- P/CP - Community Park
- P/RP - Regional Park

Open Space

- OS/RC - Open Space/Resource Conservation
- OS/O - Open Space/Other

0 1,500 3,000
Feet

City of Mountain House

Prepared for the City of Mountain House by De Novo Planning Group April 20, 2026.

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

Sources: City of Mountain House; San Joaquin County GIS; USGS National Hydrography Dataset

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May 15, 2026

Brad Wall
City of Mountain House

Via Email to: mountainhouseplanning@sjgov.org

Re: 2026050303, City of Mountain House General Plan Project, San Joaquin County

To Whom It May Concern:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation of a Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) includes a separate category of cultural resources, "tribal cultural resources" and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. To determine whether a project will cause a substantial adverse change in the significance of a tribal cultural resource, a lead agency will need to determine whether there are tribal cultural resources within the project area.

Consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of your proposed project should occur as early as possible. Early consultation will assist in developing a plan for protecting tribal cultural resources and avoiding inadvertent discoveries of Native American human remains.

For a list of tribes that are traditionally and culturally affiliated with your project area, or for any questions or additional information regarding tribal consultation, please contact me at joshua.nowakowski@nahc.ca.gov

Sincerely,

Joshua Nowakowski

Joshua Nowakowski
Cultural Resources Analyst

cc: State Clearinghouse

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

May 8, 2026

John B. Anderson
City of Mountain House
Community Development Department
251 East Main Street
Mountain House, CA 95391

Project: Notice of Preparation of an Environmental Impact Report for the Mountain House General Plan

District CEQA Reference No: 20260505

Dear Mr. Anderson:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) from the City of Mountain House (City) for the Mountain House General Plan. Per the NOP, the project involves the adoption of the City's first General Plan to guide long-term growth, with buildout projections of up to approximately 18,163 dwelling units, 54,258 residents, 7.87 million square feet of non-residential development, and 8,199 jobs (Project). The Project area includes all incorporated lands within the Mountain House City Limits and Sphere of Influence.

The Project is a plan level project and, while project-specific data may not be available until specific approvals are being granted, the proposed EIR should include a discussion of policies, which when implemented, will reduce or mitigate impacts on air quality at the individual project level.

The District offers the following comments at this time regarding the Project:

1) Land Use Planning

Nearly all development projects within the San Joaquin Valley Air Basin, from general plans to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl,

Samir Sheikh
Executive Director/Air Pollution Control Officer

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encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven to be beneficial for air quality. The District recommends that the proposed EIR incorporate strategies that reduce VMTs and require the cleanest available heavy duty trucks, vehicles, and off-road equipment, including zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

In addition, the District recommends that the proposed EIR incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

2) Project Siting

The Mountain House General Plan is the blueprint for future growth and provides guidance for the community's development. Without appropriate mitigation and associated policy, future development projects within the Project's area may contribute to negative impacts on air quality due to increased traffic and ongoing operational emissions. Appropriate project siting helps ensure there is adequate distance between differing land uses, which can prevent or reduce localized and cumulative air pollution impacts from business operations that are in close proximity to receptors (e.g., residences, schools, health care facilities, etc.). It would be beneficial for the Mountain House General Plan to include siting-related goals, policies, and objectives should include measures and concepts outlined in the following resources:

- CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g., distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources

- CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize

health impacts on nearby communities, and can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

3) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

As such, the District recommends that the proposed EIR stipulate that future development projects within the Mountain House General Plan area identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the District significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. The District recommends that future projects be mitigated to the extent feasible, and that future projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.

The District understands that the Mountain House General Plan is a plan-level project where future individual project-specific data may not be available at this time. As such, the proposed EIR should include a discussion of policies, which when implemented, will require assessment and characterization of project-level emissions, and subsequently require mitigation of air quality impacts to the extent feasible at the individual project-specific level.

Environmental reviews of potential impacts on air quality should incorporate the following items:

3a) Construction Emissions

For future development projects approved as a result of the Mountain House General Plan, the District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

3b) Operational Emissions

For future development projects approved as a result of the Mountain House General Plan, operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's

significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

3c) Recommended Model for Quantifying Air Emissions

Future development projects criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

4) Health Risk Screening/Assessment

For future development projects approved as a result of the Mountain House General Plan, the City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for a project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: https://ww2.valleyair.org/permitting/ceqa/.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air

Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

5) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects that may be approved under implementation of the Project with emissions that exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambien Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: https://ww2.valleyair.org/permitting/ceqa/.

6) Voluntary Emission Reduction Agreement

Future development projects within the Mountain House General Plan area could have a significant impact on air quality. The District recommends the proposed EIR include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that may be approved under implementation of the Project that are determined to exceed the District's CEQA significance thresholds.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient

heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

7) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In the event that the City determines that a project be approved as an allowed use not requiring a project-specific discretionary approval, the District recommends the proposed EIR include language requiring such projects to prepare a technical assessment, in consultation with the District, to determine if additional analysis and/or mitigation is required.

8) Industrial/Warehouse Emission Reduction Strategies

For any future industrial development projects approved as a result of the Mountain House General Plan, the District recommends the City incorporate emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Require HHD truck routing patterns that limit exposure of residential communities and sensitive receptors to emissions (see comment 9)
- Require cleanest available heavy-duty trucks and off-road equipment (see comments 10 and 12)
- Require minimization of heavy-duty truck idling (see comment 11)
- Require solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Orient loading docks away from sensitive receptors unless physically impossible
- Require loading docks a minimum of 500 feet away from the property line of the nearest truck loading bay opening, unless dock is exclusively used for electric trucks
- Incorporate signage and “pavement markings” to clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel

- Require truck entries be located on streets of a higher commercial classification
- Locate and require truck entry, exit, and internal circulation away from sensitive receptors
- Prohibit Heavy-Duty diesel truck drive aisles from being used on sides of the building that are directly adjacent to a sensitive receptor property line
- Require a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses
- Require projects be designed to provide the necessary infrastructure to support use of zero-emissions on-road vehicles and off-road equipment (see comment 17)
- Require all building roofs are solar-ready
- Require all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Install solar photovoltaic systems and associated battery storage on the project site
- Require power sources at loading docks for all refrigerated trucks have “plugin” capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

9) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

For future development projects approved as a result of the Mountain House General Plan, the District recommends the City evaluate HHD truck routing patterns, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

10) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

For any future commercial and industrial development projects approved as a result of the Mountain House General Plan, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

11) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

For future development projects approved as a result of the Mountain House General Plan, they have the ability to result in HHD truck trips. Therefore, the District recommends the proposed EIR include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

12) Electric On-Site Off-Road and On-Road Equipment

For future development projects approved as a result of the Mountain House General Plan, they may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the proposed EIR include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

13) Under-fired Charbroilers

Future restaurant development projects approved as a result of the Mountain House General Plan have the potential to include under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards. Therefore, the District recommends that the proposed EIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/

14) Vegetative Barriers and Urban Greening

For any future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

15) Clean Lawn and Garden Equipment in the Community

Since the Project consists of both residential and commercial development, gas-powered residential and commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/ and https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/.

16) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects approved as a result of the Mountain House General Plan.

17) Electric Infrastructure

The District recommends that the City require all nonresidential buildings be designed to provide electric infrastructure to support the use of on-road zero emissions vehicles, such as Medium-Heavy Duty trucks and HHD trucks associated with future industrial development projects approved as a result of the Mountain House General Plan.

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit https://ww2.valleyair.org/grants/charge-up for more information.

18) District's Bikeway Incentive Program

Incorporating design elements (e.g., installing bikeways) within the Mountain House General Plan area that enhance walkability and connectivity can result in an overall reduction of vehicles miles traveled (VMT) and improve air quality within the area. Future development projects are expected to result in an overall reduction in VMT by installing bikeways, and may be eligible for funding through the District's Bikeway Incentive Program. The Bikeway Incentive Program provides funding for eligible Class 1 (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. These incentives are designed to support the construction of new bikeway projects to promote clean air through the development of a widespread, interconnected network of bike paths, lanes, or routes and improving the general safety conditions for commuter bicyclists. Only municipalities, government agencies, or public educational institutions are eligible to apply. More information on the grant program can be found at:
https://ww2.valleyair.org/grants/bike-paths/

Guidelines and Project Eligibility for the grant program can be found at:
https://ww2.valleyair.org/media/drpijuw1/bikeway-program-guidelines-62515.pdf

19) Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the

potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

As the future development projects that will fall within the Mountain House General Plan area do not yet exist the City should and stipulate odor mitigation measures in the proposed EIR as conditions of approval for those business and industry types. An example would be for a project proponent whose project is determined to have a potentially significant odor impact to draft and implement an odor management plan as a mitigation measure in the proposed EIR.

20) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

20a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources

of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, project proponents shall obtain an ATC permit from the District for equipment/activities subject to District permitting requirements.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 (obtain ATC permit from the District) shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (209) 557-6446.

20b) District Rule 9510 - Indirect Source Review (ISR)

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, future development projects approved as a result of the Mountain House General Plan may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview

The AIA application form can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

20c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects approved as a result of the Mountain House General Plan may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-

occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: https://ww2.valleyair.org/compliance/rule-9410-employer-based-trip-reduction/.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

20d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

Future development projects approved as a result of the Mountain House General Plan may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: https://ww2.valleyair.org/compliance/demolition-renovation/

20e) District Rule 4601 (Architectural Coatings)

Future development projects approved as a result of the Mountain House General Plan may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf

20f) District Regulation VIII (Fugitive PM10 Prohibitions)

Future development project proponents may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-

acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx

Information about District Regulation VIII can be found online at: https://ww2.valleyair.org/dustcontrol

20g) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: https://ww2.valleyair.org/compliance/residential-wood-smoke-reduction-program/

20h) Other District Rules and Regulations

Future development projects approved as a result of the Mountain House General Plan may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

21) Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf

If you have any questions or require further information, please contact Dylan Casares by e-mail at Dylan.Casares@valleyair.org or by phone at (559) 230-6574.

Sincerely,

Mark Montelongo
Director of Policy and Government Affairs



For: Daniel Martinez
Program Manager

SAN JOAQUIN COUNTY
Greatness grows here.

Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, *Assistant Director*

PROGRAM COORDINATORS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Steven Shih, REHS
Elena Manzo, REHS
Natalia Subbotnikova, REHS

May 19, 2026

To: City of Mountain House, Community Development Department
Attention: Brad Wall, Contract Planner

From: Aldara Salinas; (209) 616-3019
Environmental Health Specialist

RE: **Mountain House NOP EIR, Referral, SU-2601314**
251 E. Main St., Mountain House, APN: 25455014

The San Joaquin County Environmental Health Department (EHD) recommends the following conditions as a part of developing this project:

1. Written Confirmation is required from the Public Works Department that improvements have been constructed or financial arrangements have been made for any improvements for public sewer required by the agency. In addition, written confirmation from the Public Works Department that the agency has or will have the sewer capacity to serve the development is also required (San Joaquin County Development Title, Section 9-600.020).
2. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-602.010).
3. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020)
4. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).
5. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Elena Manzo (209) 953-7699, with any questions.
   a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used

batteries or other universal waste, etc. – **Hazardous Waste Program** (Health &Safety Code (HSC) Sections 25404 & 25180 et sec.)

b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)

c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)

d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)

- **i.** If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
- **ii.** Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)

- **i. Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**

f. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)

- **i. Risk Management Plan requirement for covered processes**

From: Mountain House Planning [CDD] <mountainhouseplanning@sjgov.org>
Sent: Monday, June 1, 2026 1:09 PM
To: Igor Kiselev
Cc:
Subject: RE: Notice of Preparation (NOP) Scoping Comments for the Mountain House General Plan Environmental Impact Report (EIR)

Hello, Igor - Thank you for sending your comments regarding the City's General Plan EIR content. We will carefully consider your input as the EIR is prepared.

Brad Wall
Contract Planner

t: (209) 831-5666
e: mountainhouseplanning@sjgov.org
City of Mountain House
251 E. Main St. | Mountain House, CA 95391 www.mountainhouseca.gov

-----Original Message-----
From: Igor Kiselev [redacted]
Sent: Thursday, May 28, 2026 9:39 PM
To: Mountain House Planning [CDD] <mountainhouseplanning@sjgov.org>
Subject: Notice of Preparation (NOP) Scoping Comments for the Mountain House General Plan Environmental Impact Report (EIR)

Baseline Realities and Localized Infrastructure Constraints As the City of Mountain House establishes its first independent General Plan, it faces unique infrastructure constraints inherited from legacy planning assumptions. The high school student generation rates (SGR) originally calculated under the San Joaquin County Master Plan and Specific Plans are significantly lower than current real-world data. Currently, actual high school student generation is running roughly four times higher than originally anticipated.
Because the community relies on a single high school facility, this concentrated volume of daily trips functions as a significant localized constraint. The resulting peak-hour pressure directly impacts the city's roadway network, neighborhood safety, and local environment. The EIR should analyze how these unanticipated volumes impact the city's ability to maintain safe, stable conditions on surrounding roadways and neighborhoods.

