PLANNING COMMISSION REGULAR MEETING AGENDA

Wednesday, December 4, 2024, 7:00 P.M.

A quorum of Planning Commission will be in attendance at
Tracy City Hall Chambers, 333 Civic Center Plaza, Tracy
Web Site: www.cityoftracy.org

THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON AND REMOTE PARTICIPATION PURSUANT TO GOVERNMENT CODE SECTION 54953(e).

MEMBERS OF THE PUBLIC MAY PARTICIPATE REMOTELY IN THE MEETING VIA THE FOLLOWING METHOD:

As always, the public may view the Planning Commission meetings live on the City of Tracy's website at CityofTracy.org or on Comcast Channel 26/AT&T U-verse Channel 99. To view from the City's website, open the "Government" menu at the top of the City's homepage and select "Planning Commission", then select "Planning Commission Meeting Videos" under the "Boards and Commissions" section.

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

***Remote Public Comment**:*

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

- *Comments via:*
  - **Online by visiting** https://cityoftracyevents.webex.com and using the following
  - **Event Number: 2557 401 0743** and **Event Password**: Planning
  - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
  - Join by phone by dialing +1-408-418-9388, 2557 401 0743, #75266464# Press *3 to raise the hand icon to speak on an item.

- *Protocols for commenting via WebEx:*
  - *If you wish to comment on the "New Business" or "Items from the Audience" portions of the agenda:*
    - *Listen for the Chair to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
    - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
  - *Comments for the "New Business" or "Items from the Audience" portions of the agenda will be accepted until the public comment for that item is closed.*

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

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

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

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

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

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

MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ACTIONS, BY MOTION, OF PLANNING COMMISSION PURSUANT TO AB 2449, IF ANY

ROLL CALL

MINUTES – 11.06.2024

DIRECTOR'S REPORT REGARDING THIS AGENDA

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

1. NEW BUSINESS

1.A STAFF RECOMMENDS THAT THE PLANNING COMMISSION: CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION: (1) RECOMMENDING CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT MODIFYING THE LAND USE OF THE PROPERTY FROM RESIDENTIAL MEDIUM AND RESIDENTIAL LOW TO PUBLIC FACILITIES. (2) RECOMMENDING CITY COUNCIL APPROVAL OF A REZONE OF THE PROPERTY FROM MEDIUM DENSITY RESIDENTIAL TO LIGHT INDUSTRIAL (M-1). (3) RECOMMENDING CITY COUNCIL ADOPT AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT AND DETERMINE THAT BASED ON THE ANALYSIS AND CONCLUSIONS OF THE INITIAL STUDY, THE IMPACTS OF THE PROPOSED PROJECT WOULD BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS WITH THE IMPLEMENTATION OF THE MITIGATION MEASURES. THE APPLICANT IS THE CITY OF TRACY, AND THE PROPERTY OWNER IS THE CHEVRON COMPANY.

1.B STAFF RECOMMENDS THAT THE PLANNING COMMISSION: CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION: (1) GRANTING AN AMENDMENT TO THE CONDITIONAL USE PERMIT, APPLICATION NUMBER CUP24-0005, TO EXPAND THE EXISTING PRIVATE SCHOOL LOCATED AT 120 MURRIETA WAY, ASSESSOR'S PARCEL NUMBER 248-470-28; (2) APPROVING A DEVELOPMENT REVIEW PERMIT, APPLICATION NUMBER D24-0011, FOR THE CONSTRUCTION OF A TWO-STORY BUILDING

ADDITION TO AN EXISTING PRIVATE SCHOOL AND RELATED SITE IMPROVEMENTS ON A 3.99-ACRE DEVELOPED SITE; AND (3) DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15301, PERTAINING TO ADDITIONS TO EXISTING STRUCTURES. THE APPLICANT IS GROW BUILDERS, INC. C/OF JEFF ANTRIM, AND THE PROPERTY OWNER IS TR 120 LLC.

1.C STAFF RECOMMENDS THAT THE PLANNING COMMISSION: CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL: (1) INTRODUCE AND ADOPT AN ORDINANCE APPROVING A ZONING TEXT AMENDMENT, APPLICATION NUMBER ZA22-0004, TO REMOVE TRACY MUNICIPAL CODE (TMC) SECTION 10.08.800, "SERVICE STATION" DEFINITION, ADD TMC SECTION 10.08.175, "CAR WASH" DEFINITION, ADD TMC SECTION 10.08.375, "FUEL STATION" DEFINITION, AND AMEND TMC SECTION 10.08.1080, PERMITTED USES, USE GROUP NO. 44, TO REMOVE AND REPLACE "AUTOMOBILE SERVICE STATIONS" WITH "CAR WASHES" AND "FUEL STATIONS"; (2) ADOPT A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO ALLOW A CAR WASH LOCATED AT 4600 S. CORRAL HOLLOW ROAD, APPLICATION NUMBER CUP24-0006; AND (3) ADOPT A RESOLUTION APPROVING A DEVELOPMENT REVIEW PERMIT FOR CONSTRUCTION OF A CARWASH FACILITY AND RELATED SITE IMPROVEMENTS LOCATED AT 4600 S. CORRAL HOLLOW ROAD, APPLICATION NUMBER D22-0044.

1.D STAFF RECOMMENDS THAT THE PLANNING COMMISSION: CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL: (1) ADOPT A RESOLUTION THAT (A) CERTIFIES AN ENVIRONMENTAL IMPACT REPORT ("EIR") AND ADOPTS A MITIGATION MONITORING AND REPORTING PROGRAM ("MMRP"), FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ANNEXATION AND DEVELOPMENT OF THE TRACY COSTCO DEPOT ANNEX PROJECT, WHICH CONSISTS OF APPROXIMATELY 104.46 ACRES LOCATED AT 16000 WEST SCHULTE ROAD, (B) APPROVES A DEVELOPMENT REVIEW PERMIT FOR THE PROPERTY FOR CONSTRUCTION OF TWO INDUSTRIAL WAREHOUSE BUILDINGS TOTALING APPROXIMATELY 1,736,724 SQUARE FEET, PROVIDED THAT THE DEVELOPMENT REVIEW PERMIT WILL NOT BE EFFECTIVE UNTIL THE FIRST DAY FOLLOWING THE EFFECTIVE DATE OF LAFCO'S APPROVAL OF THE ANNEXATION OF THE PROPERTY TO THE CITY, AND (C) AUTHORIZES THE CITY MANAGER TO SUBMIT A PETITION TO THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION ("LAFCO") TO ANNEX THAT CERTAIN 104.46 ACRES LOCATED AT 16000 WEST SCHULTE ROAD BEARING ASSESSOR'S PARCEL NUMBER 209-230-02 (THE "PROPERTY") TO THE CITY OF TRACY;

AND (2) INTRODUCE AND ADOPT AN ORDINANCE THAT APPROVES THE PREZONING OF THE PROPERTY TO LIGHT INDUSTRIAL (M1).

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: November 25, 2024

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

MINUTES
TRACY CITY PLANNING COMMISSION
REGULAR MEETING
NOVEMBER 6, 2024, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner English, Commissioner Penning, and Chair Orcutt present. Commissioner Boakye-Boateng absent. Also present were Bijal M. Patel, City Attorney; Scott Claar, Planning Manager; Victoria Lombardo, Senior Planner; Al Gali, Associate Engineer; Gina Peace, Executive Assistant; and Lorena Rivera, Administrative Assistant.

MINUTES

Chair Orcutt introduced the Regular Meeting Minutes from the October 9, 2024, Planning Commission Regular Meeting.

ACTION: It was moved by Chair Orcutt and seconded by Commissioner Atwal to approve the October 9, 2024 Planning Commission Regular Meeting Minutes. A voice vote found Chair Orcutt, Vice Chair Penning, and Commissioner Atwal in favor. Commissioner English abstained, as she was not present at the October 9, 2024 Planning Commission Regular Meeting. Commissioner Boakye-Boateng absent. Passed and so ordered; 3-0-1-1.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

Jeff Avelar, 680 Centre Court Drive, received a flyer at his home, stating that at tonight's Planning Commission meeting, the Commission was considering the Beechnut Transit Center Project, a heavy-duty bus maintenance facility and hydrogen fueling station, in his neighborhood. Mr. Avelar is opposed to this Project.

Jake Samorano, 775 Lawn Court, also received the flyer at his home, regarding the proposed Beechnut Transit Center Project. Mr. Samorano asked if the property is still contaminated.

Danielle Smith, 550 Forest Hills Drive, Steve Parsons, 465 Cumberland Drive, Margayla Cate, 525 Forest Hills Drive, and Dan Kaufmann, 865 Lawn Court, each received the same flyer at their homes, regarding the proposed Beechnut Transit Center Project. They each addressed the Commission in opposition to the Project.

Veronica Vargas, Tracy resident, wanted to follow up on the 5-year Project of painting city crosswalks and bike lanes.

1. NEW BUSINESS

A. STAFF RECOMMENDS THAT THE PLANNING COMMISSION ADOPT A RESOLUTION APPROVING A ONE-YEAR EXTENSION OF THE 226-LOT ROCKING HORSE VESTING TENTATIVE SUBDIVISION MAP, TO OCTOBER 5, 2025.

Victoria Lombardo, Senior Planner, presented the staff report.

Chair Orcutt opened the Public Hearing at 7:21 p.m.

David Best, with Shea Homes, representing the Applicant, addressed the Commission.

Veronica Vargas, Tracy resident, addressed the Commission.

Mary Mitracos, Tracy resident, addressed the Commission.

Jeff Avelar, 680 Centre Court Drive, noted that the tree line would not be preserved due to a sound wall being installed in that location, and expressed concerns about traffic in the area.

Seeing as no one else came forward, Chair Orcutt closed the Public Hearing at 7:41 p.m.

Additional discussion continued. Chair Orcutt reopened the Public Hearing.

David Best, with Shea Homes, representing the Applicant, answered questions from the Commission.

Veronica Vargas, Tracy resident, addressed the Commission.

Chair Orcutt re-closed the Public Hearing at 8:34 p.m.

ACTION: It was moved by Chair Orcutt and seconded by Commissioner Atwal that the Planning Commission continue the public hearing regarding the request for approval of a one-year extension of the 226-lot Rocking Horse Vesting Tentative Subdivision Map to the first regular Planning Commission meeting in March 2025. Passed and so ordered; 4-0-1-0.

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

None.

4. ITEMS FROM THE COMMISSION

Commissioner English inquired about Planning Commission Meetings recently being scheduled on the first and third Wednesdays of the month, as opposed to the normal second and fourth Wednesdays. Scott Claar, Planning Manager, confirmed that for the months of November and December each year, the meetings would be held on the first and third Wednesdays of the month, per the Planning Commission by-laws.

Chair Orcutt requested City staff follow up with the Commission with updates regarding Ms. Vargas follow up request on the 5-year Project of painting city crosswalks and bike lanes. Scott Claar, Planning Manager, confirmed City staff would update the Commission at the next meeting.

5. ADJOURNMENT

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

Time: 8:47 p.m.

_____
CHAIR

_____
STAFF LIAISON

PLANNING COMMISSION STAFF REPORT
Item No. 1.A

DATE	December 4, 2024
TITLE	Beechnut Avenue - Transit Maintenance Facility
LOCATION	The project site consists of four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45.
APPLICATION TYPE	General Plan Amendment (GPA24-0006), and Rezone (R24-0004)
CEQA STATUS	In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared and circulated for the project and is proposed for adoption.
PROJECT PLANNER	Craig Hoffman (209) 831-6426 craig.hoffman@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a Resolution:

(1) Recommending City Council approval of a General Plan Amendment modifying the land use of the property from Residential Medium and Residential Low to Public Facilities.

(2) Recommending City Council approval of a Rezone of the property from Medium Density Residential to Light Industrial (M-1).

(3) Recommending City Council adopt an initial study/mitigated negative declaration and Mitigation Monitoring and Reporting Program for the project and determine that based on the analysis and conclusions of the Initial Study, the impacts of the proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures.

The applicant is the City of Tracy, and the property owner is the Chevron company.

PROJECT DESCRIPTION

The project site consists of four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45 (Attachment A – Location Map). The Project site is located approximately 0.6 miles from the existing Tracy Transit Station. This location is in a central part of Tracy, directly across from the existing City of Tracy Public Works Boyd Service Center.

The City of Tracy intends to acquire the property and seek Federal Transit Administration (FTA) grant funds to design and build a Transit Maintenance Facility. The property General Plan designation and Zoning must be amended before the City can receive approval from the FTA to acquire the property.

Staff intends to hold workshops with the community to determine site configuration and actual facilities at a later date if the City moves forward with the development of a transit facility on this site. A preliminary site plan is included as Attachment B. This is conceptual only and can change based upon funding and City needs. The future transit facility is not part of this approval. This agenda item is only for the proposed General Plan Amendment, rezone, and the Initial Study/Mitigated Negative Declaration, as described below. A project concept was developed to help prepare an environmental review of the site and provide the public a concept of what could be developed.

As described in the conceptual project description, the future transit facility would include development of the Transit Maintenance Facility, which would include a Public Works building, a Maintenance building, an Administration building, as well as parking lots for buses and passenger vehicles, and various fueling areas. The future transit facility is anticipated to include both hydrogen fueling and electric vehicle charging. Covered bus parking stalls would be provided, and on-site solar photovoltaic (PV) would be located on a parking lot canopy. The on-site solar PV would provide a portion of the Project's electricity. The future transit facility is needed to facilitate the continued operation and growth of the TRACER Bus System for the City of Tracy.

The objectives of the future transit facility are as follows:

- Provide a safe and secure location for storage of transit vehicles with room to store additional vehicles as expansion of the system takes place.
- Provide a dedicated maintenance facility to allow for uninterrupted maintenance service of transit vehicles, with space to service multiple vehicles simultaneously as well as storage for parts.
- Provide offices, conference rooms, and break rooms to be used for driver trainings, meetings, and operations.
- Provide a fueling facility that will adequately serve the transit buses and provide a means of meeting the State of California's requirement to transition to a zero-emission fleet.

The future transit facility would be used by City of Tracy staff in addition to contracted operators, supervisors, and maintenance staff. No passenger boardings would take place at the project site. This facility would be used for bus storage, both heavy and light bus maintenance, bus fueling, and for office and meeting space. The facility would begin operating at approximately 4:00 AM and end at approximately 11:30 PM, with the highest use occurring between 8:00 AM and 5:00 PM.

The future transit facility would connect to existing City infrastructure to provide water, sewer, and storm drainage to the site. City staff would ensure that the proposed project would comply with all applicable City regulations including, but not limited to, landscaping and visual screening.

Land Use Description
The project site is currently designated Residential Medium and Residential Low by the City of Tracy General Plan Land Use Designations Map and is zoned Medium Density Residential (MDR). The Project would require a General Plan Amendment to change the land use designations from Residential Medium and Residential Low to Public Facilities (PF). A rezone to change the zoning from MDR to M-1 (Light Industrial) would also be required. The proposed General Plan designation and zoning would be the same as the General Plan designation and zoning for the City's Public Works Boyd Service Center site, which is adjacent to the east of Tracy Boulevard.

The Public Facilities land use designation is designed to provide locations for uses that support government, civic, cultural, recreational, health and infrastructure aspects of the company. Uses that are recognized to be consistent with this land use designation include public educational institutions (including colleges and schools, and their administrative offices), community and group meeting centers, fire stations, parks, cemeteries, and libraries. This designation also includes large-scale public facilities such as the Tracy Municipal Airport, stormwater detention/retention facilities, water treatment plants, solid waste transfer stations, recycling facilities, multi-modal facilities, transit station, corporation yards, cemeteries, landfill sites, which need to be in satellite locations to take advantage of natural environmental characteristics such as topography or winds to avoid conflict with other land uses. The proposed use is consistent with the proposed Public Facilities land use designation.

The Project site is currently zoned MDR. The surrounding area is zoned Low Density Residential (LDR) to the south, Planned Unit Development (PUD) residential to the west, Medium Density Residential (MDR) to the north, and Light Industrial (M1) to the east. A Zoning Amendment to change the zoning to M-1 (Light Industrial) would be required for the Project. The City of Tracy Zoning Ordinance (Municipal Code Title 10) provides the following designations relevant to the proposed Project:

• Light Industrial (M-1). The purpose of the Light Industrial zone is to provide areas for commercial and industrial activities.

The General Plan Amendment to Public Facility would ensure that only the City of Tracy would be the end user of the property.

COMMENTS ON THE INITIAL STUDY

In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by and circulated for a 30-day public comment period from August 30, 2024, to September 30, 2024 (Attachment C – Initial Study/Mitigated Negative Declaration). Nineteen comment letters were received regarding the Initial Study/Mitigated Negative Declaration for the General Plan Amendment and Rezone to facilitate the later approval and construction of a Transit Maintenance Facility. The City has provided a conceptual site plan for what a transit facility would include and a potential layout of facilities. This site plan and the project design was included to help prepare the environmental document for a future use.

The majority of the comment letters were about the future transit facility design and included features and components. This site plan and included features was used to help identify what the site could include and why the property is needed. The comment responses are included in Attachment C.

The public raised concerns regarding potential site contamination, the use of compressed hydrogen as a future bus fueling option, noise from the potential transit facility, air quality concerns from site construction emissions, the potential for incompatible land uses next to each other, biological impacts to the site, traffic patterns and circulation. Staff understands the concerns from the residents and commenters. Since the actual project will come at a later date, most of the comments would need to be addressed at a later time, after the City has secured funding and a transit facility can be developed. These comments could be used and incorporated into a project design. One recurring comment was regarding potential site contamination and remediation.

A Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023, by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Avenue property to Chevron Environmental Management Company on June 26, 2017, stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

Moreover, it should be noted that the proposed Project is also required to implement Mitigation Measure HAZ-1, which requires a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit, as well as Mitigation Measure HAZ-2, which requires the applicant to submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law). Additionally, the Project would comply with all applicable regulatory requirements in this

regard, as required by law. Therefore, concerns relating to past underground fuel oil leaks would not represent a significant health risk, as described within the IS/MND.

What is before the Planning Commission and City Council is the General Plan Amendment and Rezone action. The site is fluid and can be modified based upon future needs and design features. The current site plan is not a final design. The comments from adjacent neighbors and the community will be valuable in designing a transit facility in the future, if the City moves forward with this project.

FINDINGS FOR APPROVAL OF GENERAL PLAN AMENDMENT

An amendment to the General Plan may be approved if all the suggested findings of fact can be made in a positive manner:

The proposed amendment is internally consistent with the General Plan. *The current General Plan is a land use constitution for the development and growth of the City. It requires infrastructure and services for the community. This proposed site for improved transit facilities is consistent with providing services for the community. City transit facilities are currently located to the immediate east on the adjacent City property. This property would allow for enhanced transit services for the community.*

The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city. *Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. The future project design will go through a public review process.*

The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land use developments. *A preliminary site layout has been prepared to identify transit facilities that could be built on the property. The property is of size that can accommodate potential future facilities and is not constrained by access or existing adjacent land uses.*

The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA). *An Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024. Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. The future project design will go through a public review process.*

FINDINGS FOR APPROVAL OF REZONE

Amendments to the classification of land in Tracy must meet the requirements set forth in TMC Sections 10.08.3800-10.08.3910. Pursuant to TMC Section 10.08.4120 – 10.08.4220, the Planning Commission will conduct a noticed public hearing, consider the application materials, and pertinent evidence and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Staff recommends the following findings in support of the Rezone:

The proposed amendment is consistent with the General Plan. *The current General Plan is a land use constitution for the development and growth of the City. It requires infrastructure and services for the community. This proposed site for improved transit facilities is consistent with providing services for the community. City transit facilities are currently located to the immediate east on the adjacent City property. This property would allow for enhanced transit services for the community.*

The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city. *Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. The future project design will go through a public review process.*

The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designations and anticipated land uses/developments. *A preliminary site layout has been prepared to identify transit facilities that could be built on the property. The property is of size that can accommodate potential future facilities and is not constrained by access or existing adjacent land uses.*

The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA). *An Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024. Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. The future project design will go through a public review process.*

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS

In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024. The analysis within the Initial Study/Mitigated Negative Declaration determined that mitigation measures were feasible to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level. A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements.

Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. Therefore, in accordance with CEQA Guidelines Section 15074, a Mitigated Negative Declaration (MND) is proposed for adoption concurrently with project approvals.