Scope of Environmental Impacts to Be Studied The physical consequences of this high density—specifically regarding traffic circulation, safety, and neighborhood quality of life—are critical environmental impacts under the City's jurisdiction. The EIR should specifically evaluate:
- Traffic Circulation and Emergency Response: Whether peak school hours create localized traffic queues that degrade intersection operations or delay emergency response vehicles.
- Pedestrian and Bicycle Safety: The adequacy of existing infrastructure to protect the unexpectedly high volume of students navigating concentrated vehicle traffic.
- Localized Noise and Air Quality: The environmental impact of concentrated vehicle idling, neighborhood gridlock, and peak-hour noise levels on the residential zones surrounding the campus.

Growth Phasing and Mitigation Considerations To ensure that future residential approvals do not lead to unmitigated safety hazards or infrastructure overruns, the EIR should explore a variety of flexible mitigation and growth management strategies.
Specifically, the EIR should consider analyzing environmental and traffic performance thresholds (such as maximum allowable traffic delay times or pedestrian safety metrics) for surrounding infrastructure. It would be highly beneficial for the EIR to evaluate mechanisms that allow the city to phase or pace subsequent residential construction approvals if localized traffic, noise, and safety impacts around the central school hub cannot be adequately resolved by the responsible parties. This approach would ensure the city maintains an objective, legally sound process to protect public safety and prevent infrastructure failure as Mountain House grows.

Thank you,
Igor Kiselev

Delta Stewardship Council
A CALIFORNIA STATE AGENCY

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June 3, 2026

Brad Wall, Contract Planner
Community Development Department, Planning Division
City of Mountain House
251 E. Main Street
Mountain House, CA 95391

Delivered via email: mountainhouseplanning@sjgov.org

RE: Comments on Notice of Preparation of a Draft Environmental Impact Report for the City of Mountain House General Plan, SCH# 2026050303

Dear Brad Wall:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Mountain House's (City) General Plan update (General Plan). The Delta Stewardship Council (Council) recognizes the objectives of the General Plan to establish a comprehensive framework of goals, and policies to guide land use and planning decisions within the City. The General Plan includes broad goals for the community's future, as well as specific policies and implementation measures intended to achieve those goals.

The Council is an independent state agency established by the Sacramento-San Joaquin Delta Reform Act of 2009 (Wat. Code, § 85000 et seq.; Delta Reform Act). The Delta Reform Act charges the Council with furthering California's coequal goals of providing a more reliable water supply and protecting, restoring, and enhancing

the Sacramento-San Joaquin River Delta and Suisun Marsh (Delta) ecosystem. (Wat. Code, § 85054.) The Delta Reform Act further states that the coequal goals are to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Wat. Code, § 85054.) The Council is charged with furthering California's coequal goals for the Delta through the adoption and implementation of the Delta Plan, a comprehensive long-term management plan for the Delta. (Wat. Code, § 85300.)

The Delta Plan contains regulatory policies, which are set forth in California Code of Regulations, title 23, sections 5001 et seq. Through the Delta Reform Act, the Council was granted specific regulatory and appellate authority over certain actions of state or local public agencies that take place in whole or in part in the Delta. (Wat. Code, §§ 85210, 85225, 85225.10.) A state or local agency that proposes to undertake a covered action is required to prepare a written certification of consistency with detailed findings as to whether the covered action is consistent with the Delta Plan and submit that certification to the Council prior to initiation of the implementation of the action. (Wat. Code, § 85225.)

COVERED ACTION DETERMINATION AND CERTIFICATION OF CONSISTENCY WITH THE DELTA PLAN

Based on the City's location (jurisdiction) and scope described in the NOP, the General Plan appears to meet the definition of a covered action. Water Code section 85057.5, subdivision (a), states that a covered action is a plan, program, or project as defined pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.; CEQA) in Public Resources Code section 21065, that meets all of the following conditions:

> *(1) Will occur, in whole or in part, within the boundaries of the Delta or Suisun Marsh*
> *(2) Will be carried out, approved, or funded by a state or a local public agency*
> *(3) Is covered by one of the provisions of the Delta Plan*
> *(4) Will have a significant impact on achievement of one or both coequal goals or the implementation of government-sponsored flood control*

> *programs to reduce risks to people, property, and state interests in the Delta*[1]

As the public agency approving, funding, or carrying out the General Plan, the City must determine if the General Plan is a covered action (Cal. Code Regs., tit. 23, § 5001, subd. (o)(3).) and, if so, file a certification of consistency with the Council prior to implementation. (Wat. Code, § 85225.)

Delta Plan Policies that May Apply to the General Plan

The following section describes regulatory Delta Plan regulatory policies that may cover the General Plan based on materials provided in the NOP and available planning documents that identify the planning area located within the Delta. (Wat. Code § 85057.5, subd. (a)(1).) This information could be used to support a future filing of a certification of consistency with the Council.[2]

Delta as Place Policy 1: Locate New Urban Development Wisely

Delta Plan Policy **DP P1** (Cal. Code Regs., tit. 23, § 5010.) places certain limits on new urban development within the Delta. As it applies to the General Plan, Policy DP P1 requires that new residential, commercial, and industrial development within the Delta be limited to specific areas. For purposes of the General Plan, these areas include areas within the Mountain House General Plan Community Boundary, as identified in Policy DP P1. (Cal. Code Regs., tit. 23, § 5010, subd. (a)(3).) This area is generally depicted in Figure 7-11 of regulation Appendix 7. (Cal. Code Regs., tit. 23, app. 7.)[3]

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[1] For purposes of Water Code section 85057.5, subdivision (a)(4), "significant impact" means "a substantial positive or negative impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and State interests in the Delta, that is directly or indirectly caused by a project on its own or when the project's incremental effect is considered together with the impacts of other closely related past, present, or reasonably foreseeable future projects." (Cal. Code Regs., tit. 23, § 5001, subd. (ss).)

[2] Additional Delta Plan regulatory policies may cover the General Plan as additional project details become known. For additional information regarding Delta Plan regulatory policies, please visit our website at https://www.deltacouncil.ca.gov/delta-plan/regulations.

[3] Appendix 7 is also available on the Council's website at https://www.deltacouncil.ca.gov/delta-plan/regulations.

Council staff compared the extent of the Mountain House General Plan Community Boundary depicted in Delta Plan regulation Appendix 7 to the extent of the City limits and sphere-of-influence shown on Figure 4-1 (Proposed Land Use Map) on page 7 of the NOP. Based on these materials, it appears that all proposed residential, commercial, and industrial development contemplated in the General Plan would occur within the Mountain House General Plan Community Boundary.

The DEIR should acknowledge Policy DP P1 in the regulatory setting for the Land Use and Planning section. That discussion should document how the General Plan is consistent with Policy DP P1 and confirm that no new residential, commercial, or industrial development is contemplated beyond the extent of the Mountain House General Plan Community Boundary.