SUMMARY

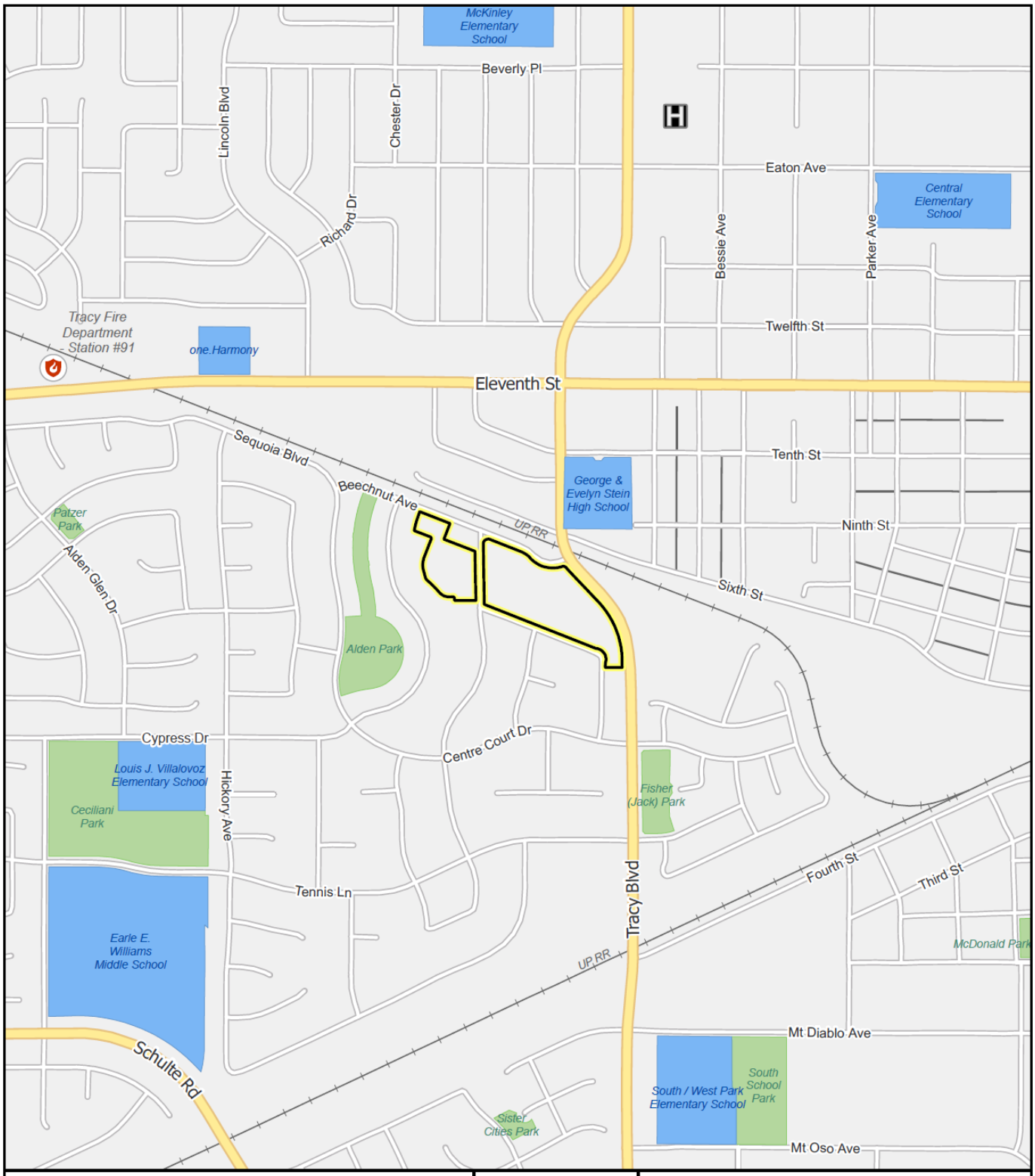
The Planning Commission recommendation to the City Council is a requirement for a General Plan Amendment and Rezone. This potential facility is a city priority to provide enhanced transit services and opportunities for our residents.

ATTACHMENTS

A – Location Map
B – Preliminary Site Plan
C – Beechnut Transit IS/MND
D – Planning Commission Resolution:
    Exhibit 1 – General Plan Amendment Resolution
    Exhibit 2 – Rezone Ordinance
    Exhibit 3 – CEQA and MMRP Resolution

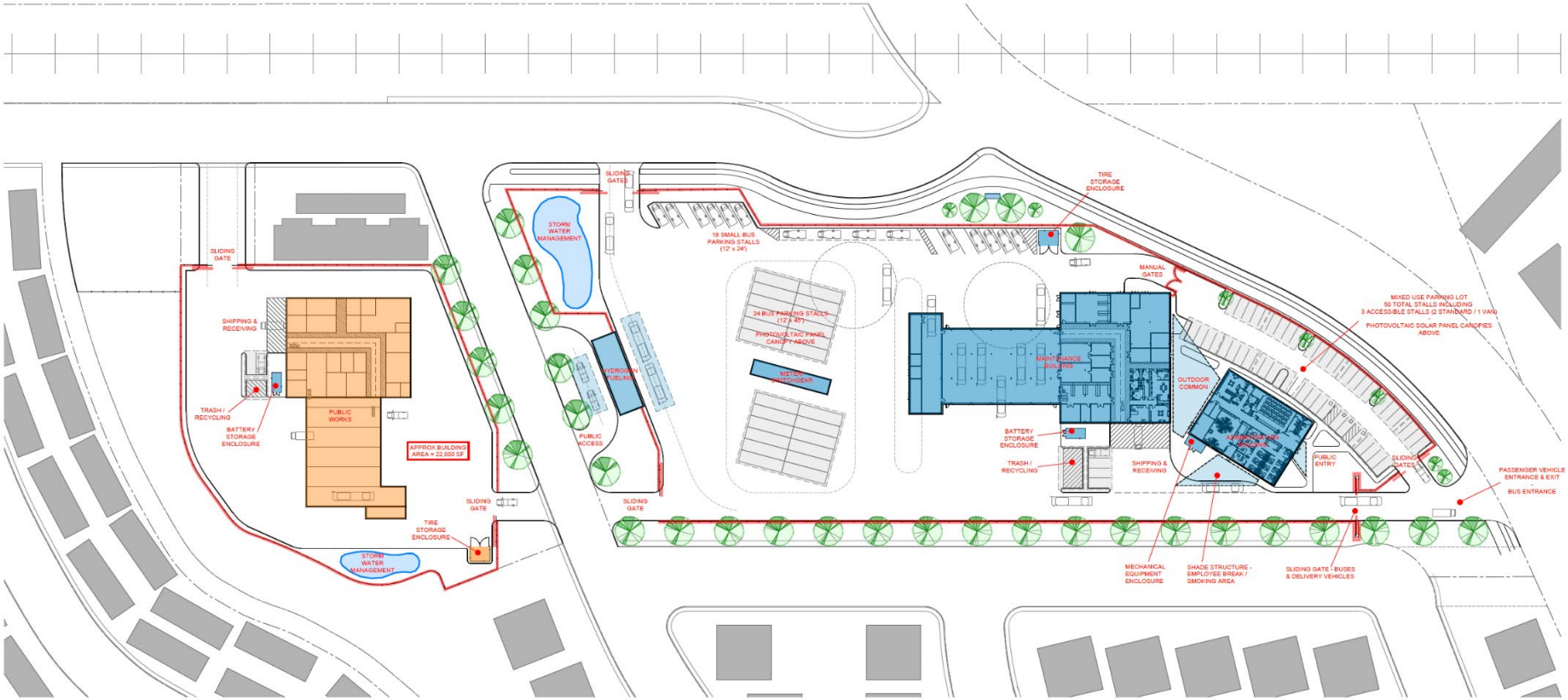
Attachment A

Location Map



Attachment B

Preliminary Site Plan



TRACY TRANSIT & PUBLIC WORKS SITE PLAN - HYBRID OPTION

MARCH 16, 2023
SCALE = 1:100

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

October 22, 2024

Ed Lovell, Transit Manager
City of Tracy
50 E. 6th Street
Tracy, CA 95376

SUBJECT: **Transit Maintenance Facility Project – Response to the IS/MND Comment Letters**

Dear Mr. Lovell:

De Novo Planning Group has carefully reviewed the nineteen (19) distinct comment letters received for the Transit Maintenance Facility (Project) IS/MND. A summary of the comments within each comment letter, and brief responses to each of the comment letters, are provided below.

1) Vasuki & Sheela Nijagal Comment Letter:

Comment(s): This comment letter identifies anxiety about the Project. Specific concerns include the rezoning of the property from residential to industrial; concern regarding the potential use of compressed hydrogen fuel and electric charging within proximity of each other, especially relating to the potential for an accident by explosion; concern relating to health risks from past underground fuel oil leaks, which the commentor states had occurred on the same parcel lands about thirty-five years ago; concerns relating to recent incidents involving the hydrogen fuel tank explosions in nearby jurisdictions that required the evacuation of surrounding neighborhoods (note: various examples are provided).

Response: Firstly, with regard to the concern about the rezoning of the Project site, while this concern is noted, this is not a CEQA issue.

Secondly, with regard to the concerns relating to the potential use of compressed hydrogen fuel and electric charging in proximity to each other, it should be noted that, even in the hybrid Project option (i.e. the only Project option that includes both hydrogen fueling and electric charging stations as part of the Project), there is a large physical separation of the hydrogen fueling and electric charging stations (in the hybrid Project option), as shown in Figure 3 (Conceptual Plan) of the IS/MND. Therefore, the danger associated with the hydrogen fueling is minimal to none, from a practical standpoint. Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law.

Thirdly, with regard to potential health risks from underground fuel tanks, as stated on page 64 of the IS/MND, a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or

petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. property to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

Moreover, it should be noted that the proposed Project is also required to implement Mitigation Measure HAZ-1, which requires a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit, as well as Mitigation Measure HAZ-2, which requires the applicant to submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law). Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law. Therefore, concerns relating to past underground fuel oil leaks would not represent a significant health risk, as described within the IS/MND (See Appendix B of the IS/MND for further detail).

Lastly, with regard to the cited recent incidents involving hydrogen fuel tank explosions in nearby jurisdictions, it should be noted that no injuries were reported in any of the cases cited by the commentor.[1,2] While risks exist, compliance with all applicable regulatory requirements in this regard, as required by law, would minimize such risk of injury or death due to accident conditions to an extremely low level. Overall, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[3]

[1] See: https://bakersfieldnow.com/news/local/fire-engulfs-new-hydrogen-bus-and-fueling-station-at-golden-empire-transit-kern-county-bakersfield-fire-department-get-bus

[2] See: https://abc7news.com/santa-clara-explosion-in-chemical-fire/5326601/

[3] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

2) John Henry Comment Letter:

Comment(s): This comment letter identifies concerns relating to safety, security, and noise level. The commentor asks whether the eight-foot wall will be tall enough, and also asks if a 9 foot or a 10 foot wall would be even better with regard to reducing sound pollution. The commentor also expresses concerns, given the previous contamination of the site, if any of the digging will cause any pollution or airborne toxins, and whether it is safe to be nearby to the site while any digging is done. The commentor also asks how safe it is to have the hydrogen and electric service station around children. The commentor asks what kind of safety measures would there be to ensure that accidents would not impact the nearby residences. The comment also asks if there will be any security protocols to reduce encampments or any illegal dumping around the sound walls. Lastly, the commentor asks whether the buildings can be designed so that the windows are not facing the nearby residences, to increase privacy.

Response: Regarding the commentor's question about whether the eight-foot wall will be tall enough, as discussed on page 81 of the IS/MND, and as discussed in further detail in Appendix C of the IS/MND, the eight foot sound wall(s) would be sufficient to reduce noise levels to below the standards as required by the Tracy Municipal Code and the Tracy General Plan. Mitigation Measure NOISE-1 encapsulates the noise mitigation that would be required as part of the proposed Project, which includes the eight foot sound wall requirements (among other noise reduction measures). While even taller sound walls would likely reduce noise even further (such as nine-foot or ten-foot sound walls, as suggested by the commentor), this is not required under CEQA.

With regard to the potential for digging within the Project site having the potential to cause any pollution or airborne toxins, this is addressed under the Air Quality and Hazards and Hazardous and Hazardous Materials discussions within the IS/MND. Specifically, for example, Mitigation Measure AIR-1 requires the contractor hired to complete the grading activities to prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan must be submitted to the SJVAPCD for review and approval. Separately, Mitigation Measure AIR-2 requires various strategies to be implemented to reduce fugitive dust emissions. Additionally, Mitigation Measure HAZ-1 requires submittal and approval of a Soils Management Plan (SMP), prior to the issuance of a grading permit. The approved SMP must be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan. Lastly, it should be noted that a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property. Therefore, the potential for digging within the Project site to cause pollution or airborne toxins is minimal.

Regarding the safety of the hydrogen and/or electric charging stations, it should be noted that, even in the hybrid Project option (i.e. the only Project option that includes both hydrogen fueling and electric charging stations as part of the Project), there is a large physical separation of the hydrogen fueling and electric charging stations (in the hybrid Project option), as shown in Figure 3 (Conceptual Plan) of the IS/MND. Moreover, overall, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety

protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[4] Therefore, the danger associated with the hydrogen fueling is minimal to none, from a practical standpoint. Injuries due to hydrogen refueling accidents are extremely rare. Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law.

With regard to the question of whether there will be security patrols to reduce encampments or any illegal dumping around sound walls, although this is not specifically analyzed as part of CEQA, enforcement of the City's Municipal Code as well as other applicable regulatory requirements would be enforced by local police as well as other relevant law enforcement authorities.

Lastly, with regard to making the buildings not have windows facing nearby homes, this is a non-CEQA issue. Therefore, further response to this comment is not warranted.

3) Kiran Kaur Comment Letter:

Comment(s): This comment letter expresses concerns regarding the proposition to rezone the Project site to an industrial zone. The commentor states that placing a bus maintenance facility so close to existing residences is extremely dangerous and unfair to current citizens residing in the area. The commentor states that the area should not be allowed to be rezoned, or at least not be home to a hydrogen maintenance area for buses and should instead be utilized in a way that will not have the potential to harm citizens, or even individuals working in the maintenance facility if a hydrogen related explosion was to occur. The commentor also states that, while a sound wall was in the proposed Project plan, the commentor believes that it is unclear if this wall will actually limit the amount of decibels as proposed. The commentor also states that the sound wall would not protect citizens if an explosion were to occur.

Response: With regard to the commentor's concerns regarding the proposition to rezone the Project site to an industrial zone, this is allowed under the City's General Plan. Therefore, this is a non-CEQA issue.

With regard to the proximity of the proposed Project to nearby residences, risks associated with hydrogen fueling are extremely rare. It should also be noted that, even in the hybrid Project option (i.e. the only Project option that includes both hydrogen fueling and electric charging stations as part of the Project), there is a large physical separation of the hydrogen fueling and electric charging stations (in the hybrid Project option), as shown in Figure 3 (Conceptual Plan) of the

[4] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

IS/MND. Moreover, overall, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[5] Therefore, the danger associated with the hydrogen fueling is minimal to none, from a practical standpoint. Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law.

With regard to whether the sound wall required to be implemented as part of the Project would be sufficient, see the Noise analysis starting on page 78 of the IS/MND. As described within the analysis, the 8 foot sound walls as described under Mitigation Measure NOISE-1 and as described in further detail in Appendix C, would be sufficient to ensure Project operational noise would not exceed the standards established by the City's Municipal Code and the City's General Plan.

4) Mario Vargas Comment Letter:

Comment(s): This comment letter expresses concern about the potential disruption of the two grass fields for purposes other than sports and physical activities. The commentor strongly oppose the idea of repurposing these fields for a bus maintenance facility, as they serve an important role in promoting physical activity within our community.

Response: This comment is noted. Since this comment related a non-CEQA issue, no further response to this comment is warranted.

5) Richard and Teryal Peterson Comment Letter:

Comment(s): This comment letter expresses opposition to the Project. The commentor states that they don't want buses running through the neighborhood, nor do they like the idea of hydrogen tanks so close to their homes. The commentor also expresses concern regarding the potential for their (nearby residential) property values being reduced with rezoning to industrial.

Response: This comment is noted. Since this comment related a non-CEQA issue, no further response to this comment is warranted.

[5] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

6) Richard Veloza Comment Letter:

Comment(s): This comment letter expresses opposition to the use of the Project site for fueling and/or refueling purposes, as well as concern regarding risk of poisoning of local wildlife and local pets that may visit the Project site.

Response: The risk of poisoning of local wildlife and local pets that may visit the Project site is minimal to none, given that the risks associated with asphyxiation are really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[6] No further response to this comment is warranted.

7) Danielle F. Smith (and 42 others) Comment Letter:

Comment(s): This comment letter expresses opposition to the proposed construction of the proposed Project. The commentor states that they believe that placing such a facility in a residential neighborhood raises significant concerns that must be taken into consideration.

The commentor states that, first and foremost, the anticipated increase in noise pollution from bus operations, maintenance work, and refueling activities would severely disrupt the quality of life for local residents. The constant movement of heavy-duty vehicles, coupled with the operation of machinery, from 4 A.M. to 10 P.M. would lead to persistent noise that can affect residents' well-being, particularly during early morning and late evening hours.

The commentor also states that, secondly, the emissions from diesel or gas-powered buses pose a threat to the air quality in the surrounding area. This increase in pollution can have detrimental effects on public health, especially for vulnerable populations such as children, the elderly, and those with pre-existing respiratory conditions.

Thirdly, the commentor states that the proximity of a gas or hydrogen fueling station to residential homes also raises environmental safety concerns, including the risk of potential spills, leaks or explosions that could contaminate nearby soil and water sources and overall safety. The commentor also states that, after speaking with their home insurance agent, they learned that this could also lead to an increase in our policy costs or even potential termination.

The commentor includes in the comment letter YouTube links of recent incidents involving hydrogen explosions in Bakersfield and Santa Clara, which required the evacuation of surrounding neighborhoods and highlights the potential dangers of such a facility located near residential areas.

The commentor further states that the increased traffic from the constant flow of buses entering and exiting the facility would also exacerbate congestion on local roads, posing a hazard to pedestrians, cyclists, and drivers alike. This added strain on infrastructure not only risks accidents but also detracts from the safety and walkability of our neighborhood.

[6] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

The commentor states that they believe there are more suitable locations for a facility of this scale, such as an already existing industrial zone within Tracy or areas where the impact on residential communities would be minimized. Relocating the project to a non-residential area would ensure that necessary transportation services can be maintained without compromising the health, safety, and quality of life of local residents.

The commentor further states that they would greatly prefer the development of single family homes that have similar look and feel as our existing homes in Tennis Vista, or a park featuring trees and winding sidewalks, providing a safe space for children to play and for residents to walk their dogs and exercise. We are questioning why the City of Tracy is considering the placement of an unsightly and potentially hazardous facility in our community. The commentor asks if this the look and feel the City Management desires for downtown Tracy.

Lastly, the commentor includes a list of seventeen requests regarding the proposed Project.

Response:

With regard to the concern of noise pollution, this was analyzed in the Noise section of the IS/MND. In order to ensure that noise would remain below the levels as specified in the Tracy Municipal Code and Tracy General Plan, the Project is required to implement Mitigation Measure NOISE-1, which requires an 8-foot high sound wall along the southern and western boundary of the main project site, as well as the northern boundary of western parcel, and the southern boundary of the western parcel, as shown in Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) (See Appendix C of the IS/MND for further detail). Additionally, Mitigation Measure NOISE-1 requires the Project to limit bus storage on the western parcel to a maximum of 3 buses per hour from 7:00 am to 10:00 pm. Additional noise reduction measure requirements are specified under Mitigation Measure NOISE-1.

With regard to emissions from diesel or gas-powered buses threatening air quality in the surrounding area, this is addressed under the Air Quality discussion of the IS/MND. As described within pages 27 through 32 of the IS/MND, the Project is required to implement several mitigation measures to ensure emissions would be below the applicable Air District requirements. For example, Mitigation Measure AIR-1 requires the contractor hired to complete the grading activities to prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan must be submitted to the SJVAPCD for review and approval. Separately, Mitigation Measure AIR-2 requires various strategies to be implemented to reduce fugitive dust emissions. Furthermore, Mitigation Measure AIR-3 requires the Project to comply with the requirements of Air District Rule 9510, which would further reduce Project air quality emissions.

Regarding the commentor's concerns about the proximity of a gas or hydrogen fueling station to residential homes, it should be noted that hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a

hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[7]

With regard to the increased traffic stemming from the proposed Project, this is addressed in the Transportation and Circulation discussion with the IS/MND. Specifically, as described on page 94 of the IS/MND, no site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. Additionally, the Project does not include any design features or incompatible uses that pose a significant safety risk. Overall, although the commentor's concerns are noted, the Project does not generate any significant impacts relative to transportation and circulation impacts under CEQA.

With regard to the commentor's belief that there are more suitable locations for a facility of this scale, this is not a CEQA issue. The other preferences identified by the commentor, which are also noted, are also not CEQA issues.

8) Marlene Vik Comment Letter:

Comment(s): This comment letter expresses a suggestion to improve the proposed Project. Specifically, the commentor states that they would like to see a pathway out to Tracy boulevard from Gallery or Racquet Drive. The commentor states that, although some of the residents may oppose this, the commentor states that they feel this will open up a more convenient walkable access to downtown or any other nearby destination.

Response: This comment is noted. Since this is a non-CEQA issue, no further response to this comment is warranted.

9) Jennifer Zamora Comment Letter:

Comment(s): This comment letter expresses that they are not in favor of the proposed Project due to the destruction it could cause. Specifically, the commentor states that there have been several accidents at the corner. The commentor states that one accident took out a traffic light. The commentor asks to reconsider having the hydrogen fueling station and electrical charging station near the commentor's home. The commentor states that they have three children and I don't want them in any kind of danger.

Response: With regard to the increased traffic stemming from the proposed Project, this is addressed in the Transportation and Circulation discussion with the IS/MND. Specifically, as described on page 94 of the IS/MND, no site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. Additionally, the Project does not include any design features or incompatible uses that pose a significant safety risk. Overall, although the

[7] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

commentor's concerns are noted, the Project does not generate any significant impacts relative to transportation and circulation impacts under CEQA.

10) Steve Erlich Comment Letter:

Comment(s): This comment letter states they own the property at 900 Beechnut Avenue. The commentor has several questions:

1. How safe is the Hydrogen fueling station and the buses which will be fueled?

2. How noisy will the yard be during evening hours after 6 PM?

3. How high will the wall be on the perimeter of my building and what will the set back be?

4. How many vehicle trips will be made in and out of the yard at the Beechnut gate on the west side of my property?

5. How close will the gate be from the west side of my property on Beechnut and can it be moved as far to the west as possible?