Delta as Place Policy 2: Respect Local Land Use when Siting Water or Flood Facilities or Restoring Habitats

Delta Plan Policy **DP P2** (Cal. Code Regs., tit. 23, § 5011.) reflects one of the Delta Plan's charges to protect the Delta as an evolving place (Wat. Code, § 85020.) by siting water management facilities, ecosystem restoration, and flood management infrastructure to avoid or reduce conflicts with existing uses or those uses described or depicted in city or county general plans when feasible, considering comments from local agencies and the Delta Protection Commission.

The City should acknowledge Policy DP P2 in the regulatory setting for the Land Use and Planning section of the DEIR. For example, because of the City's jurisdiction near Clifton Court Forebay, Old River, Bethany Reservoir, Delta-Mendota Canal, and California Aqueduct, the City might want to consider the potential land use impacts of future water management and ecosystem restoration projects in its General Plan.

The following policies also apply because the preceding policies cover the General Plan.

General Policy 1: Detailed Findings to Establish Consistency with the Delta Plan

Delta Plan Policy **G P1** (Cal. Code Regs., tit. 23, § 5002.) specifies what is required to be addressed in a certification of consistency. The following is a subset of regulatory requirements that a covered action is required to fulfill to be considered consistent with the Delta Plan:

Mitigation Measures

Delta Plan Policy **G P1(b)(2)** (Cal. Code Regs., tit. 23, § 5002(b)(2).) requires covered actions not exempt from CEQA to include all applicable feasible mitigation measures adopted and incorporated into the Delta Plan as amended June 23, 2022, unless the measures are within the exclusive jurisdiction of an agency other than the City, or substitute mitigation measures that the City finds are equally or more effective. These mitigation measures are identified in Delta Plan regulations as Appendix O and are available at: https://deltacouncil.ca.gov/pdf/delta-plan/2025-06-19-appendix-o-mitigation-monitoring-and-reporting-program.pdf.

If the DEIR identifies significant impacts that require mitigation, the City should review Appendix O and, include all applicable feasible mitigation measures adopted and incorporated into the Delta Plan or identify substitute mitigation measures that the City finds are equally or more effective.

Best Available Science

Delta Plan Policy **G P1(b)(3)** (Cal. Code Regs., tit. 23, § 5002(b)(3).) states that actions subject to Delta Plan regulations are required to document the use of best available science as relevant to the purpose and nature of the project. The Delta Plan defines best available science as "the best scientific information and data for informing management and policy decisions." (Cal. Code Regs, tit. 23, § 5001, subd. (f).) Best available science is also required to be consistent with the guidelines and criteria in Delta Plan regulation Appendix 1A. (Cal. Code Regs, tit. 23, div., 6 ch. 2, app. 1A.) (https://deltacouncil.ca.gov/pdf/delta-plan/2015-appendix-1a.pdf)

In a future certification of consistency, the City should identify how the General Plan addresses each Appendix 1A criterion.

CLOSING COMMENTS

The Council invites the City to engage Council staff in early consultation prior to the submittal of a certification of consistency to promote consistency with the Delta Plan. More information on covered actions, early consultation, and the certification

process can be found on the Council website, https://deltacouncil.ca.gov/covered-actions/.

Council staff are available to discuss issues outlined in this letter as the City proceeds with the next stages of the update to the General Plan. Please contact Pat Kelly at 916-902-6484 or patricia.kelly@deltacouncil.ca.gov with any questions.

Sincerely,



Jeff Henderson
Deputy Executive Officer

APPENDIX B: NOISE MODELING

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Byron Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	15,200
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	855	28	46	609	20	33	211	7	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.5	-17.4	-15.2	-4.0	-18.9	-16.6	-8.6	-23.5	-21.2
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	65.5	58.9	65.7	64.0	57.4	64.2	59.4	52.9	59.6
Traffic Noise (Leq)		69.0			67.6			63.0	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.8**	**91**	**288**	**912**	
CNEL=	**71.4**	**103**	**325**	**1027**	

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Byron Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	15,100
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	849	28	46	605	20	33	210	7	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.5	-17.4	-15.2	-4.0	-18.9	-16.7	-8.6	-23.5	-21.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	65.5	58.9	65.6	64.0	57.4	64.2	59.4	52.8	59.6
Traffic Noise (Leq)		69.0			67.5			62.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.8**	**91**	**286**	**906**	
CNEL=	**71.3**	**102**	**323**	**1021**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Byron Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	15,200
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		69.0			67.6			63.0	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.8**	**91**	**288**	**909**	
CNEL=	**71.4**	**102**	**324**	**1025**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	100
Speed (mph)	45
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	6	0	0	4	0	0	1	0	0
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-24.1	-41.3	-45.3	-25.6	-42.8	-46.8	-30.2	-47.4	-51.4
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	43.9	35.0	35.5	42.5	33.5	34.1	37.9	28.9	29.5
Traffic Noise (Leq)		45.0			43.5			38.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**46.8**	**91**	**288**	**909**	
CNEL=	**47.3**	**102**	**324**	**1025**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Byron Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	20,400
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	50
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	1,147	37	62	817	27	44	284	9	15
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Flow	-1.2	-16.1	-13.9	-2.7	-17.6	-15.4	-7.3	-22.2	-20.0
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	68.5	61.9	68.6	67.0	60.4	67.2	62.4	55.8	62.6
Traffic Noise (Leq)		72.0			70.6			66.0	

Results at 50 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**73.8**	**121**	**383**	**1210**	
CNEL=	**74.4**	**136**	**431**	**1363**	

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Byron Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	24,900
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	50
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	1,400	46	76	997	33	54	346	11	19
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Flow	-0.4	-15.2	-13.0	-1.8	-16.7	-14.5	-6.4	-21.3	-19.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	69.4	62.8	69.5	67.9	61.3	68.0	63.3	56.7	63.4
Traffic Noise (Leq)		72.9			71.4			66.8	

Results at 50 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**74.7**	**148**	**467**	**1477**	
CNEL=	**75.2**	**166**	**526**	**1664**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Byron Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	25,300
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	50
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		72.9			71.5			66.9	

Results at 50 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**74.7**	**149**	**471**	**1491**	
CNEL=	**75.3**	**168**	**531**	**1680**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Great Valley Parkway**
Segment: **n/o Main Street**

Traffic Characteristics

ADT	3,300
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	201	4	2	147	3	1	41	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-7.7	-25.0	-28.9	-9.1	-26.3	-30.3	-14.6	-31.9	-35.8
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	57.0	49.5	50.8	55.7	48.1	49.4	50.1	42.6	43.9
Traffic Noise (Leq)		58.5			57.2			51.6	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**59.8**	**6**	**18**	**58**	
CNEL=	**60.4**	**7**	**21**	**66**	

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Great Valley Parkway**
Segment: **n/o Main Street**

Traffic Characteristics

ADT	6,100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	371	7	3	271	5	2	76	1	1
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-5.1	-22.3	-26.3	-6.4	-23.7	-27.6	-12.0	-29.2	-33.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	59.7	52.2	53.4	58.3	50.8	52.1	52.8	45.3	46.5
Traffic Noise (Leq)		61.2			59.8			54.3	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**62.5**	**11**	**34**	**107**	
CNEL=	**63.1**	**12**	**39**	**123**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Great Valley Parkway**
Segment: **n/o Main Street**

Traffic Characteristics

ADT	6,200
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		61.3			59.9			54.4	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**62.6**	**11**	**34**	**109**	
CNEL=	**63.2**	**12**	**39**	**125**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Great Valley Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	6,100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	371	7	3	271	5	2	76	1	1
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-5.1	-22.3	-26.3	-6.4	-23.7	-27.6	-12.0	-29.2	-33.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	59.7	52.2	53.4	58.3	50.8	52.1	52.8	45.3	46.5
Traffic Noise (Leq)		61.2			59.8			54.3	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**62.5**	**11**	**34**	**107**	
CNEL=	**63.1**	**12**	**39**	**123**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Great Valley Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	6,100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	371	7	3	271	5	2	76	1	1
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-5.1	-22.3	-26.3	-6.4	-23.7	-27.6	-12.0	-29.2	-33.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	59.7	52.2	53.4	58.3	50.8	52.1	52.8	45.3	46.5
Traffic Noise (Leq)		61.2			59.8			54.3	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**62.5**	**11**	**34**	**107**	
CNEL=	**63.1**	**12**	**39**	**123**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Great Valley Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	6,200
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		61.3			59.9			54.4	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**62.6**	**11**	**34**	**109**	
CNEL=	**63.2**	**12**	**39**	**125**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	6	0	0	4	0	0	1	0	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-22.9	-40.1	-44.1	-24.3	-41.5	-45.5	-29.8	-47.0	-51.0
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	41.8	34.3	35.6	40.5	32.9	34.2	34.9	27.4	28.7
Traffic Noise (Leq)		43.3			42.0			36.4	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**44.7**	**11**	**34**	**109**	
CNEL=	**45.3**	**12**	**39**	**125**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Grant Line Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	11,500
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	647	21	35	461	15	25	160	5	9
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.6	-17.5	-15.3	-4.1	-19.0	-16.8	-8.7	-23.6	-21.4
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	61.2	56.0	63.4	59.7	54.5	62.0	55.1	49.9	57.4
Traffic Noise (Leq)		65.9			64.5			59.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**67.7**	**44**	**141**	**445**	
CNEL=	**68.3**	**50**	**159**	**501**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Grant Line Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	11,500
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	647	21	35	461	15	25	160	5	9
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.6	-17.5	-15.3	-4.1	-19.0	-16.8	-8.7	-23.6	-21.4
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	61.2	56.0	63.4	59.7	54.5	62.0	55.1	49.9	57.4
Traffic Noise (Leq)		65.9			64.5			59.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**67.7**	**44**	**141**	**445**	
CNEL=	**68.3**	**50**	**159**	**501**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Grant Line Road**
Segment: **w/o Great Valley Parkway**

Traffic Characteristics

ADT	11,600
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		65.9			64.5			59.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**67.8**	**45**	**141**	**447**	
CNEL=	**68.3**	**50**	**159**	**504**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	6	0	0	4	0	0	1	0	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-23.0	-40.2	-44.2	-24.5	-41.7	-45.7	-29.1	-46.3	-50.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	40.8	33.3	34.5	39.3	31.8	33.1	34.7	27.2	28.5
Traffic Noise (Leq)		42.3			40.8			36.2	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**44.1**	**45**	**141**	**447**	
CNEL=	**44.6**	**50**	**159**	**504**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Grant Line Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	8,000
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	450	15	24	320	10	17	111	4	6
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-4.2	-19.1	-16.9	-5.7	-20.6	-18.3	-10.3	-25.2	-22.9
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	59.6	54.4	61.9	58.1	53.0	60.4	53.5	48.4	55.8
Traffic Noise (Leq)		64.3			62.9			58.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**66.2**	**31**	**98**	**310**	
CNEL=	**66.7**	**35**	**110**	**349**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Grant Line Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	12,600
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	708	23	39	505	16	27	175	6	10
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.2	-17.1	-14.9	-3.7	-18.6	-16.4	-8.3	-23.2	-21.0
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	61.6	56.4	63.8	60.1	54.9	62.4	55.5	50.3	57.8
Traffic Noise (Leq)		66.3			64.8			60.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**68.1**	**49**	**154**	**488**	
CNEL=	**68.6**	**55**	**174**	**549**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Grant Line Road**
Segment: **e/o Mountain House Parkway**

Traffic Characteristics

ADT	12,700
Speed (mph)	35
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		66.3			64.9			60.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**68.1**	**49**	**155**	**489**	
CNEL=	**68.7**	**55**	**174**	**552**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	100
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	6	0	0	4	0	0	1	0	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-23.0	-40.2	-44.2	-24.5	-41.7	-45.7	-29.1	-46.3	-50.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	40.8	33.3	34.5	39.3	31.8	33.1	34.7	27.2	28.5
Traffic Noise (Leq)		42.3			40.8			36.2	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**44.1**	**49**	**155**	**489**	
CNEL=	**44.6**	**55**	**174**	**552**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Central Parkway**
Segment: **n/o Grant Line Road**

Traffic Characteristics

ADT	4,900
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	298	6	2	218	4	2	61	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-6.0	-23.2	-27.2	-7.4	-24.6	-28.6	-12.9	-30.1	-34.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	58.7	51.2	52.5	57.4	49.9	51.1	51.8	44.3	45.6
Traffic Noise (Leq)		60.2			58.9			53.3	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**61.6**	**9**	**27**	**86**	
CNEL=	**62.2**	**10**	**31**	**98**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Central Parkway**
Segment: **n/o Grant Line Road**

Traffic Characteristics

ADT	5,000
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	304	6	2	222	4	2	62	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-5.9	-23.2	-27.1	-7.3	-24.5	-28.5	-12.8	-30.1	-34.0
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	58.8	51.3	52.6	57.5	49.9	51.2	51.9	44.4	45.7
Traffic Noise (Leq)		60.3			59.0			53.4	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**61.7**	**9**	**28**	**88**	
CNEL=	**62.2**	**10**	**32**	**101**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Central Parkway**
Segment: **n/o Grant Line Road**