6. Will I be compensated for the loss of value I may have due to rezoning and loss of rent from unhappy tenants?

7. How high will the buildings be that are closest to my property at 900 Beechnut?

8. What is the proposed window of construction? Begin date and completion date?

9. Will I be compensated at all for the dust and noise that will be affecting my tenants? And extra cleaning which will be needed?

10. Will I be compensated for the increase of insects and mice that will be incurred?

Response: Regarding the safety of the hydrogen fueling stations and buses, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[8]

Regarding how noisy the yard would be after 6pm, detail on this is provided in the Noise Study prepared for the proposed Project (see Appendix C of the IS/MND for detail).

[8] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

Regarding the height of the sound wall around the perimeter of the building, this is described in detail under Mitigation Measure NOISE-1, which requires an 8-foot high sound wall along the southern and western boundary of the main project site, as well as the northern boundary of western parcel, and the southern boundary of the western parcel, as shown in Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) (See Appendix C of the IS/MND for further detail). Noise contours and setbacks are visualized in Figure 3 and Figure 4 of the IS/MND.

Regarding the number of vehicle trips that would occur along Beechnut gate, this is not known at this time. However, the number of trips at this location is anticipated to be small (on the order of approximately 2-3 vehicles per hour, as an approximation), given the size and nature of the proposed Project.

As for the construction anticipated dates, this is not known at this time and would be dependent on market conditions, but would likely occur starting sometime in 2025 and last approximately 15 months.

With regard to the other questions, these are non-CEQA issues. No further response to this comment is warranted.

11) Kelly Moran Comment Letter:

Comment(s): This comment letter states that they would like to see the Project site remain residential, and develop additional housing similar to the surrounding residences. The commentor states that the Project site is not a good spot for a new transit fueling station maintenance facility in this neighborhood. The commentor requests that other areas are looked out for the proposed transit station and to keep the two empty lots as residential or as a park use.

Response: This comment is noted. Since this is a non-CEQA issue, no further response to this comment is warranted.

12) Gary Michalak Comment Letter:

Comment(s): This comment letter states that they have several concerns, specifically:

> 1) Where, on Chrisman Road, is the city vehicle maintenance currently being performed, and why could that not continue?
>
> 2) Where are the city vehicles currently being stored?
>
> 3) How would the city handle the relocation of wildlife, currently residing, in the field? I'm not sure how the Chevron contractor, performing routine maintenance, is handling that? Pesticides? I know that the Red-Tailed Hawks, feed on rodents, there. I, myself, along with my neighbors, share a concern, using pesticides, since we have indoor/outdoor cats.

Response: This comment is noted. The first two comments are non-CEQA issues.

With regard to the question relating to the City's handling of relocation of wildlife, this is discussed in detail within the Biological Resources section of the IS/MND. Pesticides would not be utilized. Rather, specifically, the proposed Project is required to implement Mitigation Measure BIO-1 and Mitigation Measure BIO-2. Mitigation Measure BIO-1 the Project applicant shall arrange for a

qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then various measures are required to be implemented (as described in detail within the IS/MND). Mitigation Measure BIO-2 requires the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.

13) Stephen Parsons Comment Letter:

Comment(s): This comment letter states disfavor of the proposed rezoning of the Project site from residential to industrial. The commentor stats that it is his understanding that the Project site is a contaminated property and has not been developed for years. The commentor states that his concerns of development of the Project site is two-fold:

1. Toxic matter will be released into the neighborhood when developing the property.
2. The final use of the property will be for a hydrogen fueling station and electrical charging station. This could lead to an explosion or fire…and it is only 30 feet from residential property and about 300 feet from my house.

The commentor states that the Project is unsafe at the site, and requests consideration of another location for the Project.

Response: With regard to the commentor's concern relating to the potential for toxic matter to be released into the neighborhood when developing the property, this is addressed under the Hazards and Hazardous Waste discussion within the IS/MND. Specifically, the proposed Project is required to implement Mitigation Measure HAZ-1, which requires a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit, as well as Mitigation Measure HAZ-2, which requires the applicant to submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with

the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law). Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law. Therefore, concerns relating to past soil contamination would not represent a significant health risk, as described within the IS/MND (See Appendix B of the IS/MND for further detail).

It should also be noted that a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. property to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

With regard to the commentor's concern regarding the potential for accidental explosion or fire, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[9]

14) Daniel Kaufmann Comment Letter:

Comment(s): This comment letter states that, after doing some research, the commentor describes what he learned about some of the land's history and it used to contain large oil tanks utilized by the railroad many years ago and after these were eventually torn down, the land was basically abandoned. The commentor further states that, further investigation into the land west of these parcels (where Alden Park is), it appears there was a court case years ago between the oil company and the developer who purchased the land around what would eventually be Alden Park. The land that was purchased was also part of the oil tank property and after the developer had the

[9] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

soils tested, it was found to contain chemicals that are deemed dangerous to human health. The commentor further states that, this further concerns the commentor as it doesn't appear that the soil on the lots at Beechnut and Forest Hills was ever properly cleaned up, hence it being fenced off. The commentor states that he would very much like the city to look into this and address this with the community. Lastly, the commentor states that they live nearby and are uneasy about the idea of living next to highly combustible fuel tank facilities, as well as concerns relating to reduction in the home values in the neighborhood due to development of the proposed Project.

Response: As stated on page 64 of the IS/MND, a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. property to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

Moreover, it should be noted that the proposed Project is also required to implement Mitigation Measure HAZ-1, which requires a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit, as well as Mitigation Measure HAZ-2, which requires the applicant to submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law). Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law. Therefore, concerns relating to past underground fuel oil leaks would not represent a significant health risk, as described within the IS/MND (See Appendix B of the IS/MND for further detail).

15) Patricia Moore Comment Letter:

Comment(s): This comment letter states that the proximity of this planned facility to an existing neighborhood surely cannot be healthy for the people who live there. The commentor further states that Valley Link Rail Project (https://www.getvalleylinked.com/) is proposing two locations, one being less than a half mile from my home, that will manufacture hydrogen to fuel its trains and distribute it to other dispensary locations via trucks. The commentor states that the negative effects of this layover facility and a train station are going to damage/pollute the ground water, the soil, the air, our homes, the natural habitats of animals, it will attract crime as this proposed station will be the end of the line for a long period of time and especially, a very high volume of traffic right through my neighborhood. All of our homes are on wells and septic.

The commentor also states that she personally feels that hydrogen is not a safe source of energy. The commentor requests that the hydrogen should be created, stored, and dispensed somewhere where people's lives are not adjacently affected.

Response: Regarding the concerns relating to hydrogen, hydrogen vehicle refueling is considered safe when done at properly designed and maintained refueling stations, following established safety protocols. Because hydrogen gas is so light, it disperses rapidly, mixing with the surrounding air and rapidly rising through it. Although pure hydrogen ignites quite easily, in reality, the diluted hydrogen mixture used for vehicle refueling is no more likely to catch fire than gasoline is. And because it rises, it isn't likely to remain near the ground, where it's most likely to harm people. As for the danger of asphyxiation -- this is really only a problem in an enclosed space, such as a garage. If a hydrogen leak occurs in the open, the rapid dispersal of hydrogen means that it's unlikely that there will be a large enough concentration of the gas to present a breathing hazard. This doesn't mean that hydrogen shouldn't be treated with a healthy respect for its dangers, but in practice, these dangers are unlikely to be any greater than those of gasoline. In fact, with its rapid dispersal and tendency to rise, hydrogen is considered to pose less of a threat than the fuels we use now.[10]

Regarding concerns relating to damage/pollution to the groundwater, soil, air, homes and natural habitats of animals, and traffic, these issues are addressed throughout the IS/MND. Specifically, see the Hydrology and Water Quality; Hazards and Hazardous Waste; air Quality; Biological Resources; and Transportation and Circulation analyses and discussions within the IS/MND.

Regarding crime, this is not a CEQA issue. No further response to this issue is warranted.

16) San Joaquin Council of Governments (SJCOG) Letter:

Comment(s): This comment letter states that the Project is subject to the San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP). The commentor states that the habitat plan is a voluntary program to satisfy the projects biological requirements for both state and federal fish and wildlife agencies. The commentor states that this particular project is mapped as urban (fee exempt/$0.00) but does require a biological site survey. The entire process can take up to 30 days to complete (likely less but please expect 30 days).

Additional information is provided on the steps involved to ensure satisfaction of SJMSCP requirements.

Response: This comment is noted. No further response to this comment is warranted.

17) Dylan Casares Letter:

Comment(s): This comment letter states (in summary):

1. Per the MND/IS, specifically Table AIR-2 (Operational Project Generated Emissions) demonstrates Project operational emissions are not expected to exceed the District's significance thresholds. However, the District would like to clarify that although operational emissions are not expected to exceed significance thresholds, the values presented in Table

[10] See: https://auto.howstuffworks.com/fuel-efficiency/alternative-fuels/hydrogen-vehicle-danger2.htm

AIR-2 are not consistent with the values found in Appendix A of the MND/IS. As such, the District recommends that the MND/IS be clarified where appropriate.

2. The District recommends, to further reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

3. Although the MND/IS includes a discussion of the potential impact to nearby sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.), the District is unable to validate the assessment. Therefore, the District recommends a Prioritization and/or a Health Risk Assessment (HRA) be performed for the Project.

4. The District recommends the City evaluate HHD truck routing patterns for the Project, 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.

5. The commentor recommends the following mitigation measure to be considered: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.

6. Lastly, additional recommendations regarding vegetative barriers and urban greening, clean lawn and garden equipment in the community, as well as a listing of potentially applicable Air District rules and regulations, are also provided.

Response: Regarding the commentor's identification that the values in Table AIR-2 have a number of incorrect values (i.e. typos), this is correct. However, as noted by the commentor, regardless, Project operational emissions are not expected to exceed the District's significance thresholds.

With regard to the commentor's recommendation that, to further reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment. This comment is noted. However, since the Project's construction-related emissions would not exceed the applicable Air District thresholds, additional mitigation in this regard is not required or appropriate from a CEQA standpoint.

Regarding the IS/MND's discussion of potential impacts to nearby sensitive receptors, it should be noted that the amount of TACs associated with Project operation would be extremely low, given that the buses traveling to and from the Project site would be powered by hydrogen and/or electricity, which do not emit TACs locally. Moreover, the other vehicles traveling to and from the Project site would be very low, as acknowledged by the Air District.

With regard to the Air District's recommendation that HHD truck routing patterns should be analyzed, this is not required. Moreover, given that the buses traveling to and from the Project site would be powered by hydrogen and/or electricity, which do not emit TACs locally, such an analysis is not warranted.

Regarding the various mitigation measures that are recommended by the Air District, since no air quality impacts would exceed any of the applicable air quality thresholds, additional mitigation

measures are not warranted under CEQA. Nevertheless, it should be noted that both hydrogen and electric-powered buses are zero-emission vehicles, which satisfy this recommendation.

Lastly, with regard to the additional recommendations for other potential measures that could be implemented, this is noted. The City will consider additional measures to include, even as they are not required. With regard to the Air District rules and regulations, it should be noted that the Project would be required to comply with all appliable Air District rules and regulations, including those as listed within their comment letter (as applicable).

18) Joe Decker Letter:

Comment(s): Comment(s): This comment letter identifies anxiety about the Project. Specific concerns include the rezoning of the property from residential to industrial; concern regarding the potential use of compressed hydrogen fuel and electric charging within proximity of each other, especially relating to the potential for an accident by explosion; concern relating to health risks from past underground fuel oil leaks, which the commentor states had occurred on the same parcel lands about thirty-five years ago; concerns relating to recent incidents involving the hydrogen fuel tank explosions in nearby jurisdictions that required the evacuation of surrounding neighborhoods (note: various examples are provided).

Response: Firstly, with regard to the concern about the rezoning of the Project site, while this concern is noted, this is not a CEQA issue.

Secondly, with regard to the concerns relating to the potential use of compressed hydrogen fuel and electric charging in proximity to each other, it should be noted that, even in the hybrid Project option (i.e. the only Project option that includes both hydrogen fueling and electric charging stations as part of the Project), there is a large physical separation of the hydrogen fueling and electric charging stations (in the hybrid Project option), as shown in Figure 3 (Conceptual Plan) of the IS/MND. Therefore, the danger associated with the hydrogen fueling is minimal to none, from a practical standpoint. Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law.

Thirdly, with regard to potential health risks from underground fuel tanks, as stated on page 64 of the IS/MND, a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B of the IS/MND. B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. property to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

Moreover, it should be noted that the proposed Project is also required to implement Mitigation Measure HAZ-1, which requires a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading

permit, as well as Mitigation Measure HAZ-2, which requires the applicant to submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law). Additionally, the Project would comply with all applicable regulatory requirements in this regard, as required by law. Therefore, concerns relating to past underground fuel oil leaks would not represent a significant health risk, as described within the IS/MND (See Appendix B of the IS/MND for further detail).

Lastly, with regard to the cited recent incidents involving hydrogen fuel tank explosions in nearby jurisdictions, it should be noted that no injuries were reported in any of the cases cited by the commentor.[11,12] While risks exist, compliance with all applicable regulatory requirements in this regard, as required by law, would minimize such risk of injury or death due to accident conditions to an extremely low level.

19) Sophia Ponce Letter:

Comment(s): This comment letter states that their home is located nearby to the Project site and is one of the only homes that would be directly impacted by the proposed Transit Maintenance Facility project. The commentor states that they are the only home sharing a fence with the biggest portion of the lot where the project is being proposed. The commentor states their three main concerns of the Project are safety, noise, and privacy. Specifically:

- Safety - safety is a big concern, as we have small children. On the layout for the proposed site use there looks like a street or alleyway between the sound wall & our home. We feel it would be dangerous to have a street or alleyway/walkway directly next to our house, as it would attract homeless people or unwanted activity to our neighborhood. If the sound wall was around Gallery Drive & the small piece of Racquet Drive, it would feel safer for us. Another safety concern is the speed limit & traffic light on Tracy Blvd & Beechnut Ave, and Tracy Blvd & Centre Court. A flashing pedestrian walkway on Tracy Blvd & Centre Court drive (to cross Tracy Blvd) would be a MUST in the neighborhood especially with buses driving in and out. It is already a necessity, but would be more so with the amount of vehicles that would be going into the proposed facility.
- Noise - Our main concern with noise is during the actual construction. How long the project would take from start to finish and also how much noise there would be once everything is fully developed and maintenance going on. Would the city be willing to upgrade our house windows so that we are not affected so much by the noise? Again, we would be the only house directly sharing a wall and property line with the proposed project.

[11] See: https://bakersfieldnow.com/news/local/fire-engulfs-new-hydrogen-bus-and-fueling-station-at-golden-empire-transit-kern-county-bakersfield-fire-department-get-bus

[12] See: https://abc7news.com/santa-clara-explosion-in-chemical-fire/5326601/

- Privacy - Privacy is also a concern for us. If the administrative or maintenance building would be higher than 1 story, we do not want people being able to look into our home or backyard. Again, because we have small children & would not want anyone to be able to watch them playing in our backyard. If possible, we would not want any of the windows from the administrative building to be facing towards our home (if they would be taller than 1 story). Another privacy concern is with the sound wall attracting vandalism. Nice big trees would help make the sound wall look nicer, but surveillance cameras & additional street lights on Gallery Drive would help deter crime & vandalism.

- Lastly, if the land is rezoned for this proposed project, is it possibly to have it rezoned specifically for this project so that if it does not go through for some reason the land remains zoned what it currently is & not opened up to become commercial buildings? If anything is going to be developed on the lot, we much rather prefer a City-owned building over anything else.

Response: Regarding the commentor's concerns on safety, this is not a CEQA issue.

With regard to traffic issues, this is addressed in the Transportation and Circulation discussion with the IS/MND. Specifically, as described on page 94 of the IS/MND, no site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. Additionally, the Project does not include any design features or incompatible uses that pose a significant safety risk. Overall, although the commentor's concerns are noted, the Project does not generate any significant impacts relative to transportation and circulation impacts under CEQA.

With regard to Noise, construction noise is addressed within the Noise discussion within the IS/MND. Detailed analysis of the construction-related noise levels is provided in the Noise Analysis prepared for the Project (see Appendix C for further detail).

With regard to privacy concerns, this comment is noted. However, this also is not a CEQA issue.

Lastly, with regard to the question regarding having a City-owned building over anything else, the Project would be a City-owned building and the rezoning would not occur if this Project is not approved. Therefore, no other commercial buildings would be anticipated to be developed other than that as proposed as part of the proposed Project. No further response to this comment is warranted.

Sincerely,

DE NOVO PLANNING GROUP
Josh Smith
Senior Planner

Notice of Intent to Adopt a Mitigated Negative Declaration for the Transit Maintenance Facility Project

Lead Agency: Tracy Transit Station, 50 E. 6th Street, Tracy, CA 95376

Project Title: Transit Maintenance Facility

Project Location: The Transit Maintenance Facility Project site (Project site) is located within four parcels, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, in the City of Tracy, San Joaquin County, California. The Project site is identified by Assessor Parcel Numbers (APNs) 23407004, 23407006, 23407001, and 23417045.

Project Description: The City of Tracy intends to acquire the property and seek Federal Transit Administration (FTA) grant funds to design and build the four Project site parcels located at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue. The Project site is located approximately 0.6 miles from the existing Tracy Transit Station. This location is in a central part of Tracy, directly across from the existing City of Tracy Public Works Yard.

The proposed Project would include development of the Transit Maintenance Facility (proposed Project), which would include a Public Works building, a Maintenance building, and Administration building, as well as parking lots for buses and passenger vehicles, and various fueling areas. The proposed Project is anticipated to include both hydrogen fueling and electric vehicle charging. Covered bus parking stalls would be provided, and on-site solar photovoltaic (PV) would be located on parking lot canopy. The on-site solar PV would provide a portion of the Project's electricity. The proposed Project is needed to facilitate the continued operation and growth of the TRACER Bus System for the City of Tracy.

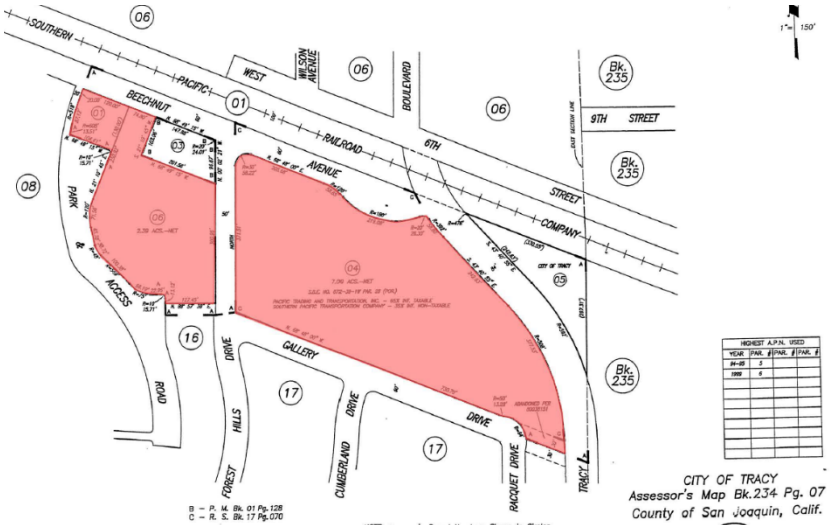
Findings/Determination: The City of Tracy has reviewed and considered the proposed Project and has determined that the Project will not have a significant effect on the environment, with substantial supporting evidence provided in the Initial Study. The City proposes to adopt a Mitigated Negative Declaration for this Project in accordance with the requirements of the California Environmental Quality Act.

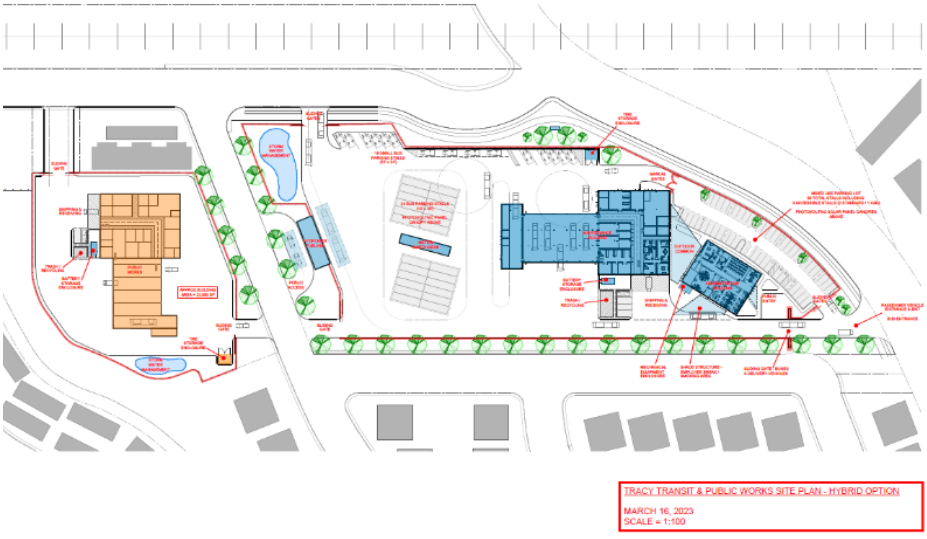
Public Review Period: A 30-day public review period for the Initial Study / Mitigated Negative Declaration will commence on August 30, 2024, and will end on September 30, 2024, for interested individuals and public agencies to submit written comments on the document. Any written comments on the Initial Study / Mitigated Negative Declaration should be sent to the attention of Ed Lovell

and must be received at 50 E. 6th Street, Tracy, CA 95376, or by email at ed.lovell@cityoftracy.com by 5:00 PM on September 30, 2024. Copies of the Initial Study / Mitigated Negative Declaration can be reviewed at Tracy Transit Station, 50 E. 6th Street, Tracy, CA 95376, during normal business hours, and online (at any time during the 30-day public review period) using the following link: http://www.cityoftracy.org/government/city-reports

Project Informational Meeting: An informational meeting to present preliminary project details to neighboring residents and other interested parties will be held at the Tracy Transit Station, 50 E. 6th Street, Tracy, CA 95376 on Wednesday, September 18, 2024, at 7:00 PM in Conference Room 103.