Traffic Characteristics

ADT	7,400
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		62.0			60.7			55.1	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**63.4**	**13**	**41**	**130**	
CNEL=	**63.9**	**15**	**47**	**149**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	2,400
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	146	3	1	107	2	1	30	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-9.1	-26.3	-30.3	-10.5	-27.7	-31.7	-16.0	-33.2	-37.2
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	55.6	48.1	49.4	54.3	46.8	48.0	48.7	41.2	42.5
Traffic Noise (Leq)		57.1			55.8			50.2	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**58.5**	**13**	**41**	**130**	
CNEL=	**59.1**	**15**	**47**	**149**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Central Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	4,900
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	298	6	2	218	4	2	61	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-6.0	-23.2	-27.2	-7.4	-24.6	-28.6	-12.9	-30.1	-34.1
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	58.7	51.2	52.5	57.4	49.9	51.1	51.8	44.3	45.6
Traffic Noise (Leq)		60.2			58.9			53.3	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**61.6**	**9**	**27**	**86**	
CNEL=	**62.2**	**10**	**31**	**98**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Central Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	5,200
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	316	6	2	231	4	2	65	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-5.7	-23.0	-26.9	-7.1	-24.3	-28.3	-12.6	-29.9	-33.8
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	59.0	51.5	52.7	57.6	50.1	51.4	52.1	44.6	45.8
Traffic Noise (Leq)		60.5			59.1			53.6	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**61.8**	**9**	**29**	**91**	
CNEL=	**62.4**	**10**	**33**	**105**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Central Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	7,900
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		62.3			60.9			55.4	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**63.6**	**14**	**44**	**139**	
CNEL=	**64.2**	**16**	**50**	**159**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	2,700
Speed (mph)	35
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	75%
Traffic During Evening (%)	14%
Traffic During Night (%)	11%
Near Lane Distance (ft)	54
Centerline Distance (ft)	60
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	164	3	1	120	2	1	34	1	0
Speed Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
Adjustments									
Distance	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Flow	-8.6	-25.8	-29.8	-10.0	-27.2	-31.2	-15.5	-32.7	-36.7
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	56.1	48.6	49.9	54.8	47.3	48.5	49.2	41.7	43.0
Traffic Noise (Leq)		57.6			56.3			50.7	

Results at 60 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**59.0**	**14**	**44**	**139**	
CNEL=	**59.6**	**16**	**50**	**159**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Mountain House Parkway**
Segment: **s/o Byron Road**

Traffic Characteristics

ADT	14,900
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	838	27	46	597	19	32	207	7	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.6	-17.5	-15.3	-4.1	-18.9	-16.7	-8.7	-23.5	-21.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	65.4	58.8	65.6	63.9	57.4	64.1	59.4	52.8	59.5
Traffic Noise (Leq)		69.0			67.5			62.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.8**	**89**	**283**	**894**	
CNEL=	**71.3**	**101**	**318**	**1007**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Byron Road**

Traffic Characteristics

ADT	14,890
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	837	27	46	596	19	32	207	7	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-2.6	-17.5	-15.3	-4.1	-18.9	-16.7	-8.7	-23.5	-21.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	65.4	58.8	65.6	63.9	57.4	64.1	59.4	52.8	59.5
Traffic Noise (Leq)		69.0			67.5			62.9	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.8**	**89**	**282**	**893**	
CNEL=	**71.3**	**101**	**318**	**1006**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Byron Road**

Traffic Characteristics

ADT	17,300
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		69.4			67.9			63.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**71.2**	**98**	**310**	**979**	
CNEL=	**71.7**	**110**	**349**	**1104**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	2,410
Speed (mph)	45
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	69
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	143	3	1	102	2	1	35	1	0
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3	-1.3
Flow	-10.3	-27.5	-31.5	-11.7	-29.0	-32.9	-16.3	-33.6	-37.5
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	57.8	48.8	49.4	56.3	47.3	47.9	51.7	42.7	43.3
Traffic Noise (Leq)		58.8			57.3			52.7	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**60.6**	**98**	**310**	**979**	
CNEL=	**61.1**	**110**	**349**	**1104**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Mountain House Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	13,900
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	782	25	42	557	18	30	193	6	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-2.9	-17.8	-15.6	-4.4	-19.2	-17.0	-9.0	-23.8	-21.6
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	64.8	58.2	64.9	63.3	56.7	63.5	58.7	52.1	58.9
Traffic Noise (Leq)		68.3			66.9			62.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.1**	**77**	**245**	**774**	
CNEL=	**70.7**	**87**	**276**	**873**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	13,900
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	782	25	42	557	18	30	193	6	11
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-2.9	-17.8	-15.6	-4.4	-19.2	-17.0	-9.0	-23.8	-21.6
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	64.8	58.2	64.9	63.3	56.7	63.5	58.7	52.1	58.9
Traffic Noise (Leq)		68.3			66.9			62.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**70.1**	**77**	**245**	**774**	
CNEL=	**70.7**	**87**	**276**	**873**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Mustang Way**

Traffic Characteristics

ADT	18,700
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		69.1			67.7			63.1	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**71.0**	**93**	**295**	**934**	
CNEL=	**71.5**	**105**	**333**	**1053**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	4,800
Speed (mph)	45
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	286	5	2	204	4	2	71	1	1
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-7.3	-24.5	-28.5	-8.8	-26.0	-29.9	-13.3	-30.6	-34.5
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	60.4	51.5	52.0	59.0	50.0	50.6	54.4	45.4	46.0
Traffic Noise (Leq)		61.5			60.0			55.4	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**63.3**	**93**	**295**	**934**	
CNEL=	**63.8**	**105**	**333**	**1053**	

Traffic Noise Exposure Levels

Scenario: **Existing**
Roadway: **Mountain House Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	17,800
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	1,001	33	54	713	23	39	247	8	13
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-1.8	-16.7	-14.5	-3.3	-18.2	-16.0	-7.9	-22.8	-20.6
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	65.9	59.3	66.0	64.4	57.8	64.6	59.8	53.2	60.0
Traffic Noise (Leq)		69.4			67.9			63.3	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**71.2**	**99**	**314**	**992**	
CNEL=	**71.7**	**112**	**353**	**1117**	

GRADEJUSTMENT

0%	0.00
3%	1.11
5%	1.75
7%	3.18

Traffic Noise Exposure Levels

Scenario: **Future No Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	18,600
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	1,046	34	57	745	24	40	259	8	14
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-1.6	-16.5	-14.3	-3.1	-18.0	-15.8	-7.7	-22.6	-20.4
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	66.1	59.5	66.2	64.6	58.0	64.7	60.0	53.4	60.1
Traffic Noise (Leq)		69.6			68.1			63.5	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**71.4**	**104**	**328**	**1036**	
CNEL=	**71.9**	**117**	**369**	**1168**	

Traffic Noise Exposure Levels

Scenario: **Future With Project**
Roadway: **Mountain House Parkway**
Segment: **s/o Grant Line Road**

Traffic Characteristics

ADT	23,700
Speed (mph)	45
Light Duty Auto (%)	92%
Medium Duty Truck (%)	3%
Heavy Duty Truck (%)	5%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour									
Speed Reference levels (dBA)									
Adjustments									
Distance									
Flow									
Angle of Exposure									
Grade									
Barrier									
LEQ									
Traffic Noise (Leq)		70.3			68.8			64.2	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**72.1**	**121**	**381**	**1206**	
CNEL=	**72.6**	**136**	**430**	**1359**	

Traffic Noise Exposure Levels

Scenario: **Project Only**
Roadway: **Roadway:**
Segment: **Segment:**

Traffic Characteristics

ADT	5,100
Speed (mph)	45
Light Duty Auto (%)	97%
Medium Duty Truck (%)	2%
Heavy Duty Truck (%)	1%
Traffic During Day (%)	73%
Traffic During Evening (%)	13%
Traffic During Night (%)	14%
Near Lane Distance (ft)	44
Centerline Distance (ft)	75
Terrain Type	Hard
Grade (%)	0
Left Exposure (degrees)	-90
Right Exposure (degrees)	90

Calculations

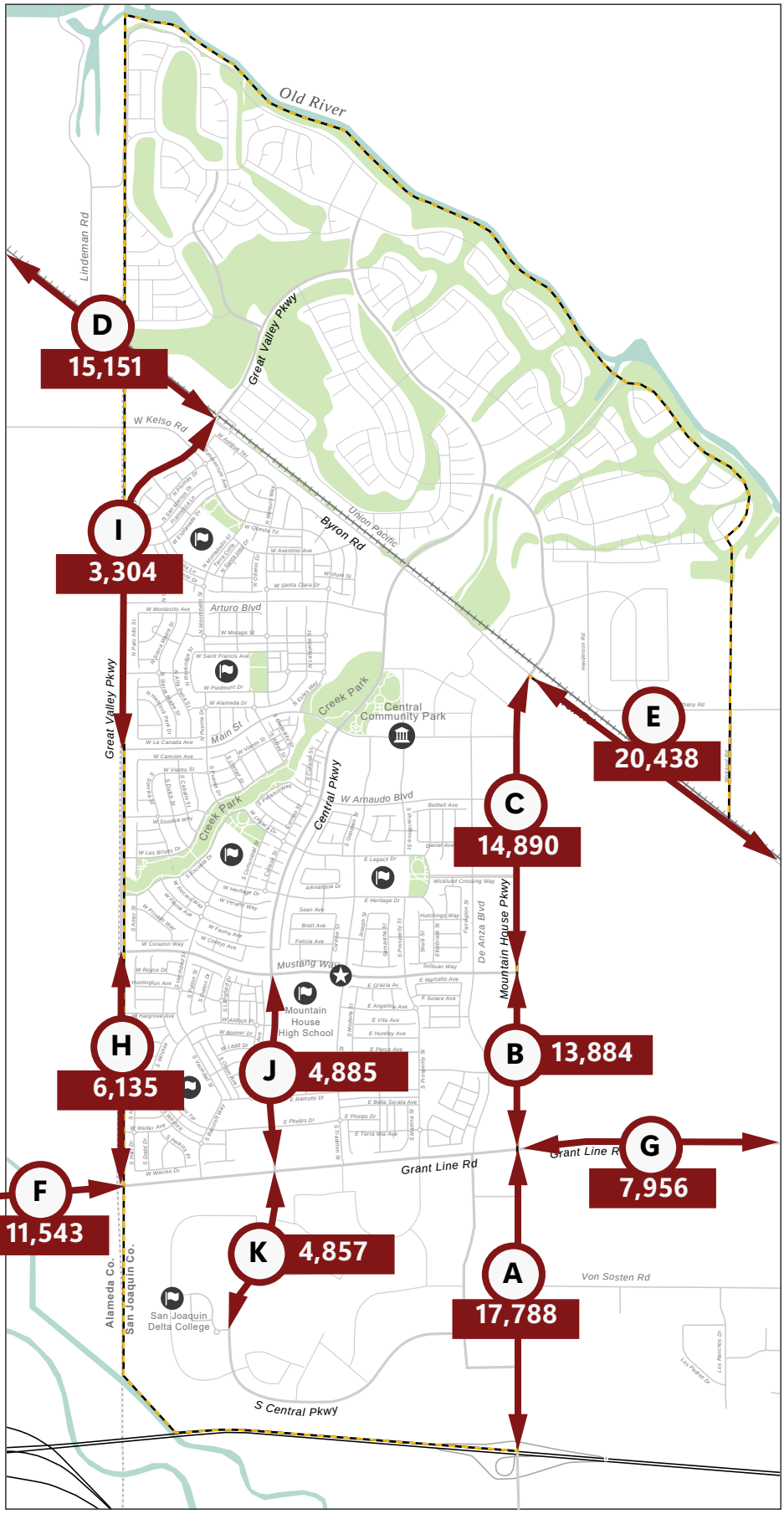
	Day			Evening			Night		
	LDA	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**	**LDA**	**MDT**	**HDT**
Vehicles per hour	304	6	2	216	4	2	75	1	1
Speed Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
Adjustments									
Distance	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6	-1.6
Flow	-7.0	-24.3	-28.2	-8.5	-25.7	-29.7	-13.1	-30.3	-34.3
Angle of Exposure	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
LEQ	60.7	51.7	52.3	59.2	50.3	50.8	54.6	45.7	46.2
Traffic Noise (Leq)		61.7			60.3			55.7	

Results at 75 feet from Centerline

		Distance to Noise Contours (ft)			
		70	*65*	*60*	*dBA*
Ldn=	**63.5**	**121**	**381**	**1206**	
CNEL=	**64.1**	**136**	**430**	**1359**	

APPENDIX C: SUPPORTING TRANSPORTATION DATA

Mountain House General Plan Update - **Average Daily Traffic**



- A — MH Parkway – I-205 to Grant Line Rd
- B — MH Parkway – Grant Line Rd to Mustang Wy
- C — MH Parkway – Mustang Wy to Byron Rd
- D — Byron Rd – Alameda Co Line to Great Valley Pkwy
- E — Byron Rd – MH Pkwy to Grant Line Rd
- F — Grant Line Rd – Great Valley Pkwy to Alameda Co Line
- G — Grant Line Rd – MH Pkwy to Byron Rd
- H — Great Valley Pkwy – Grant Line Rd to Mustang Wy
- I — Great Valley Pkwy – Main St to Byron Rd
- J — Central Pkwy – Grant Line Rd to Mustang Wy
- K — Central Pkwy – S/O Grant Line Rd

School

Fire Station

Town Hall & Library

Park

Mountain House Boundary

AMG ADVANCED MOBILITY GROUP

0 0.5 mi. 1 mi.