Public Hearing: A public hearing to consider project approval and adopt the Initial Study / Mitigated Negative Declaration will be scheduled before the City of Tracy Planning Commission and then the City Council. Once a hearing date for each is scheduled, adequate public noticing will be provided.





MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR THE

TRANSIT MAINTENANCE FACILITY

AUGUST 2024

Prepared for:

City of Tracy
Tracy Transit Station
50 E. 6th Street
Tracy, CA 95376

Prepared by:

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

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

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Proposed Transit Maintenance Facility Project

Lead Agency:
City of Tracy
Tracy Transit Station
50 E. 6th Street
Tracy, CA 95376

Project Title: Transit Maintenance Facility Project

Project Location: The Transit Maintenance Facility Project site (Project site) is located within four parcels, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, in the City of Tracy, San Joaquin County, California. The Project site is identified by Assessor Parcel Numbers (APNs) 23407004, 23407006, 23407001, and 23417045. Parcel 1 (identified by APN 23407004) is the largest parcel (encompassing approximately 7.09 acres), and is bounded by Gallery Drive to the south, Forest Hill Drive to the west, Beechnut Avenue to the north, and Tracy Boulevard to the east. Parcel 2 (identified by APN 23407006), which encompasses approximately 2.39 acres, is located west of Forest Hill Drive, south of Beechnut Avenue, and east of Palm Circle. Parcel 3 (identified by APN 23407001) encompasses approximately 0.32 acres and is located adjacent to and northwest of Parcel 2, south of Beechnut Avenue, and east of Palm Circle. Lastly, Parcel 4 (identified by APN 23417045) is located just south of Parcel 1, east of Tracy Boulevard and west of Racquet Drive, and encompasses approximately 0.08 acres. The overall approximately 9.88-acre Project site is bound primarily by a driveway to the west, Gallery Drive to the south, Tracy Boulevard to the east, and Beechnut avenue to the north.

Project Description: The City of Tracy intends to acquire the property and seek Federal Transit Administration (FTA) grant funds to design and build the four Project site parcels located at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue. The Project site is located approximately 0.6 miles from the existing Tracy Transit Station. This location is in a central part of Tracy, directly across from the existing City of Tracy Public Works Yard.

The proposed Project would include development of the Transit Maintenance Facility (proposed Project), which would include a Public Works building, a Maintenance building, and Administration building, as well as parking lots for buses and passenger vehicles, and various fueling areas. The proposed Project is anticipated to include both hydrogen fueling and electric vehicle charging. Covered bus parking stalls would be provided, and on-site solar photovoltaic (PV) would be located on parking lot canopy. The on-site solar PV would provide a portion of the Project's electricity. The proposed Project is needed to facilitate the continued operation and growth of the TRACER Bus System for the City of Tracy.

Findings:

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

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

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

_____ _____

Signature Date

Proposed Mitigation Measures:

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

AIR QUALITY

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

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

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

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

Mitigation Measure AIR-3*: Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:*

- *20 percent of construction-exhaust nitrogen oxides;*
- *45 percent of construction-exhaust PM10;*
- *33 percent of operational nitrogen oxides over 10 years; and*
- *50 percent of operational PM10 over 10 years.*

The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1*: Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then the following shall be implemented:*

- *During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).*
- *During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)*

Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.

Mitigation Measure BIO-2*: Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.*

CULTURAL RESOURCES

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

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

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

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

GEOLOGY AND SOILS

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

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

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

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1*: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.*

Mitigation Measure HAZ-2*: Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).*

NOISE

Mitigation Measure NOISE-1: *The City of Tracy Development Services Department shall establish the following as conditions of approval for development of the proposed Project, prior to approval of grading and/or building permits.*

- *During development of the eastern parcel, a property line sound wall 8-feet in height shall be constructed along the southern and western boundary of the main project site. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*

- *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the northern boundary, adjacent to the existing multi-family residential uses. The wall should also extend along the east side of the northern access route to Beechnut Avenue. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*
- *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the southern boundary, adjacent to the existing residential use to the south. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*
- *Limit main site bus activity to 4:00 a.m. to 10:00 p.m.*
- *Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.*
- *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*
    - *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
    - *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
- *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
- *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
- *Unnecessary idling of internal combustion engines is prohibited.*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*

Mitigation Measure NOISE-2: *Any compaction required less than 26 feet from the adjacent residential structures should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.*

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Transit Maintenance Facility

LEAD AGENCY NAME AND ADDRESS

City of Tracy
Tracy Transit Station
50 E. 6th Street
Tracy, CA 95376

CONTACT PERSON AND PHONE NUMBER

Ed Lovell, Transit Manager
City of Tracy
Tracy Transit Station
50 E. 6th Street
Tracy, CA 95376
Ed.lovell@cityoftracy.org
(209) 836-8955

PROJECT SPONSOR'S NAME AND ADDRESS

City of Tracy
Tracy Transit Station
50 E. 6th Street
Tracy, CA 95376

PROJECT LOCATION AND SETTING

The Transit Maintenance Facility Project site (Project site) is located within four parcels, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, in the City of Tracy, San Joaquin County, California (see Figures 1 and 2). The Project site is identified by Assessor Parcel Numbers (APNs) 23407004, 23407006, 23407001, and 23417045. Parcel 1 (identified by APN 23407004) is the largest parcel (encompassing approximately 7.09 acres), and is bounded by Gallery Drive to the south, Forest Hill Drive to the west, Beechnut Avenue to the north, and Tracy Boulevard to the east. Parcel 2 (identified by APN 23407006), which encompasses approximately 2.39 acres, is located west of Forest Hill Drive, south of Beechnut Avenue, and east of Palm Circle. Parcel 3 (identified by APN 23407001) encompasses approximately 0.32 acres and is located adjacent to and northwest of Parcel 2, south of Beechnut Avenue, and east of Palm Circle. Lastly, Parcel 4 (identified by APN 23417045) is located just south of Parcel 1, east of Tracy Boulevard and west of Racquet Drive, and encompasses approximately 0.08 acres. The overall approximately 9.88-acre Project site is bound primarily by a driveway to the west, Gallery Drive to the south, Tracy Boulevard to the east, and Beechnut avenue to the north. Figure 1 provides the regional location. Figure 2 provides a vicinity map of the proposed Project, including the Project parcel boundaries.

The Project site consists of vacant, undeveloped land with ruderal grasses. Existing trees are located along the perimeter of portions of the Project site, including along much of the southern boundary of Parcel 1, and scattered along portions of the boundary of Parcel 2, Parcel 3, and Parcel 4. Surrounding land uses include residential uses to the south and west, City of Tracy Public Works Yard to the east, and other residential and commercial properties to the north. An existing residence is also located adjacent to the Project site, just to the north of Parcel 2, and east of Parcel 3. Additionally, a UPRR track also runs to the north of the Project site.

PROJECT DESCRIPTION

The City of Tracy intends to acquire the property and seek Federal Transit Administration (FTA) grant funds to design and build the four Project site parcels located at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue. The Project site is located approximately 0.6 miles from the existing Tracy Transit Station. This location is in a central part of Tracy, directly across from the existing City of Tracy Public Works Yard.

The proposed Project would include development of the Transit Maintenance Facility (proposed Project), which would include a Public Works building, a Maintenance building, and Administration building, as well as parking lots for buses and passenger vehicles, and various fueling areas. The proposed Project is anticipated to include both hydrogen fueling and electric vehicle charging. Covered bus parking stalls would be provided, and on-site solar photovoltaic (PV) would be located on parking lot canopy. The on-site solar PV would provide a portion of the Project's electricity. The proposed Project is needed to facilitate the continued operation and growth of the TRACER Bus System for the City of Tracy.

The objectives of the proposed Project are as follows:

- Provide a safe and secure location for storage of transit vehicles with room to store additional vehicles as expansion of the system takes place;
- Provide a dedicated maintenance facility to allow for uninterrupted maintenance service of transit vehicles, with space to service multiple vehicles simultaneously as well as storage for parts;
- Provide offices, conference rooms, and break rooms to be used for driver trainings, meetings, and operations;
- Provide a fueling facility that will adequately serve the transit buses, and provide a means of meeting the State of California's requirement to transition to a zero-emission fleet.

The proposed Project would be used by City of Tracy staff in addition to contracted operators, supervisors, and maintenance staff. No passenger boardings would take place at the Project site. This facility would be used for bus storage, both heavy and light bus maintenance, bus fueling, and for office and meeting space. The facility would begin operating at approximately 4:00 AM and end at approximately 11:30 PM, with the highest use occurring between 8:00 AM and 5:00 PM.

The proposed Project would connect to existing City infrastructure to provide water, sewer, and storm drainage to the site. The proposed Project would be subject to Development Review Permit approval by the City, during which City staff would ensure that the proposed Project would comply with all applicable City regulations including, but not limited to, landscaping and visual screening.

ACCESS AND CIRCULATION

Site access to the Project site would be provided via sliding gates. Site access to Parcel 1 would be provided from three entranceways: Beechnut Avenue to the north, Tracy Boulevard to the east, and Forest Hills Drive to the west. Parcels 2 and 3 are physically separated from Parcel 1 and Parcel 4 via Forest Hills Drive, and would be accessible by new entranceways from Beechnut Avenue and Forest Hills Drive.

The proposed mixed-use parking area would include approximately 50 vehicle stalls, including three accessible stalls. PV solar canopies would be located above the vehicle stalls. The mixed-use vehicle parking area would be located in the eastern portion of the Project site. Separately, parking stalls for approximately 18 small buses would be located in the northern portion of the Project site; an additional parking lot for approximately 24 buses would be located in the central portion of the Project site. Refer to Figure 3 for further (Conceptual Plan) for further detail.

UTILITIES

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

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

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

Utility lines within the Project site and adjacent roadways would be extended throughout the Project site. Wastewater, water, and storm drainage lines would be connected via existing lines along adjacent roadways. The Project would also connect to existing electrical and natural gas infrastructure in the Project vicinity. Solar canopies would be provided throughout the parking areas.

Stormwater management basins would be located throughout the Project site, including in the southern portion of Parcel 2, and the western portion of Parcel 1. Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the Project site would be directed to the proposed stormwater management basins by a new stormwater conveyance system on the Project site. Additionally, erosion and sediment control measures would be implemented during construction.

GENERAL PLAN AND ZONING

Parcels 1, 2, and 3 are identified as Medium Density Residential on the Tracy General Plan Land Use Map, with Parcel 4 identified as Low Density Residential on the Tracy General Plan Land Use Map. Separately, Parcels 1, 2, and 3 are identified as Medium Density Residential on the Tracy Zoning Map, with Parcel 4 identified as Low Density Residential on the Tracy Zoning Map (see Figure 4 for the existing General Plan land uses and zoning designations). The Project would require a General Plan Amendment to change the General Plan land use designation from Medium Density Residential and Low Density Residential to Public Facilities, and a rezone of the property from Medium Density Residential and Low Density Residential to Light Industrial (M-1). See Figure 5 for the future (proposed) General Plan land uses and zoning designations.

The Public Facilities land use designation is designed to provide locations for uses that support government, civic, cultural, recreational, health, and infrastructure aspects of the company. Uses that are recognized to be consistent with this land use designation include public educational institutions (including colleges and schools, and their administrative offices), community and group meeting centers, fire stations, parks, cemeteries and libraries. Private schools are not included in this designation; rather, private schools, when not associated with places of worship, are designated as commercial uses. This designation also includes large-scale public facilities such as the Tracy Municipal Airport, stormwater detention/retention facilities, water treatment plants, solid waste transfer stations, recycling facilities, multi-modal facilities, transit station, corporation yards, cemeteries, landfill sites, which need to be in satellite locations to take advantage of natural environmental characteristics such as topography or winds and to avoid conflict with other land uses. The proposed use is consistent with the proposed Public Facilities land use designation.

The Light Industrial (M-1) zone allows for commercial and industrial activities, such as minor public service uses, local public service and utility installations, temporary buildings and uses, crop and tree farming, specialty crops, accessory uses, contract construction, warehousing and storage, small recycling collection facilities, and light manufacturing uses. The proposed use is consistent with the proposed M-1 zoning requirements.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

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

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

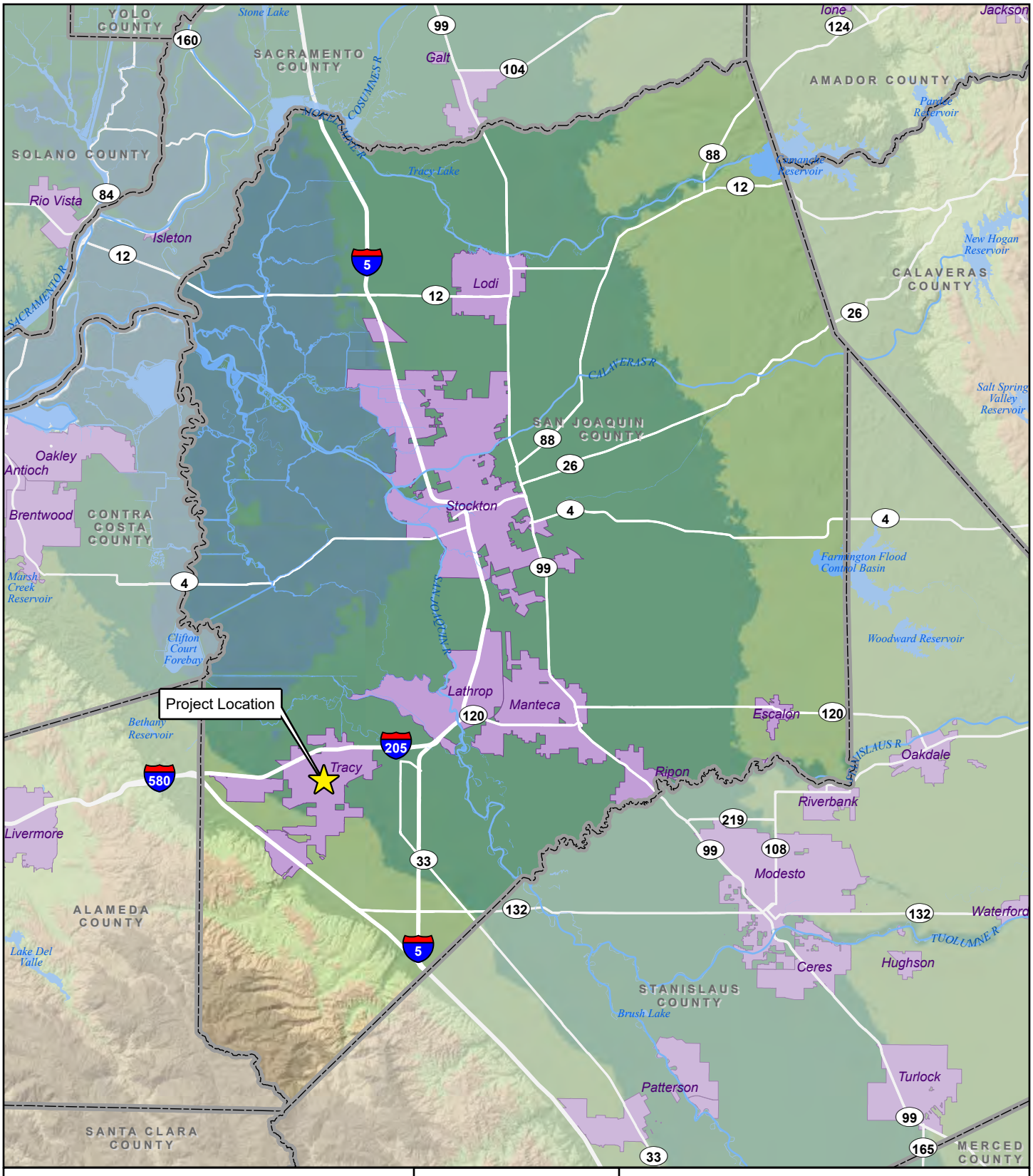
- General Plan Amendment of the property from Medium Density Residential and Low Density Residential to Public Facilities;
- Rezone of the property from Medium Density Residential and Low Density Residential to Light Industrial (M-1)
- Development Review Permit approval for building design, landscaping, and other site features;

- Building, grading, and other permits as necessary for project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

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

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

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LEGEND

- Incorporated Area
- County Boundary

N

0 2½ 5

Miles

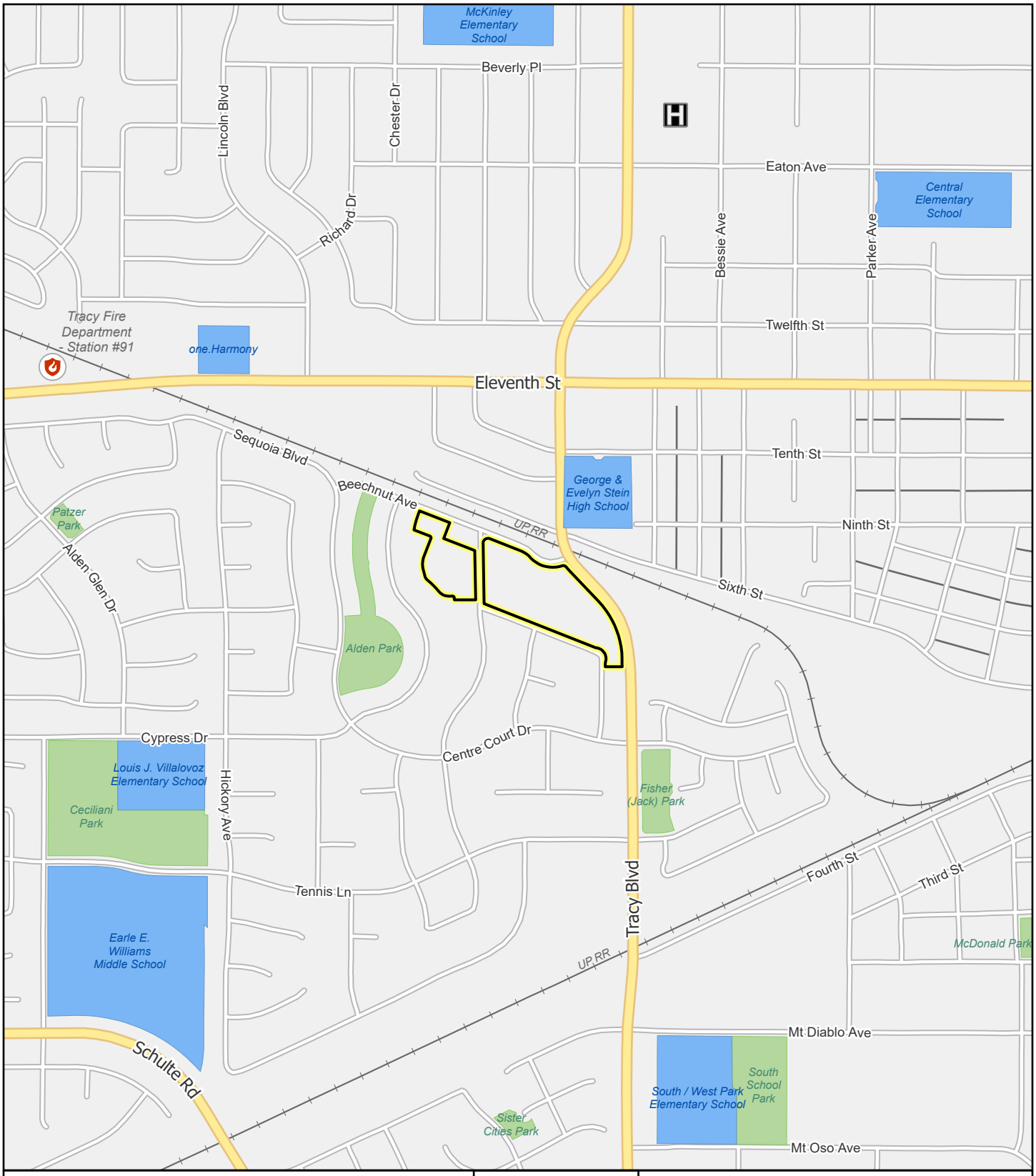
Sources: San Joaquin County GIS. Map date: May 3, 2023.

TRACY TRANSIT MAINTENANCE FACILITY

Figure 1. Regional Project Location

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LEGEND

- Project Site
- Sutter Tracy Community Hospital
- Tracy Fire Department Stations
- Public Schools
- Parks

N

0 250 500

US Feet

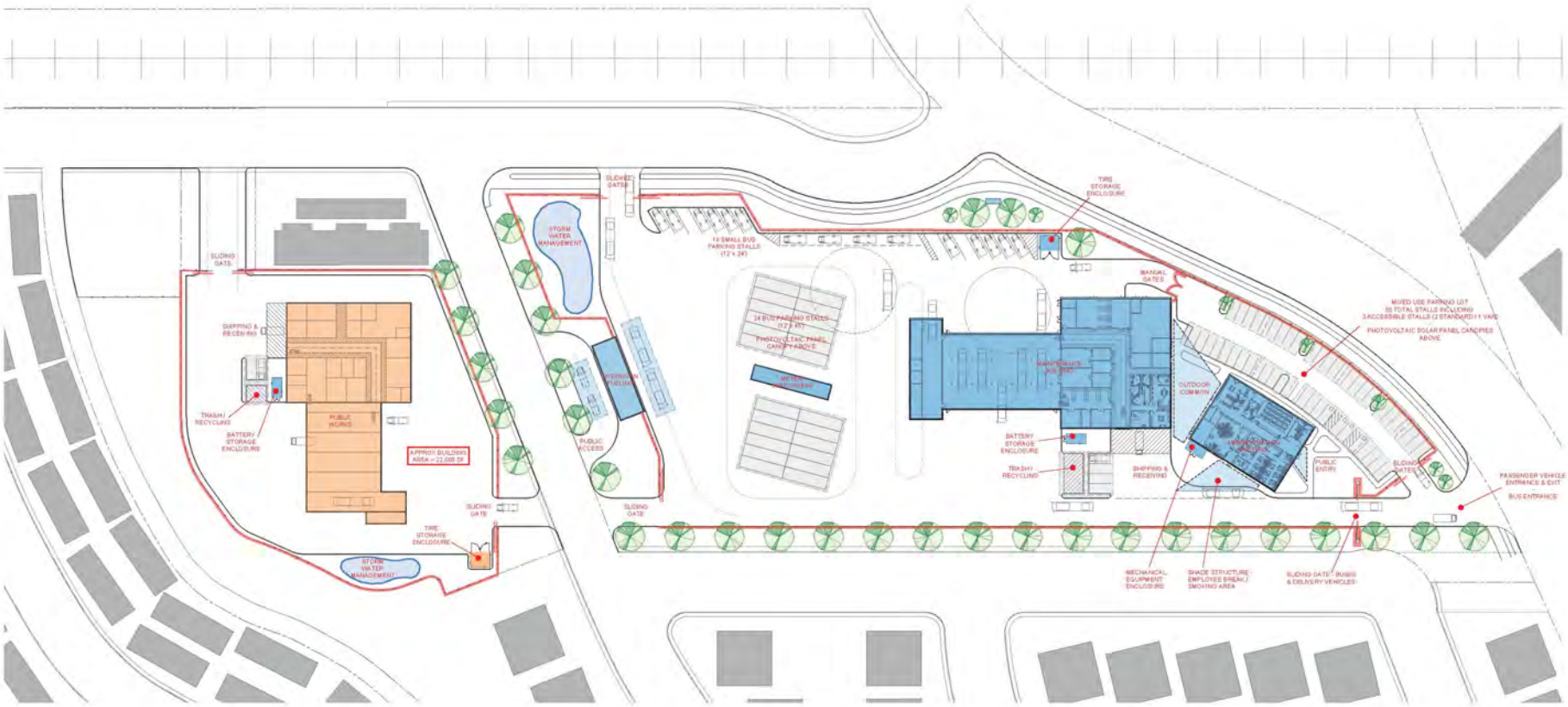
Sources: San Joaquin County GIS. Map date: May 3, 2023.

TRACY TRANSIT MAINTENANCE FACILITY

Figure 2. Vicinity Map

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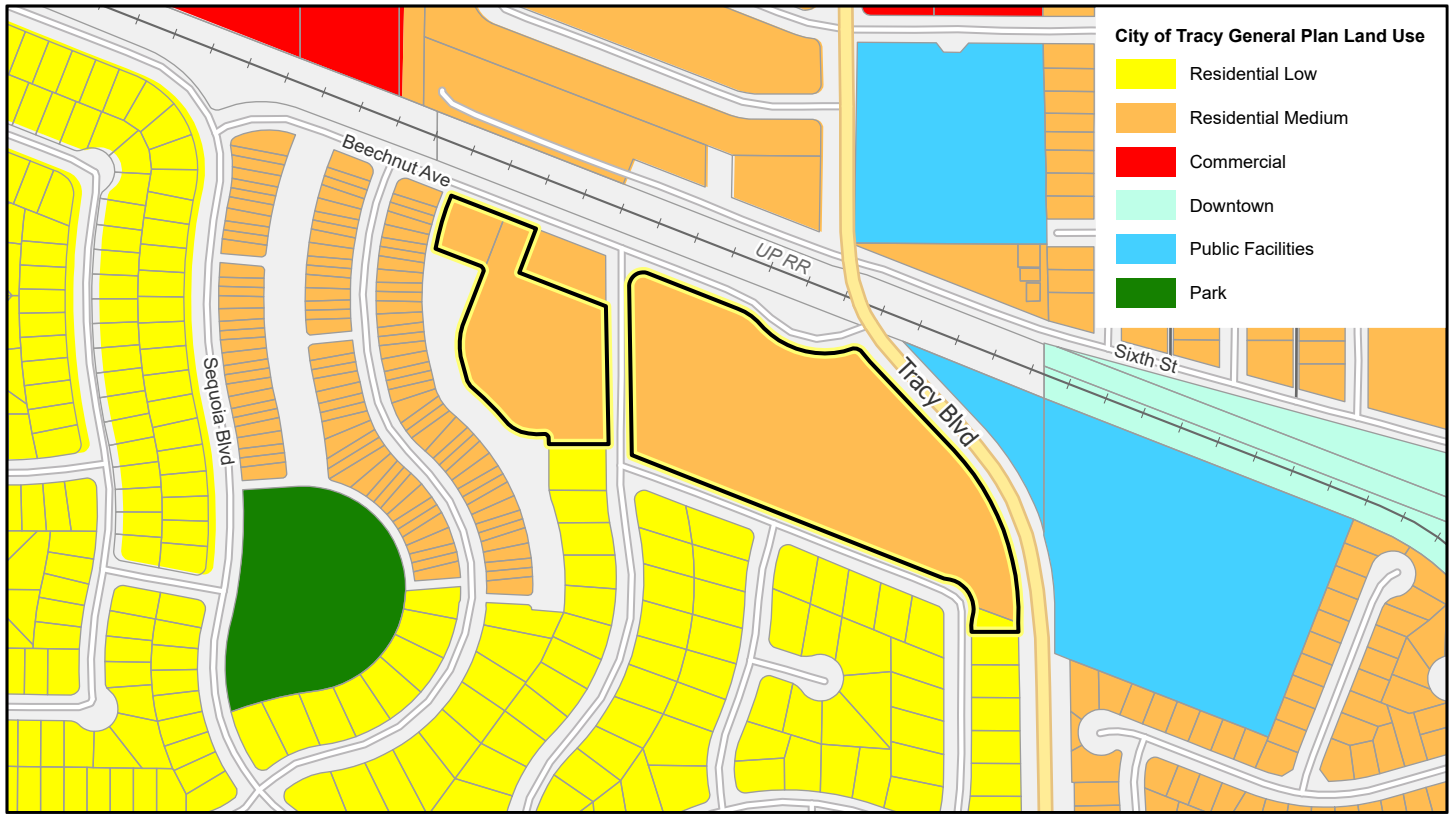


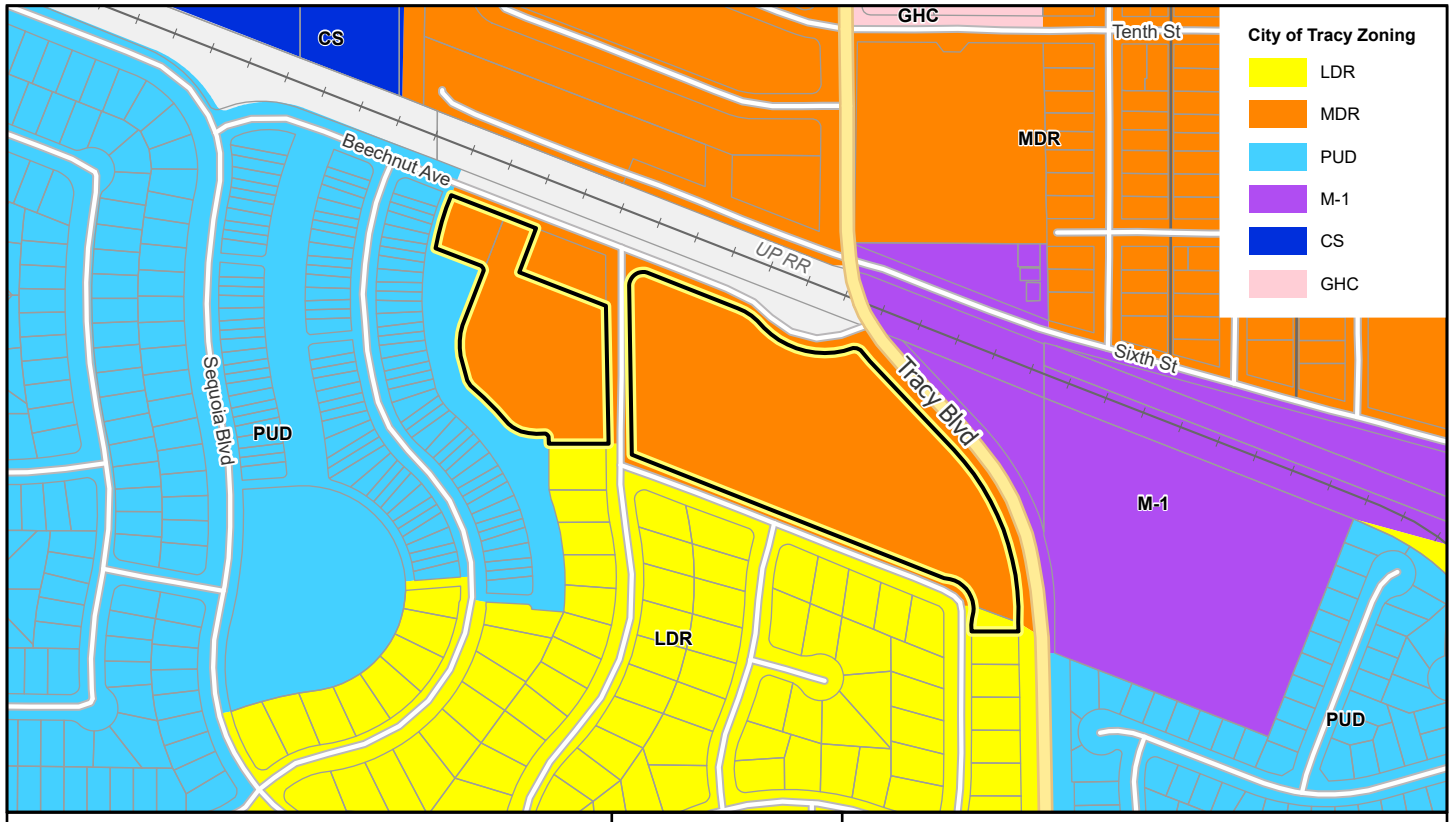
TRACY TRANSIT MAINTENANCE FACILITY

Figure 3. Conceptual Plan

Sources: San Joaquin County GIS. Map date: June 6, 2023.

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LEGEND

Project Site

N

0 100 200

US Feet

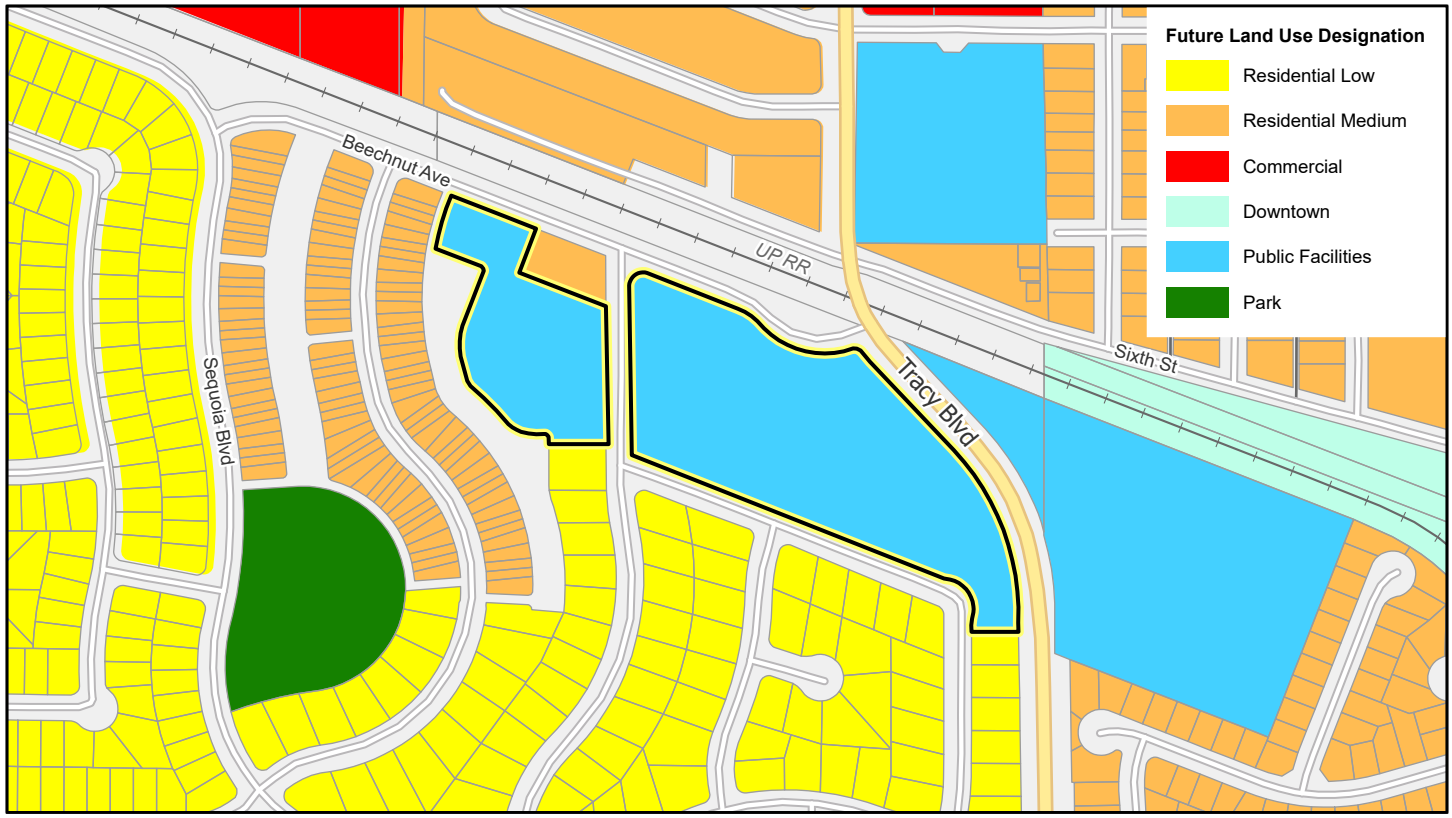
TRACY TRANSIT MAINTENANCE FACILITY

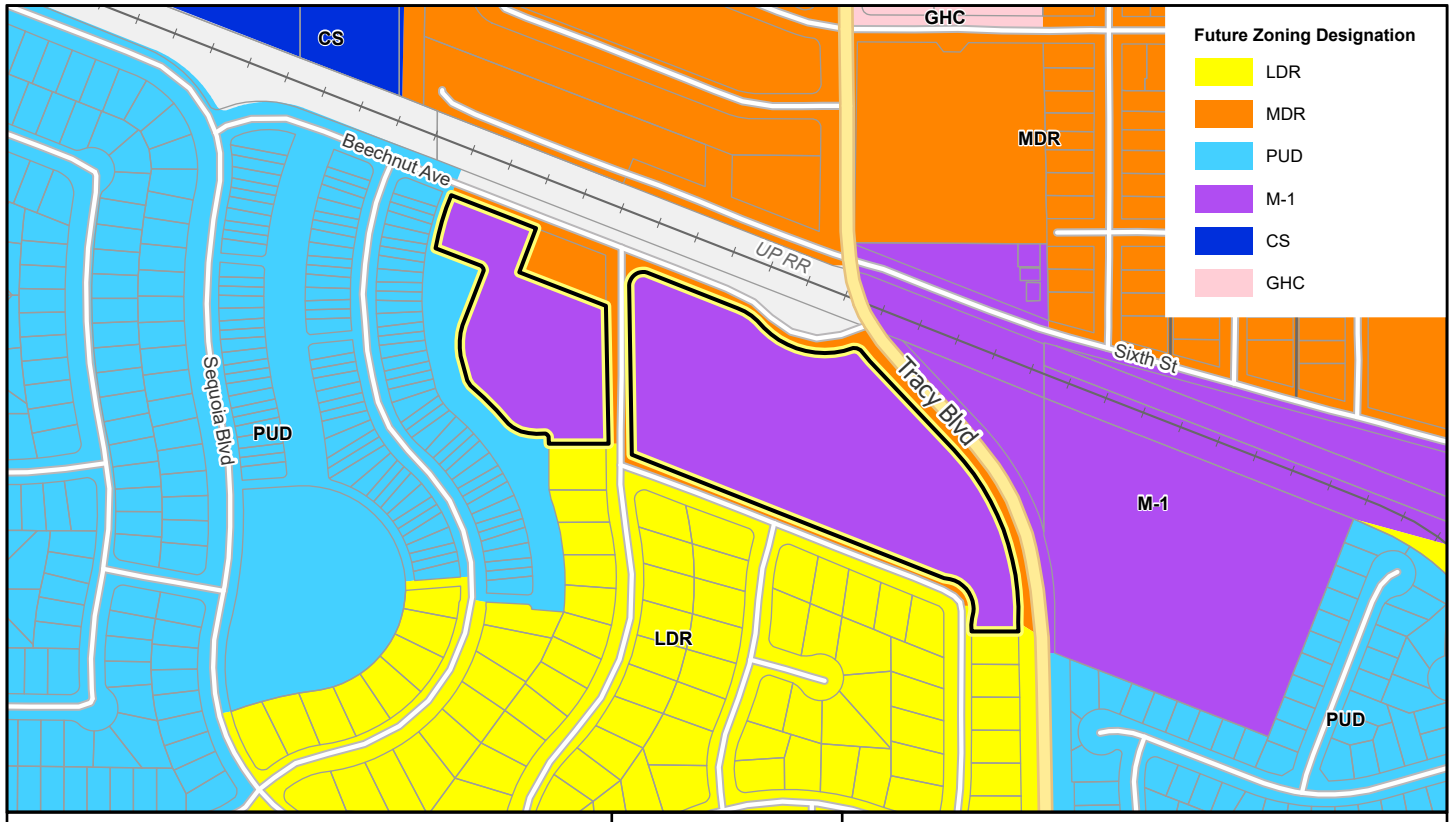
Figure 4. Existing Land Use and Zoning Designations

Sources: San Joaquin County GIS. Map date: May 3, 2023.

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LEGEND

Project Site

N

0 100 200

US Feet

TRACY TRANSIT MAINTENANCE FACILITY

Figure 5. Future Land Use and Zoning Designations

Sources: San Joaquin County GIS. Map date: May 3, 2023.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

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

Signature Date

EVALUATION INSTRUCTIONS:

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

ENVIRONMENTAL CHECKLIST

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

I. AESTHETICS -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. There are no designated scenic vistas located on or adjacent to the Project site. The Project site currently consists primarily of vacant, undeveloped land with ruderal grasses and is surrounded by existing or future urban development.

The proposed Project uses are consistent and compatible with the surrounding land uses. Surrounding land uses include single family residential uses to the south, single family residential and public facilities uses to the north, additional residential uses to the west, and City of Tracy Public Works Department facilities to the east of the Project site.

Project implementation would add a Transit Maintenance Facility for improved vehicle maintenance, storage, and office space, adjacent to existing City of Tracy Public Works Department facilities. The Project site is not topographically elevated from the surrounding lands, and is not highly visible from areas beyond the immediate vicinity of the site. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The Project site is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed Project would not significantly change the existing visual character of the Project area, as much of the areas immediately adjacent to the site are used for similar purposes, as there are existing City of Tracy Public Works Department facilities located adjacent to the Project site (to the east). Therefore, this impact is considered **less than significant**.

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

The Project site lies approximately 4.1 miles northeast of the I-580 scenic highway. The Project site is approximately 5.0 miles west of the I-5 scenic highway and is not visible from the Project site. Additionally, the Project site is not visible from the I-580 corridor. The structures and features proposed as part of the Project present no more visual prominence within the development area relative to the existing development, given the nearby existing Commercial and Public Facilities General Plan land uses. Distant background views would remain roughly equal to existing conditions.

The Project site is not visible from any of the above-referenced scenic highways. Existing trees are located along the perimeter of portions of the Project site, including along much of the southern boundary of Parcel 1, and scattered along portions of the boundary of Parcel 2, Parcel 3, and Parcel 4. Some of the existing trees may be removed during Project build out, landscaping trees would be located along a portion of the perimeter of the Project site, as shown in Figure 3. Development of the proposed Project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, this is a **less than significant** impact.

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

The proposed Project would add public facilities use to an area that currently contains numerous public buildings. The proposed Project would be visually compatible with nearby commercial uses, such as those located to the northwest of the Project site, as well as public uses located to the east of the Project site. Additionally, landscaping would surround the eastern Project parcel. Site specific characteristics would change the site from vacant land to a developed use. However, taking into account the scope and location of the proposed Project relative to the surrounding area uses, this would not greatly alter the area's overall visual character.