7/30/26

MH GP Update

Daily Vehicle Trips

Scenario	Dwelling Units	Jobs	Residential Trips	Non-Residential Trips	Total Trips
2046 Cumulative Baseline	12,442	3,068	53,860	1,815	55,674
2046 Cumulative GPU	18,154	8,339	78,022	18,106	96,127

Note:
Estimate from SJCOG 2022 RTP model

Estimated Daily Trips by Land Use

	Land Use	2046 Baseline Daily Trips	2046 GPU Daily Trips
1	Residential - Single Family	35,389	13,846
2	Residential - Multi Family	18,471	64,176
3	Educational	146	106
4	Services	562	-
5	Government	327	249
6	Industrial	138	1,142
7	Medical	72	-
8	Information/Finance/Support	151	-
9	Other	3	-
10	Retail	415	16,609
11	Agriculture	2	-
	Total	***55,674***	***96,127***

Estimated Daily VMT by Land Use

	Land Use	2046 Baseline Daily VMT	2046 GPU Daily VMT
1	Residential - Single Family	975,474	515,020
2	Residential - Multi Family	276,293	1,295,450
3	Educational	40,055	21,533
4	Services	2,475	-
5	Government	6,058	3,415
6	Industrial	6,297	38,496
7	Medical	2,756	-
8	Information/Finance/Support	4,392	-
9	Other	425	-
10	Retail	2,435	72,178
11	Agriculture	252	-
	Total	***1,316,910***	***1,946,093***

MH GPU Project

8/11/26

Estimated ADT on Major Roadways

			Existing	NP	WP	Speed
1	Byron Road	w/o Great Valley Parkway	15,200	15,100	15,200	45
2	Byron Road	e/o Mountain House Parkway	20,400	24,900	25,300	45
3	Great Valley Parkway	n/o Main Street	3,300	6,100	6,200	35
4	Great Valley Parkway	s/o Mustang Way	6,100	6,100	6,200	35
5	Grant Line Road	w/o Great Valley Parkway	11,500	11,500	11,600	35
6	Grant Line Road	e/o Mountain House Parkway	8,000	12,600	12,700	35
7	Central Parkway	n/o Grant Line Road	4,900	5,000	7,400	35
8	Central Parkway	s/o Grant Line Road	4,900	5,200	7,900	35
9	Mountain House Parkway	s/o Byron Road	14,900	14,890	17,300	45
10	Mountain House Parkway	s/o Mustang Way	13,900	13,900	18,700	45
11	Mountain House Parkway	s/o Grant Line Road	17,800	18,600	23,700	45

Note:

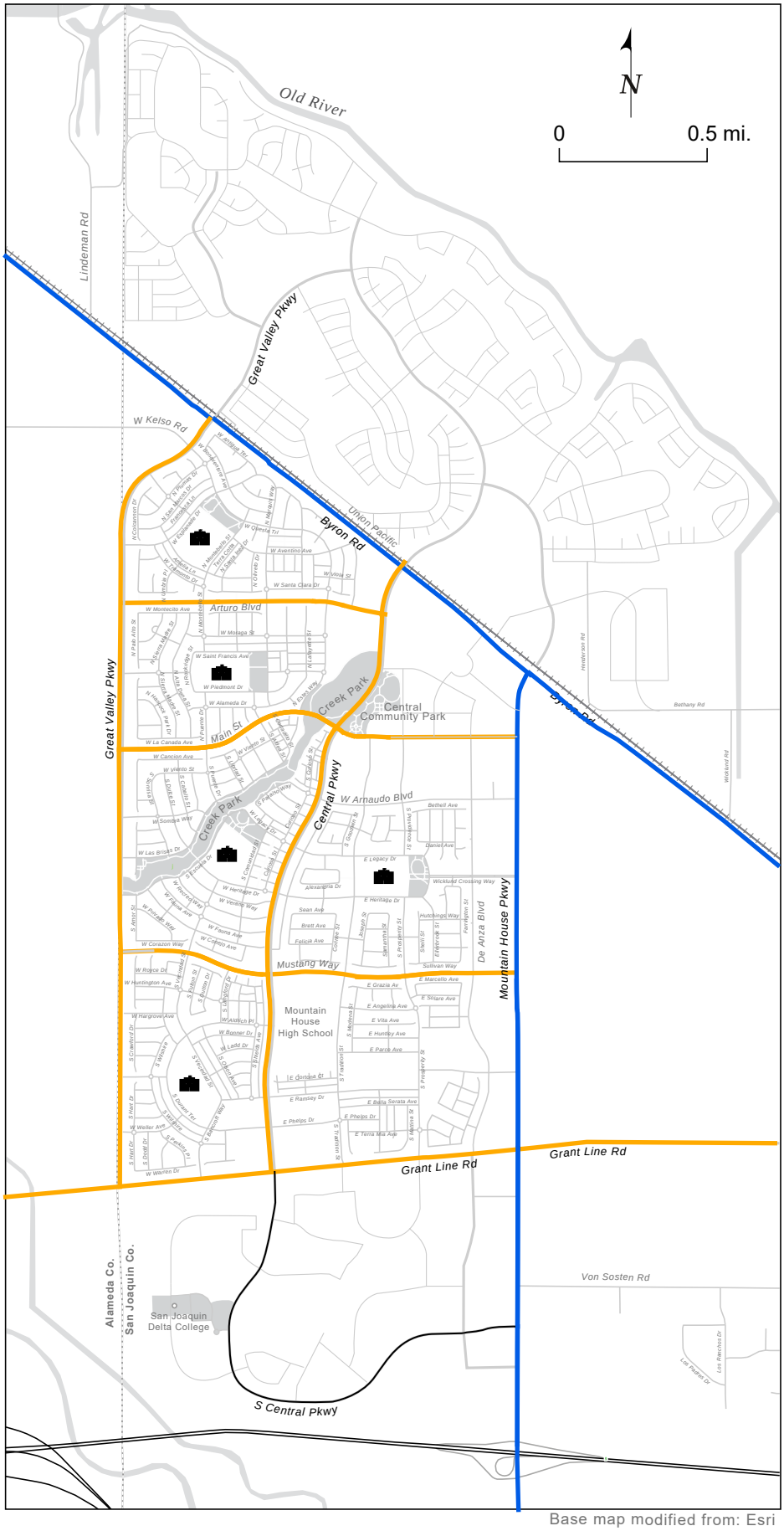
NP - No Project

WP - With GPU project

Mountain House General Plan Update

Figure 1

Segment Speed Map



Base map modified from: Esri

AMG ADVANCED MOBILITY GROUP

Rev.020223