Additionally, the Project is subject to the City of Tracy's development and design review criteria, which would ensure that the exterior facades of the proposed structures, landscaping, streetscape improvements and exterior lighting improvements are compatible with the surrounding land uses. Additionally, the proposed Project includes extensive planting of new trees and other vegetation. Overall, Project implementation would not conflict with the applicable regulations governing scenic quality. Therefore, this impact is considered **less than significant**.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. New sources of glare would occur primarily from the windshields of vehicles travelling to and from the Project site and from vehicles parked at the site. There is also the potential for reflective building materials and windows to result in increases in daytime glare. The proposed Project would introduce new structures and other features (such as parking lots for buses and passenger vehicles, and various fueling areas) into the Project site; however, the landscaping on-site would include a variety of shade trees around the perimeter of the site, as shown in Figure 3. The proposed landscaping would assist in shielding glare resulting from the proposed building materials and glass windows. Moreover, any increases in glare from vehicle windshields generated from vehicles traveling to and from the Project site would be minimal. As such, the Project is not anticipated to result in substantial increases in daytime glare.

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

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

RESPONSES TO CHECKLIST QUESTIONS

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

The proposed Project site General Plan land use is currently Residential Medium. However, the proposed Project includes a General Plan Amendment to designate the Project site as Public Facilities. However, the current land use is intended for future urban land uses in the Tracy General Plan. As such, implementation of the proposed Project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Therefore, this would be considered a **less than significant** impact.

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

Responses c) and d): No Impact. The Project site is located in an area consisting of residential and public uses. There are several trees present on the Project Site; however, these trees are

[1] Available at: https://maps.conservation.ca.gov/dlrp/ciff/.

ornamental in nature. There are no forest resources on the Project site or in the immediate vicinity of the Project site. Therefore, development of the Project would result in **no impact**.

Response e): Less than Significant. As described under Responses (a) above, the proposed Project site is not designated or zoned for agricultural uses. The proposed Project is identified for urban land uses in the Tracy General Plan. Therefore, implementation of the proposed Project would result in a **less than significant** impact.

III. AIR QUALITY -- WOULD THE PROJECT:

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

EXISTING SETTING

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

RESPONSES TO CHECKLIST QUESTIONS

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

Construction-Related Emissions

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

The SJVAPCD's approach to analysis of construction impacts is that quantification of construction emissions is not necessary if an Initial Study demonstrates that construction emissions would less than significant based on the SJVAPCD SPAL screening levels (SJVAPCD, 2015). The proposed Project would only generate a very small number of vehicle trips during its construction and operational phases and would not require a large Project area (far less than the SPAL screening threshold of 105,00 square feet and 1,550 average daily one-way trips for an automobile care center) (SJVAPCD, 2020). Based on these Project characteristics, the proposed Project would be deemed to have a less than significant impact on air quality under the SPAL guidelines (SJVAPCD, 2015). As such, the proposed Project is excluded from quantifying criteria pollutant emissions for CEQA purposes.

Nevertheless, for the sake of additional disclosure, air emissions modeling for the proposed Project was conducted. Construction-related activities would result in Project-generated emissions from demolition, site preparation, grading, paving, building construction, and architectural coatings. CalEEMod™ (v.2022.1) was used to estimate construction emissions for the proposed Project. Table AIR-1, below, provides the construction criteria pollutant emissions associated with implementation of the proposed Project. Further detail is provided in Appendix A.

Table AIR-1: Maximum Construction Project Generated Emissions (tons per year)

POLLUTANT	*CO*	*NOX*	*ROG*	*SOX*	*PM_{10}*	*$PM_{2.5}$*
THRESHOLD	100	10	10	27	15	15
EMISSIONS	1.63	1.26	0.34	<0.01	0.20	0.11
EXCEEDS THRESHOLD?	**N**	**N**	**N**	**N**	**N**	**N**

SOURCES: CALEEMOD (V.2022.1)

If the proposed Project's emissions will exceed the SJVAPCD's threshold of significance for construction-generated emissions, the proposed Project could have a significant impact on air quality and all feasible mitigation are required to be implemented to reduce emissions. As shown in Table AIR-1, Project maximum construction emissions would not exceed the SJVAPCD thresholds of significance. However, regardless of emission quantities, the SJVAPCD requires construction related mitigation in accordance with their rules and regulations. Implementation of the following mitigation measures in addition to compliance with all applicable measures from SJVAPCD Rule VIII would ensure that the Project would have a **less than significant** impact related to construction emissions.

MITIGATION MEASURE(S)

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

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

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

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

Operational-Related Emissions

For the purposes of this operational air quality analysis, actions that violate Federal standards for criteria pollutants (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and secondary standards designed to safeguard human welfare) are considered significant impacts. Additionally, the SJVAPCD has established operations related emissions thresholds of significance as follows: 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), and 15 tons per year particulate matter of 10 microns or less in size (PM_{10}) and 15 tons per year particulate matter of 2.5 microns or less in size ($PM_{2.5}$). Additionally, as discussed previously, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District NSR offset requirements for stationary sources. Using Project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a Project would not exceed applicable thresholds of significance for criteria pollutants.

CalEEMod™ (v.2022.1) was used to model operational emissions of the proposed Project. Table AIR-2 shows proposed Project emissions as provided by CalEEMod. Further detail is provided in Appendix A. The SJVAPCD provides a list of applicable air quality emissions thresholds.

Table AIR-2: Operational Project Generated Emissions (tons per year)

POLLUTANT	*CO*	*NOX*	*ROG*	*SOX*	*PM_{10}*	*$PM_{2.5}$*
THRESHOLD	100	10	10	27	15	15
EMISSIONS	1.89	0.37	0.62	<0.01	0.29	0.08
EXCEEDS THRESHOLD?	**N**	**N**	**N**	**N**	**N**	**N**

SOURCES: CALEEMOD (V.2022.1)

The SJVAPCD has established their thresholds of significance by which the Project emissions are compared against to determine the level of significance. The SJVAPCD has established operations related emissions thresholds of significance as follows: 100 tons per year of carbon monoxide (CO, 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of sulfur oxides (SO_x), 15 tons per year particulate matter of 10 microns or less in size (PM_{10}), and 15 tons per year particulate matter of 2.5 microns or less in size ($PM_{2.5}$). If the proposed Project's emissions will exceed the SJVAPCD's threshold of significance for operational-generated emissions, the proposed Project will have a significant impact on air quality and all feasible mitigation are required to be implemented to reduce emissions to the extent feasible. As shown in Table AIR-2 above, operational emissions would not exceed any of the SJVACPD operational thresholds of significance.

Rule 9510 Indirect Source Review

District Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NOx) and particulate (PM_{10} and $PM_{2.5}$) emissions generated by their projects. The Rule applies to projects which, upon full build-out, will include 2,000 square feet of commercial space. Project developers are required to reduce:

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM_{10};
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM_{10} over 10 years.

Developers are encouraged to meet these reduction requirements through the implementation of on-site mitigation; however, if the on-site mitigation does not achieve the required baseline emission reductions, the developer will mitigate the difference by paying an off-site fee to the District. Fees reduce emissions by helping to fund clean-air projects in the District.

The proposed Project includes development of a transit maintenance facility. Therefore, the Project would be subject to the requirements of Direct Rule 9510. Additionally, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) requirements. Projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." As such, the Project would result in **less than significant** air quality impacts, and would not conflict or obstruct implementation of the District's air quality plan. However, regardless of the emissions totals presented above, the

Project is still subject to the requirements of SJVAPCD Rule 9510, as described above and required by Mitigation Measure AIR-3.

MITIGATION MEASURE(S)

Mitigation Measure AIR-3*: Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:*

- *20 percent of construction-exhaust nitrogen oxides;*
- *45 percent of construction-exhaust PM10;*
- *33 percent of operational nitrogen oxides over 10 years; and*
- *50 percent of operational PM10 over 10 years.*

The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.

Conclusion

With implementation of Mitigation Measure AIR-1 through AIR-3, this impact would be reduce to a **less than significant** level.

Response d): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The closest sensitive receptors are located just to the west and south of the Project site.

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

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

Response e): Less than Significant. Operation of the proposed Project would not generate notable odors. The proposed Project includes development of a transit maintenance facility, which is compatible with the surrounding land uses. Occasional mild odors may be generated

during landscaping maintenance (equipment exhaust), and occasionally from the vehicles that travel to and from the Project site, but the Project would not otherwise generate odors. Trash receptacles would be provided in the northern portion of the site. The receptacles would have lids in order to contain potential odor from trash and waste. This is a **less than significant** impact and no mitigation is required.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. A background search of special-status species within one mile of the Project site that are documented in the California Natural Diversity Database (CNDDB) was completed. Figure 6 illustrates the special-status species records located within the nine-quadrangle radius of the Project site.

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

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

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

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

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present on the Project site. The Project site is located in an area that was likely valley grassland prior to human settlement, and there are several plant species that are found in valley and foothills grasslands areas. These species include large-flowered fiddleneck, bent-flowered fiddleneck, big balsamroot, big tarplant, round-leaved filaree, Lemmon's jewelflower, and showy golden madia. Human settlement has involved a high frequency of ground disturbance associated with the historical farming activities in the region, including the Project site.

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

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

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA).

Additionally, Swainson's hawk foraging habitat is protected by the CDFW. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles from its nesting location. Project Additionally, the site and the surrounding open grassland habitat will provide low to medium quality foraging opportunities for local Swainson's hawks. The San Joaquin Council of Governments (SJCOG) administers the San Joaquin County Multi-Species Open Space and Conservation Plan (SJMSCP) for the region. The proposed Project would require coverage under the SJMSCP. SJCOG would apply incidental take minimization measures for the Project. As such, impacts to Swainson's hawk are **less than significant** with implementation of Mitigation Measure BIO-2.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFW and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. There are four documented occurrences of burrowing owls within one mile of the Project site. The nearest documented occurrence of burrowing owl is located approximately 0.24 miles south of the southern boundary of the Project site. The Project site contains suitable, but not high quality, habitat for burrowing owls. The Project site is near to other lands that are currently undeveloped that offer foraging and roosting habitat for wintering or breeding owls. Overall, there is the potential for burrowing owls to occupy the site. While considered unlikely, this is considered potentially significant impact.

The proposed Project would require coverage under the SJMSCP and SJCOG would apply incidental take minimization measures for the Project. In addition, implementation of Mitigation Measure BIO-1 would ensure that burrowing owls are not impacted during construction activities. Implementation of Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would ensure a **less than significant** impact to burrowing owls.

Tricolored Blackbird. Tricolored blackbirds are a California Species of Special Concern and are protected by the CDFW and the MBTA. Tricolored blackbirds nest in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Tricolored blackbird habitat must be large enough to support 50 pairs and likely requires water at or near the nesting colony. There is one documented occurrence of Tricolored Blackbird within one mile of the Project Site. The Project Site contains suitable, but not high quality, habitat for Tricolored Blackbirds.

Participation in the SJMSCP is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, the implementation of Mitigation Measure BIO-2 would ensure that special status plant or wildlife species are protected throughout the region. Impacts to special status plant or wildlife species would be reduced to a **less than significant** level with mitigation.

MITIGATION MEASURE(S)

Mitigation Measure BIO-1*: Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in*

accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then the following shall be implemented:

- *During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).*
- *During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)*

Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.

***Mitigation Measure BIO-2**: Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process,*

Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.

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

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

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

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

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

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

- Farmed Wetlands: This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.
- Lakes, Ponds and Open Water: This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.
- Seasonal Wetlands: This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.

- Tidal Salt Ponds and Brackish Marsh: This category of wetlands includes areas affected by irregular tidal flooding with generally poor drainage and standing water. There are minimal occurrences along some of the larger river channels in the northern portion of the Tracy Planning Area.

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

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

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

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

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

- Provide a County-wide strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy.
- Preserve landowner property rights.
- Provide for the long-term management of plant, fish, and wildlife species, especially those that are currently listed, or may be listed in the future, under the ESA or the CESA.
- Provide and maintain multiple-use open spaces, which contribute to the quality of life of the residents of San Joaquin County.
- Accommodate a growing population while minimizing costs to Project proponents and society at large.

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

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

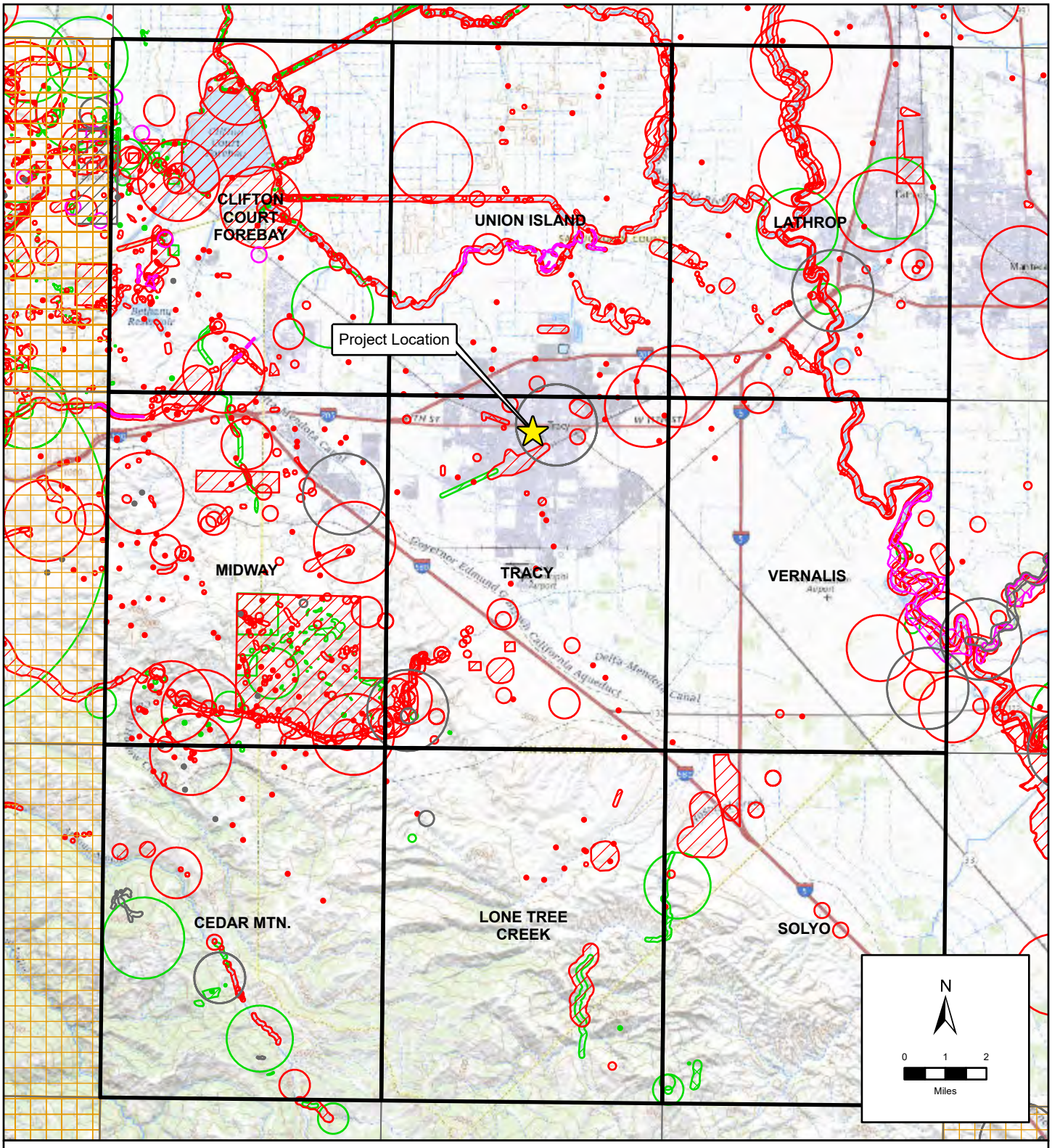
Responsibilities of permittees covered by the SJMSCP include collection of fees, maintenance of implementing ordinances/resolutions, conditioning permits (if applicable), and coordinating with the Joint Powers Authority (JPA) for Annual Report accounting. Funds collected for the SJMSCP are to be used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

As described under Response (a), the proposed Project is subject to participation in the SJMSCP by Mitigation Measure BIO-2. The City of Tracy and the Project applicant shall consult with SJCOG and determine coverage of the Project pursuant to the SJMSCP. Implementation of Mitigation Measure BIO-2 would ensure that the Project complies with the requirements of the SJMSCP, and would not conflict with any applicable habitat conservation plans. With the implementation of Mitigation Measure BIO-2, the Project would have a **less than significant** impact.

MITIGATION MEASURE(S)

Implement Mitigation Measure BIO-2

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LEGEND

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

TRACY TRANSIT MAINTENANCE FACILITY

Figure 6. CNDDB 9-Quad Map

Sources: ArcGIS Online USGS Topo Map Service; CNDDB version 4/1/2023. Please Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. Basemap: USGS Topographic Map. Map date: May 3, 2023.

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V. CULTURAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-c): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural, historical, paleontological or archeological resources known to occur on, or within the immediate vicinity of the Project site. Furthermore, the site is not designated as a historical resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical Resources.

No instances of cultural resources or human remains have been unearthed on the Project site, and site visits did not identify any historical, cultural, paleontological, or archeological resources present on site. Therefore, it is not anticipated that site grading and preparation activities would result in impacts to cultural, historical, archaeological or paleontological resources. There are no known human remains located on the Project site, nor is there evidence to suggest that human remains may be present on the Project site. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously-unknown cultural or historical resource or human remains. This is considered a **potentially significant** impact.

The implementation of the following mitigation measure would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less-than-significant** level.

MITIGATION MEASURE(S)

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

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an*

important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.

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

VI. ENERGY

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

Responses to Checklist Questions

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

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

Electricity and Natural Gas (Operation)

The CalEEMod modeling results for the proposed Project estimate annual operational electricity usage at approximately 896,955 kWh/year, and annual natural gas usage at 1,973,713 kBTU/year (see Appendix A for further detail).

On-road Vehicles (Operation)

The proposed Project would generate vehicle trips and bus trips during its operational phase. Requirements to limit the idling of vehicles and equipment would result in fuel savings. Similarly, compliance with applicable State laws and regulations would limit idling and a part of a comprehensive regulatory framework that is implemented by the CARB.

The proposed Project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Title 24 Energy Efficiency Standards for Nonresidential Buildings and Green Building Code Standards. These

standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting, are widely regarded as the some of the most advanced and stringent building energy efficiency standards in the country. Therefore, building energy consumption would not be considered wasteful, inefficient, or unnecessary.

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

On-road Vehicles (Construction)

The proposed Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors travelling to and from the Project site). The vast majority of on-road mobile vehicle fuel used during the construction of the proposed Project would occur during the building construction phase.

Off-road Equipment (Construction)

Off-road construction equipment would use diesel fuel during the construction phase of the proposed Project. A non-exhaustive list of off-road constructive equipment expected to be used during the construction phase of the proposed Project includes: forklifts, generator sets, tractors, excavators, and dozers.

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

Conclusion

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

As a result, the proposed Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction,

operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed Project. In addition, PG&E is on its way to achieving the statewide requirement of 60% of total energy mix generated by eligible renewables by year 2030. As of 2021, PG&E generated approximately 48% of its energy from eligible renewables (PG&E, 2019).[2] The proposed Project would comply with all existing energy standards, including the statewide Title 24 Energy Efficiency Standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in potentially significant environmental impacts due to inefficient, wasteful, or unnecessary use of energy resources during construction and operation, nor conflict with or construct with a State or local plan for renewable energy or energy efficiency. This is a **less than significant** impact.

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

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii): Less than Significant. The Project site is located in an area of low to moderate seismicity. No known active faults cross the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Midway fault, located approximately 6.4 miles west of the site. Project

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

Other faults capable of producing ground shaking at the site include the San Joaquin fault, 7.2 miles south; and the Corral Hollow-Carnegie fault, 9.2 miles southwest of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

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

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

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

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

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

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

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

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

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

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

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

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

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Figure 7 shows the soils within the Project site. The soils found on the Project consist of Stomar clay loam, 0 to 2%. The Stomar series consists of very deep, well drained soils formed in alluvium from sedimentary rocks. Therefore, the potential for liquefaction to occur at the Project site is considered low. Implementation of Mitigation Measures GEO-1 and GEO-2 below would bring this impact to **less than significant**.

MITIGATION MEASURE(S)

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

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

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

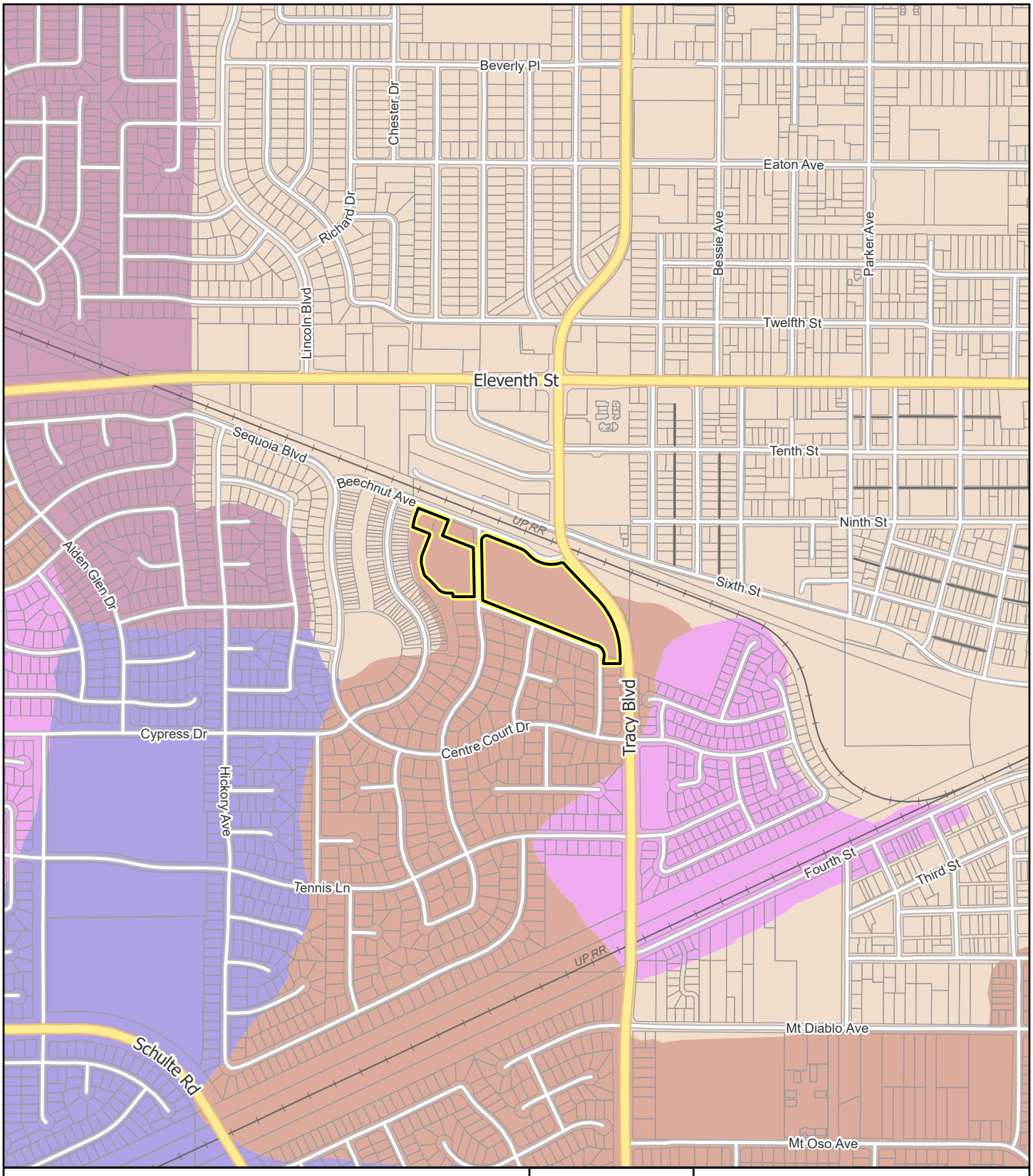
Response b): Less than Significant. During the construction preparation process, existing vegetation would be removed to grade and compact the Project site, as necessary. As construction occurs, these exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts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

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

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

MITIGATION MEASURE(S)

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



LEGEND

- Project Site
- Capay clay, 0 to 1 %
- Capay-Urban land complex, 0 %
- Reiff loam, 0 to 2 %
- Stomar clay loam, 0 to 2 %
- Zacharias clay loam, 0 to 2%

Sources: NRCS Soil Survey; San Joaquin County GIS. Map date: May 3, 2023.

N

0 250 500

US Feet

TRACY TRANSIT MAINTENANCE FACILITY

Figure 7. Soils Map

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

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VIII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

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

BACKGROUND

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

Naturally occurring GHGs include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO_2, CH_4, and N_2O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 39% of total GHG emissions in the state. This category was followed by the industrial sector (22%), the electricity generation sector (including both in-state and out of-state sources) (16%) and the agriculture and forestry sector (8%) (California Energy Commission, 2023).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 381 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2021 (California Energy Commission, 2023). Given that the

U.S. EPA estimates that worldwide emissions from human activities totaled nearly 46 billion gross metric tons of carbon dioxide equivalents ($BMTCO_2e$) in 2010, California's incremental contribution to global GHGs is approximately 2% (U.S. EPA, 2014).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

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

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

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

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

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

Project Greenhouse Gas Emissions

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

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

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

YEAR	*CO_2E*
Construction	
Maximum Annual	296
Operation	
Annual	4,920

SOURCE: CALEEMOD, V.2022.1

Project Consistency with the 2022 Scoping Plan Policies

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

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

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

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

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

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

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

Project Consistency with SJCOG's RTP/SCS

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

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

RTP/SCS POLICY	*PROJECT CONSISTENCY*
Policy 1: Enhance the Environment for Existing and Future Generations and Conserve Energy	**Consistent**. The proposed Project would meet the requirements of Title 24 for energy efficient design.
Policy 2: Maximize Mobility and Accessibility	**Consistent**. The proposed Project is compatible to the surrounding area. The proposed Project's location would be easily accessible from the surrounding area.
Policy 3: Increase Safety and Security	**Consistent**. The proposed Project is along Beechnut Avenue, Forest Hills Boulevard, and Tracy Boulevard, in a safe and accessible location.
Policy 4: Preserve the Efficiency of the Existing Transportation System	**Consistent**. The proposed Project will facilitate movement in the Tracy area and thereby increasing the efficiency of the existing transportation system.
Policy 5: Support Economic Vitality	**Consistent**. The proposed Project facilitates improvements to the maintenance of buses and other vehicles, which promotes the movement of people within Tracy, thereby facilitating economic development and vitality.
Policy 6: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	**Consistent**. The proposed Project would not conflict with this policy.
Policy 7: Maximize Cost-Effectiveness	**Consistent**. The proposed Project utilizes existing transportation corridors.
Policy 8: Improve the Quality of Life for Residents	**Consistent**. The proposed Project implements a transit maintenance facility, which is imperative for the sufficient maintenance of public buses. The proposed Project would therefore improve the quality of

RTP/SCS POLICY	*PROJECT CONSISTENCY*
	life for residents.

SOURCE: SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG). 2022. 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS). AUGUST 5, 2022. WEBSITE: HTTPS://WWW.SJCOG.ORG/608/ADOPTED-2022-RTPSCS-PLAN. ACCESSED APRIL 1, 2024.

Conclusion

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

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

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant with Mitigation. The proposed Project would place new public facilities in an area of the City that currently contains light industrial, public facilities and single-family residential land uses. Although no contaminated soils have been identified on the Project site or the vicinity above applicable levels, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCPP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE). There are no records of soil contamination on the Project site.

The proposed Project could routinely transport hydrogen gas to the Project site, for use to fuel hydrogen vehicles. Furthermore, the proposed Project could maintain transport electric vehicle batteries to and from the Project site for maintenance and storage. However, the proposed Project would be required to comply with all applicable federal and state laws that regulate the transport, use, and disposal of hydrogen gases and electric vehicle batteries. Moreover, the proposed Project would be required to implement Mitigation Measure HAZ-2, which requires the Project applicant to submit a Hazardous Materials Business Plan, for submittal to the San Joaquin County Environmental Health Division for review and approval. Therefore, the operational phase of the proposed Project does not pose a significant hazard to the public or the environment.

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

Mitigation Measure HAZ-1 presented below require a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. In addition, the Project applicant would be statutorily required to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the Project site. Further, Mitigation Measure HAZ-2 requires submittal of a Hazardous Materials Business Plan. Therefore, the proposed Project would have a **less than significant** impact relative to this issue.

MITIGATION MEASURE(S)

Mitigation Measure HAZ-1*: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.*

Mitigation Measure HAZ-2*: Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).*

Response c): Less than Significant. The closest school to the Project site is the Duncan Russell Community Day School, located approximately 0.1 miles north of the Project site. However, the Project is transit maintenance facility that would not emit notable amounts of hazardous materials, substances, or waste. Therefore, a **less than significant** impact to this environmental topic would occur as a result of the proposed Project.

Response d): Less than Significant. According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the Project site. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest investigation sites include:

> ***Renown Homes, Tracy*** (site #39650001). This site is a public facility site that contained Hazardous Waste Storage- tanks and containers. This site is listed as state response or National Priorities Listing (NPL). DTSC Site Assessment identified Petroleum contamination. This site is located to the north of the Project site, north of Tracy Boulevard.
>
> ***Community School/West 11th Street*** (site #39010008). This 2.05-acre site has historically been used for agricultural purposes. Until recently the site had been used for storing automobiles by the adjacent car dealership. DTSC Site Assessment identified metals and pesticide contamination. This site is located to the northwest of the Project site, north of Eleventh Street.
>
> ***Union Pacific Railroad, Former Tracy Railyard*** (site #39400007). The site consists of the former Southern Pacific-Tracy Railyard. The site was formerly a Southern Pacific Railroad maintenance facility that was decommissioned in the 1940s. A Voluntary Cleanup Agreement site was dated October 20, 2005. All operations have ceased, and most of the structures and tracks were removed in the 1980s.

In addition, a Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site on November 1, 2023 by Nelson Enviro, LLC. The full report is provided in Appendix B. The Phase 1 ESA identified that no areas of concern were observed, and that no known or suspected Recognized Environmental Conditions were noted. A Recognized Environmental Condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Further, the Phase 1 ESA identified that the Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. property to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential. Overall, the Phase 1 ESA did not reveal any evidence of RECs in connection with the subject property.

Therefore, implementation of the proposed Project would result in a **less than significant** impact relative to this environmental topic.

Response e): No Impact. The Project is not located within the airport land use plan area for any airport, including for the Tracy Municipal Airport, which is located approximately 3.1 miles south of the Project site. Therefore, implementation of the proposed Project would have **no impact** relative to this topic.

Response f): Less than Significant. The Project site currently connects to an existing network of City streets. Access to the Project site would be provided from multiple locations, including Tracy Boulevard, Beechnut Avenue, and Forest Hill Drive. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from Project implementation would be considered **less than significant** relative to this topic.

Response g): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the County. The Project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. Therefore, impacts from Project implementation would be considered **less than significant** relative to this topic.

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

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less than Significant. The proposed Project does not contain any drainage connectivity to Waters of the US. The proposed Project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the Project are required. As noted in the Project description, a SWPPP would be required to be approved prior to construction activities pursuant to the Clean Water Act.

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed Project would not result in a violation of any water quality standards or waste

discharge requirements. Therefore, through compliance with the NPDES, and SWPPP requirements, the proposed Project would result in a **less than significant** impact relative to this topic.

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

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

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

Additionally, the Project is subject to the requirements of Chapter 11.34 of the Tracy Municipal Code – Stormwater Management and Discharge Control. The purpose of this Chapter is to *"Protect and promote the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable."*

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

New projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2022 City of Tracy Citywide Storm Drainage Master Plan. Prior to approval of the improvement plans, a detailed storm drainage infrastructure plan shall be coordinated with the City of Tracy Development Services Department and Utilities Department for review and approval. The proposed Project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site to the existing stormwater conveyance system and demonstrate that the proposed Project would not result in on- or off-site flooding impacts.

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

As noted above, the City requires post-project runoff to be equal to or less than pre-project runoff, which would ensure that the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Overall, impacts from Project implementation would be reduced to a **less than significant** level relative to this topic.

Response d): Less than Significant. The Project site is not within a 100-year or 200-year flood zone as delineated by FEMA, as provided in Figure 8. Additionally, the Project site is not within a tsunami or seiche zone. Further, the Project site is not within a dam inundation area, as provided in Figure 9. Development of the proposed Project would not place housing or structures in a flood hazard area. As a result, the proposed Project would have a **less than significant** impact relative to this topic.

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

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge

permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known.

As discussed above, impacts related to water quality during construction and operation would be less than significant with implementation of the Project-specific SWPPP. Although the proposed Project would create new impervious surfaces throughout the Project site, Project the long-term operations of the proposed Project would not result in long-term impacts to surface water quality from urban stormwater runoff.

2014 Eastern San Joaquin IRWMP

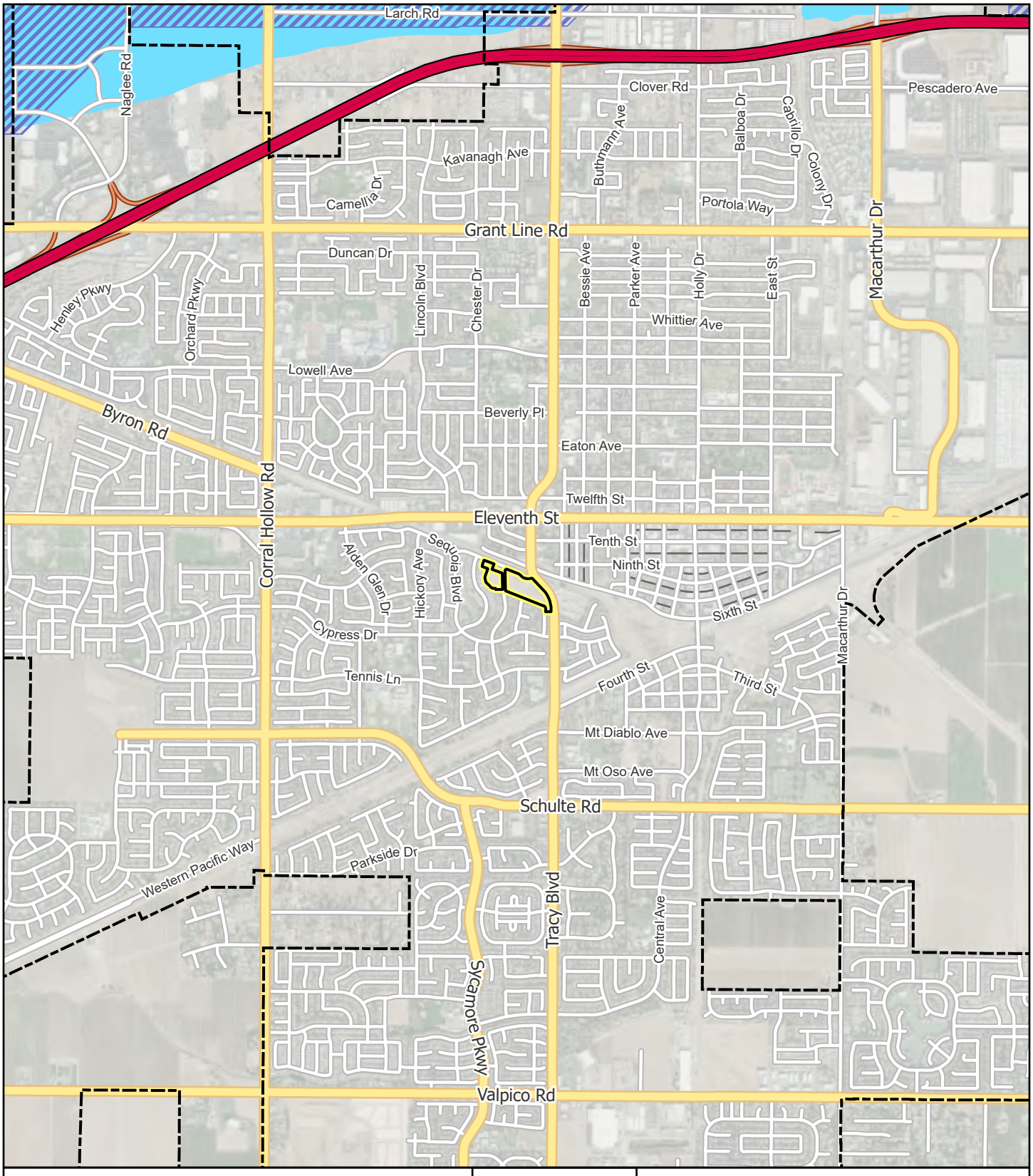
The 2014 Eastern San Joaquin IRWMP defines and integrates key water management strategies to establish protocols and courses of action to implement the Eastern San Joaquin Integrated Conjunctive Use Program. The 2014 Eastern San Joaquin IRWMP is an update and expansion of the 2007 IRWMP prepared for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

As discussed previously, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Rainwater which falls on the new impervious surfaces would flow to the adjacent stormwater facilities, such as the stormwater management basins proposed throughout the Project site. Additionally, the proposed Project would not interfere with groundwater recharge.

Conclusion

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

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LEGEND

- Project Site
- Tracy City Limits
- 100-Year Flood Zone
- 200-year Flood Zone

N

0 500 1,000

US Feet

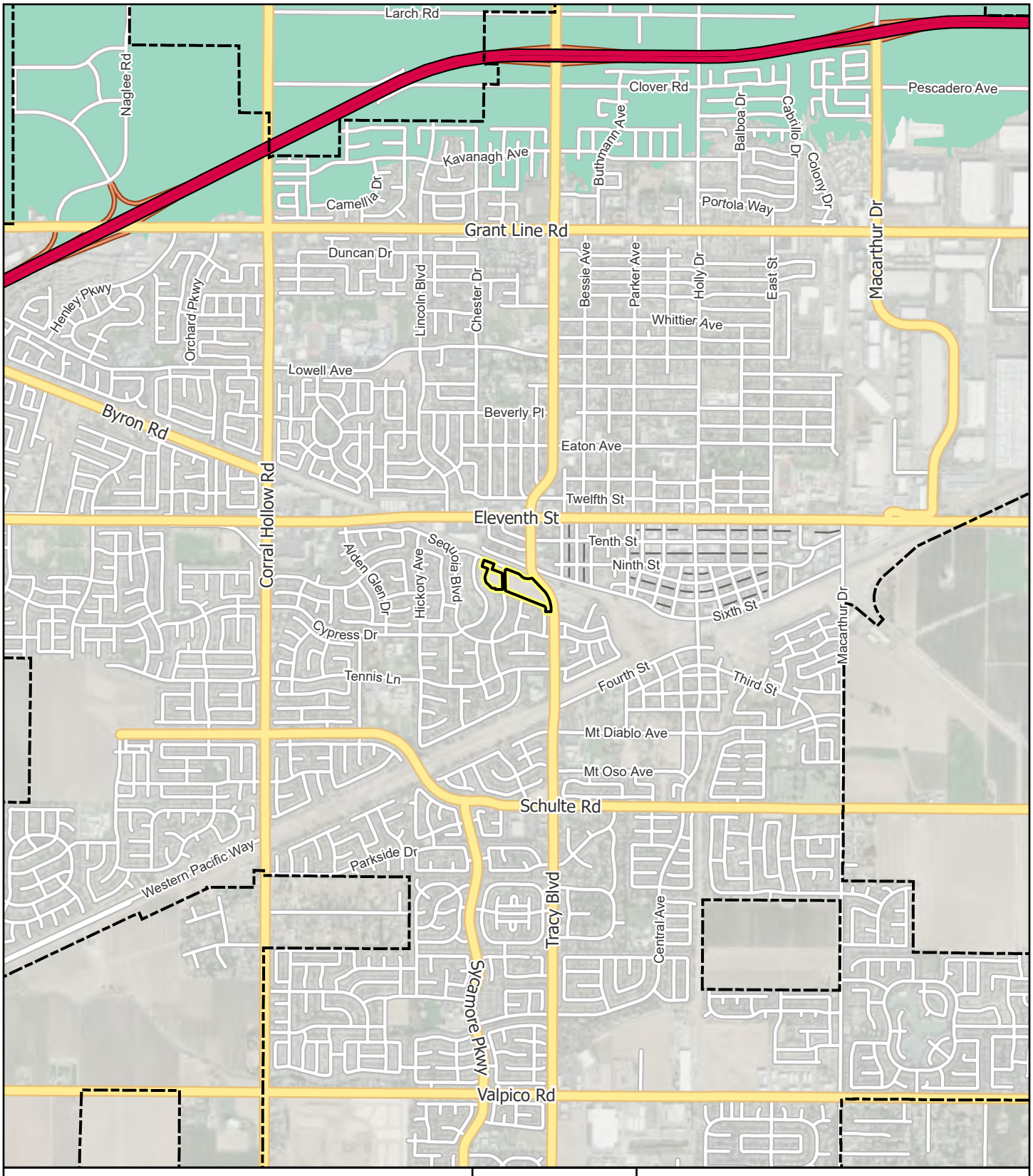
TRACY TRANSIT MAINTENANCE FACILITY

Figure 8. FEMA Flood Map

Sources: FEMA; DWR; San Joaquin County GIS; ArcGIS Online World Imagery Map Service. Map date: May 3, 2023.

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LEGEND

- Project Site
- Tracy City Limits
- Maria Dam Inundation Area

N

0 500 1,000

US Feet

Sources: DWR; San Joaquin County GIS; ArcGIS Online World Imagery Map Service. Map date: May 3, 2023.

TRACY TRANSIT MAINTENANCE FACILITY

Figure 9. Dam Inundation Map

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

RESPONSES TO CHECKLIST QUESTIONS

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

Responses b): Less than Significant. The Project site is currently designated Residential Medium and Residential Low by the City of Tracy General Plan Land Use Designations Map and is zoned MDR. A rezone to change the zoning from MDR to M-1 (Light Industrial) would be required. The Project would also require a General Plan Amendment to change the land use designations from Residential Medium and Residential Low to Public Facilities (PF).

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

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

The Project site is located within four parcels, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue.

The Public Facilities land use designation is designed to provide locations for uses that support government, civic, cultural, recreational, health and infrastructure aspects of the company. Uses that are recognized to be consistent with this land use designation include public educational institutions (including colleges and schools, and their administrative offices), community and group meeting centers, fire stations, parks, cemeteries, and libraries. Private schools are not included in this designation; rather, private schools, when not associated with places of worship, are designated commercial uses. This designation also includes large-scale public facilities such as the Tracy Municipal Airport, stormwater detention/retention facilities, water treatment plants, solid waste transfer stations, recycling facilities, multi-modal facilities, transit station, corporation yards, cemeteries, landfill sites, which need to be in satellite locations to take advantage of natural environmental characteristics such as topography or winds to avoid conflict with other land uses. The proposed use is consistent with the proposed Public Facilities land use designation.

The Project site is currently zoned MDR. A Zoning Amendment to change the zoning to M-1 (Light Industrial) would be required for the Project. The City of Tracy Zoning Ordinance (Municipal Code Title 10) provides the following designations relevant to the proposed Project:

- Light Industrial (M-1). The purpose of the Light Industrial zone is to provide areas for commercial and industrial activities.

The proposed uses on the Project site are consistent with the purpose of the General Plan designation of Public Facilities, which allows for a relatively wide range of uses but focuses primarily on government, civic, cultural, recreational, health and infrastructure uses. Approval of the requested General Plan Amendment (from Medium Density Residential and Low Density Residential to Public Facilities) would be required to ensure that the proposed Project is consistent with the Tracy General Plan. Project The Project's consistency with other General Plan policies that provide environmental protections are addressed within the relevant sections of this document. This is a **less than significant** impact, and no mitigation is required.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

XIII. NOISE

Would the Project result in:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				X

KEY NOISE TERMS

Acoustics The science of sound.

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

Attenuation The reduction of noise.

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

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

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

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

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

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

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

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

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

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

Noise Unwanted sound.

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. The following analysis is based on the Environmental Noise Assessment prepared by Saxelby Acoustics for the proposed Project on March 29, 2024 (see Appendix C).

Existing Noise Receptors

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

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include residences to the north, west, and south of the project.

Existing General Ambient Noise Levels

The existing noise environment in the project area is primarily defined by Union Pacific Railroad (UPRR) operations on the existing rail line located north of the project site, as well as traffic noise from the local roadway network. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at three locations on the project site. A summary of the noise level measurement survey results is provided in Table NOISE-1. Appendix C contains the complete results of the noise monitoring.

Table NOISE-1: Summary of Existing Background Noise Measurement Data

LOCATION	DATE	L_{DN}	DAYTIME L_{EQ}	DAYTIME L_{50}	DAYTIME L_{MAX}	NIGHTTIME L_{EQ}	NIGHTTIME L_{50}	NIGHTTIME L_{MAX}
LT-1	6/14/23	67	62	50	83	61	44	82
LT-2	6/14/23	57	57	49	78	49	45	71
LT-3	6/14/23	57	53	50	72	51	46	66

SOURCE: SAXELBY ACOUSTICS, 2024.

Evaluation of Project Operational Noise on Existing Sensitive Receptors

Saxelby Acoustics followed the Federal Transit Administration (FTA) guidelines for calculating the project noise generation. Predicted noise levels were compared to the applicable City of Tracy exterior noise standards. Noise levels were mapped using the SoundPLAN noise model. The following is a list of assumptions used for the noise modeling.

> Bus Operating Center: 15 buses per hour were assumed to access the facility and be serviced and cleaned for each hour from 4:00 a.m. to 11:30 p.m. A sound exposure level (SEL) of 114 dBA at 50 feet was assumed based on FTA guidance. The SEL of 111 dBA was adjusted down from the default 100 buses accessing the facility and 30 buses being serviced in a peak hour to 15 per hour each, as noted above. The resulting average noise level (Leq) of 73.5 dBA at 50 feet was used for the noise modeling.
>
> Overflow Storage Yard: 3 buses per hour were assumed to access the overflow parking facility for each hour from 7 a.m. to 10:00 p.m. A sound exposure level (SEL) of 111 dBA at 50 feet was assumed based on FTA guidance. The SEL of 111 dBA was adjusted down from the default 100 buses accessing the facility to 3 per hour, as noted above. The resulting average noise level (Leq) of 60.2 dBA at 50 feet was used for the noise modeling. It should be noted that use of this site as a public works facility would be expected to generate lower noise levels than using the site for overflow bus parking. Therefore, this analysis is considered to be a conservative assessment of project-related noise levels.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

Operational Noise at Existing Sensitive Receptors

The Project is predicted to expose nearby residences to noise levels up to approximately 60 dBA Leq at the nearest residential property lines The predicted project noise levels would exceed the City of Tracy Municipal Code noise level standard of 55 dBA, Leq.

Based on the data in Table 8 of the Environmental Noise Assessment (see Appendix C), the proposed project will result in up to an 7.4 increase in the ambient noise level of nearby noise-sensitive receptors. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

The predicted project noise levels are predicted to exceed the City of Tracy General Plan Policy P2 limits with noise increases of up to 7.4 dBA. Additionally, the project is predicted to generate exterior noise levels exceeding the City's Noise Ordinance limit of 55 dBA Leq. In order to reduce exterior noise levels to meet the City's standards, Saxelby Acoustics recommends noise control measures, as provided below.

Operational Noise Control Measures

1. During development of the main eastern parcel, construct a property line sound wall 8-feet in height along the southern and western boundaries of the main project site. Figure 7 of the Environmental Noise Assessment (see Appendix C) shows the sound wall locations.
2. During development of the western parcel, construct a property line sound wall 8-feet in height along the northern boundary of the western parcel, adjacent to the existing multi-family residential uses. The wall also extends along the east side of the northern access route to Beechnut Avenue. Figure 7 of the Environmental Noise Assessment (see Appendix C) shows the sound wall locations.
3. During development of the western parcel, construct a property line sound wall 8-feet in height along the southern boundary of the western parcel, adjacent to the existing residential use to the south. Figure 7 of the Environmental Noise Assessment (see Appendix C) shows the sound wall location.
4. Limit main site bus activity to 4:00 a.m. to 10:00 p.m.
5. Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.

As shown on Figure 7 of the Environmental Noise Assessment, with the above-outlined noise control measures the project is predicted to comply with the City of Tracy Municipal Code noise level standard of 55 dBA, Leq.

Based on the data in Table 9 of the Environmental Noise Assessment, the proposed project will result in up to a 2.2 dBA increase in the ambient noise level of nearby noise-sensitive receptors, with the outlined noise control measures. Increases of less than 5 dBA are acceptable where exterior noise levels will remain within the City's normally acceptable 60 dBA Ldn noise standard.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 5 of the Environmental Noise Assessment, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA Lmax at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

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

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

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in Table 3 of the Environmental Noise Assessment, construction equipment is predicted to generate noise levels of up to 90 dBA Lmax at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 200 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 78 dBA. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be approximately 72 dBA Lmax, resulting in a 6 dB increase. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

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

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, Saxelby Acoustics recommends construction noise control measures, as provided below.

<u>Construction Noise Control Measures</u>

1. The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

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

Conclusion

Overall, with implementation of the identified operational and construction noise control measures as recommended by Saxelby Acoustics in their Environmental Noise Assessment (and as also provided below as Mitigation Measure NOISE-1), both operational and construction-based noise levels would be reduced to less than significant levels. Therefore, with implementation of Mitigation Measure NOISE-1, the proposed Project would have a ***less than significant*** impact relative to this environmental topic.

MITIGATION MEASURE(S)

Mitigation Measure NOISE-1: *The City of Tracy Development Services Department shall establish the following as conditions of approval for development of the proposed Project, prior to approval of grading and/or building permits.*

- *During development of the eastern parcel, a property line sound wall 8-feet in height shall be constructed along the southern and western boundary of the main project site. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*
- *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the northern boundary, adjacent to the existing multi-family residential uses. The wall should also extend along the east side of the northern access route to Beechnut Avenue. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*
- *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the southern boundary, adjacent to the existing residential use to the south. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.*
- *Limit main site bus activity to 4:00 a.m. to 10:00 p.m.*

- *Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.*
- *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*
    - *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
    - *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
- *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
- *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
- *Unnecessary idling of internal combustion engines is prohibited.*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*

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

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

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table NOISE-2 indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v.). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table NOISE-2: Effects of Vibration on People and Buildings

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

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

The vibration-generating activities typically happen during construction when activities such as grading and road construction occur. Structures which could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located approximately 130 feet, or further, from the Project site. At this distance, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table NOISE-3 shows the typical vibration levels produced by construction equipment.

Table NOISE-3: Vibration Levels for Varying Construction Equipment

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

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

Construction Vibration Impacts

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

The Table NOISE-3 data indicates that construction vibration levels anticipated for the Project are less than approximately 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. With implementation of Mitigation Measure NOISE-2, this would be a **less than significant** impact.

MITIGATION MEASURE(S)

Mitigation Measure NOISE-2: *Any compaction required less than 26 feet from the adjacent residential structures should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.*

Response c): No Impact. The Project site is located approximately 3.0 miles southeast of the nearest airport (the Tracy Municipal Airport) and is outside of the contours of the Tracy Municipal Airport land use plan. Therefore, there is **no impact** relative to this topic.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Implementation of the Project would result in the construction of a transit maintenance facility on the Project site. The proposed Project is surrounded by existing urbanized areas of the City. There is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the Project site. While the Project would extend these services onto the site to serve the proposed development, the Project would not extend infrastructure beyond an area of the City not currently served. The Project would not induce population growth in other areas of the City of Tracy, either directly or indirectly. This impact is **less than significant**, as demonstrated throughout this document.

Response b): Less than Significant. There are no residential structures located on the Project site. Development of the Project would not create or remove housing. Therefore, the Project would not displace substantial numbers of people or existing housing and would have a **less than significant** impact in this respect.

XV. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

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

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

The SCFA conducted a Standards of Response Coverage study in late 2007. Findings of the study indicated that the Department had challenges in meeting its established response time objectives in the areas of the West Valley Mall and Downtown Tracy utilizing existing resources. The Project site is located approximately 1.7 miles southeast of the West Valley Mall. Two new facilities were opened in June 2014, to replace Fire Stations 92 and 96. The new facilities allow the Fire Department to serve the greater community of Tracy (including the West Valley Mall) more effectively within the established response time standard of 6.5 minutes.

The nearest fire station, Station 91, is located approximately 0.4 miles northwest of the Project site.

Response time and fire department effectiveness once units arrive are critical considerations in mitigating emergencies. The response time standard is defined as total reflex time (1:30 call processing, 1:00 turn-out time, and 4:00 travel-time). In addition, the SCFA performance standard to measure effectiveness is to confine moderate risk structure fires to the room of origin or less 90 percent of the time in the City. In order to successfully mitigate emergencies, it is essential the SCFA assemble an adequate number of personnel to perform critical tasks at the scene once the unit(s) arrive.

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

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

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

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

a.ii) Police Protection: Less than Significant. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive, approximately 1.0 mile east of the Project site. There are no satellite offices or plans to construct any in the near future.

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

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

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

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

a.iii) Schools: Less than Significant. The proposed Project includes development of a transit maintenance facility in an area adjacent to industrial, commercial and residential uses. Such uses would not generate additional students requiring accommodation in the Tracy Unified School District (TUSD).

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

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

a.v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed Project would not increase demand on these facilities. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would ensure that Project impacts to libraries and public buildings are **less than significant.**

XV. RECREATION

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would not increase demand for parks and recreational facilities within the City of Tracy, and would not increase the use of the City's existing parks and recreation system. As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City is also in the process of constructing the Legacy Fields sports park at the northern edge of the City, which will provide an additional 166 acres of sports parks, 86 acres of passive recreation area, and a 46-acre future expansion area for additional park facilities.

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

The City of Tracy requires the payment of the Project's fair share in-lieu parks fees, as required by the City's General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all city residents. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks and the maintenance of existing parks, the additional demand for parks generated by the proposed Project would not result in the physical deterioration of existing parks and facilities within Tracy. Moreover, as previously stated, the proposed Project would not increase demand for parks and recreational

facilities within the City of Tracy, and would not increase the use of the City's existing parks and recreation system. As such, this is a **less than significant** impact and no mitigation is required.

XVI. TRANSPORTATION AND CIRCULATION -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

Existing pedestrian and bicycle facilities are located on the roadways adjacent to the Project site. There are no pedestrian or bicycle facilities within the undeveloped Project site. The City of Tracy General Plan describes an interconnected, hierarchical system of sidewalks, on-street bike lanes, and off-street trails for pedestrians and bicyclists that provides access to this area of the City of Tracy.

Site access would be provided at several locations, including Beechnut Avenue, Tracy Boulevard, and Forest Hill Drive. The proposed Project would not conflict with any program plan, ordinance, or policy addressing the circulation system. Overall, this impact would be **less than significant**.

Response b): Less than Significant. The City of Tracy and Kimley Horn have jointly developed a VMT Calculator, in which project-specific characteristics are evaluated against the potential for a project to conflict with CEQA Guidelines Section 15064.3, subdivision (b). Utilizing Project-based inputs, such as Project location, Project context/setting (i.e. Suburban Center), and land use information on a best-fit basis, the results of this VMT Calculator show that the proposed Project would generate per employee VMT that would be below 15% below the average for the projects of a similar land use within the specific Traffic Area Zone (TAZ) that the project is located within. Specifically, the VMT Calculator shows that the Project would be anticipated to generate approximately 5.2 VMT per employee, which is well below the 9.4 VMT per employee threshold that is required to achieve a 15% below average VMT per employee.

Section 15064.3 of the current CEQA Guidelines gives agencies wide latitude in assessing transportation impacts with VMT. The more technical details of calculating VMT and assessing impacts are found in a Technical Advisory issued by OPR. The Technical Advisory provides guidance on assessing VMT, different methodologies, significance thresholds, and mitigation measures.

While not legally binding, the Technical Advisory will be an important reference for agencies in determining how to calculate VMT, setting significance thresholds, and identifying mitigation measures. For instance, the Technical Advisory discusses the difference between tour-based and trip-based VMT. Trip-based VMT counts trips to and from one location (i.e., home to work) but does not count any trips taken in between, whereas tour-based VMT includes these trips. Either method can be used for residential and office projects, but the Technical Advisory recommends tour-based VMT because it is more comprehensive.

Since the proposed Project would result in achieving a per employee VMT that would be below 15% below the average for the projects of a similar land use within the TAZ that the project is located within, the proposed Project fits the criteria screening thresholds and thresholds of significance, as promulgated by OPR's Technical Advisory. Therefore, there is a **less than significant** impact associated with this impact.

Responses c-d): Less than Significant. No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. The Project does not include any design features or incompatible uses that pose a significant safety risk. Site access would be provided at several locations, including Beechnut Avenue, Tracy Boulevard, and Forest Hill Drive. The Project would create no adverse impacts to emergency vehicle access or circulation. Overall, Project implementation would have a **less than significant** impact relative to this topic.

XVII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

BACKGROUND

Assembly Bill 52 (AB 52) requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. The City of Tracy has not received any requests from California Native American tribes to be informed through formal notification of proposed projects in the City's geographic area.

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i)-a.ii): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural resources known to occur on, or within the immediate vicinity of the Project site. The site has previously been used for agricultural uses. No instances of cultural resources or human remains have been unearthed on the Project site. Based on the above information, the Project site has a low potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources. Although no Tribal Cultural Resources have been documented in the Project site, the Project is located in a region where cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the Tribal Cultural Resource definition could be unearthed or otherwise discovered during ground-disturbing and

construction activities. Examples of significant archaeological discoveries that may meet the Tribal Cultural Resources definition would include villages and cemeteries.

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

MITIGATION MEASURE(S)

Implement Mitigation Measure CUL-1

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

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Response a)-c): Less than Significant.

Water

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

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

Wastewater

The provision of public services and the construction of onsite infrastructure improvements will be required to accommodate the development of the proposed Project. The proposed Project

would require extensions of offsite wastewater conveyance infrastructure to the Project site. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the Project site, thereby limiting any potential impact to areas that were not already disturbed.

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

Storm Drainage

Because the proposed Project increases impervious surface area from an existing undeveloped and predominately previous site, the Project site could increase runoff significantly. Project impacts to stormwater are considered potentially significant. Onsite storm drainage would be installed to serve the proposed Project. Development of the proposed Project would include construction of a new storm drainage system, as well as on-site stormwater management basins.

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

Responses d), e): Less than Significant. The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Based on the most recent waste generation factor provided by CalRecycle for transportation/communications/utilities uses, and assuming approximately 30 employees working at the Project site per day (likely an overestimate), the proposed Project is expected to generate approximately 276 pounds per day of solid waste upon full buildout, which is equivalent to less than 0.14 tons per day; refer to Table UTIL-1.

TABLE UTIL-1: ESTIMATED SOLID WASTE GENERATION[3]

LAND USE	*GENERATION FACTOR(1)*	*PROJECT*	*ESTIMATED SOLID WASTE*
Transportation/communication/ utilities	9.2 lbs/employee/day	Transit Facility	276

(1) CALRECYCLE, 2024

Currently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. As noted previously, the remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate

[3] See: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future. The addition of the volume of solid waste associated with the proposed Project to the Foothill Landfill would not exceed the landfill's remaining capacity.

Overall, the proposed Project would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The City would coordinate development of the proposed Project with Tracy Disposal Service. Furthermore, the addition of the volume of solid waste associated with the proposed Project, approximately 0.14 tons per day, would increase the total tons of solid waste to the MRF; however, this increase would not cause an exceedance of the landfill's remaining capacity. Therefore, the proposed Project would not generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or exceed any State or local standards associated with solid waste. This is a **less than significant** impact.

XV. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. All potentially significant impacts related to plant and animal species would be mitigated to a less than significant level. The proposed Project would be required to implement a SWPPP aimed at reducing stormwater pollutants and runoff during construction, as well as through compliance of various other state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through adaptive management, Mitigation Measure BIO-2 requires the SJMSCP Monitoring Plan an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan. The Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species that would reduce any potentially significant impacts to a less than significant level. Through the full mitigation of biological impacts, the Project would not result in any cumulative impacts, related to biological resources. These are **less than significant** impacts.

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

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

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APPENDIX A: AIR QUALITY, GREENHOUSE GASES, AND ENERGY MODELING

Transit Maintenance Facility Detailed Report

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4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Transit Maintenance Facility
Construction Start Date	10/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	37.736357327556206, -121.4373308014204
County	San Joaquin
City	Tracy
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2134
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.21

1.2. Land Use Types

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

Automobile Care Center	26.5	1000sqft	0.61	26,500	0.00	0.00	—	—
Government Office Building	7.50	1000sqft	0.17	7,500	0.00	0.00	—	—
Government Office Building	22.0	1000sqft	0.51	22,000	0.00	0.00	—	—
Other Asphalt Surfaces	8.59	Acre	8.59	0.00	0.00	0.00	—	—
Gasoline/Service Station	4.00	Pump	0.01	565	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.44	1.21	10.8	14.1	0.03	0.44	0.22	0.66	0.40	0.06	0.46	—	2,828	2,828	0.11	0.06	1.34	2,851
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.42	18.5	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,445	5,445	0.22	0.07	0.04	5,465
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.92	1.84	6.91	8.93	0.02	0.28	0.95	1.12	0.26	0.47	0.62	—	1,774	1,774	0.07	0.04	0.36	1,788

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	0.34	1.26	1.63	< 0.005	0.05	0.17	0.20	0.05	0.09	0.11	—	294	294	0.01	0.01	0.06	296

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.44	1.21	10.8	14.1	0.03	0.44	0.22	0.66	0.40	0.06	0.46	—	2,828	2,828	0.11	0.06	1.34	2,851
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.42	3.72	36.0	33.7	0.05	1.60	19.8	21.4	1.47	10.1	11.6	—	5,445	5,445	0.22	0.07	0.04	5,465
2025	1.44	18.5	10.9	13.9	0.03	0.44	0.22	0.66	0.40	0.06	0.46	—	2,812	2,812	0.11	0.06	0.03	2,834
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.48	0.40	3.79	3.75	0.01	0.17	0.95	1.12	0.15	0.47	0.62	—	618	618	0.03	0.01	0.06	621
2025	0.92	1.84	6.91	8.93	0.02	0.28	0.14	0.42	0.26	0.03	0.29	—	1,774	1,774	0.07	0.04	0.36	1,788
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.09	0.07	0.69	0.68	< 0.005	0.03	0.17	0.20	0.03	0.09	0.11	—	102	102	< 0.005	< 0.005	0.01	103
2025	0.17	0.34	1.26	1.63	< 0.005	0.05	0.03	0.08	0.05	0.01	0.05	—	294	294	0.01	0.01	0.06	296

2.4. Operations Emissions Compared Against Thresholds

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

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

Unmit.	8.05	8.07	57.2	55.5	0.39	0.68	14.5	15.2	0.65	3.81	4.45	86.6	42,331	42,418	9.98	5.76	5,594	49,978
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.06	7.11	61.1	50.8	0.39	0.68	14.5	15.2	0.65	3.81	4.45	86.6	41,863	41,949	10.0	5.80	5,497	49,425
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.84	6.26	39.9	39.8	0.21	0.36	7.97	8.33	0.34	2.09	2.43	86.6	22,972	23,058	9.64	3.03	5,517	29,718
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.07	1.14	7.29	7.26	0.04	0.07	1.46	1.52	0.06	0.38	0.44	14.3	3,803	3,818	1.60	0.50	913	4,920

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.56	6.30	56.6	52.6	0.39	0.63	14.5	15.1	0.61	3.81	4.41	—	41,172	41,172	1.15	5.71	100	43,002
Area	0.44	1.74	0.02	2.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.2
Energy	0.06	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,134	1,134	0.14	0.01	—	1,141
Water	—	—	—	—	—	—	—	—	—	—	—	16.1	15.3	31.4	1.65	0.04	—	84.6
Waste	—	—	—	—	—	—	—	—	—	—	—	70.5	0.00	70.5	7.05	0.00	—	247
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Total	8.05	8.07	57.2	55.5	0.39	0.68	14.5	15.2	0.65	3.81	4.45	86.6	42,331	42,418	9.98	5.76	5,594	49,978
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.00	5.74	60.6	50.4	0.38	0.64	14.5	15.1	0.61	3.81	4.41	—	40,714	40,714	1.20	5.75	2.60	42,459

Area	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.06	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,134	1,134	0.14	0.01	—	1,141
Water	—	—	—	—	—	—	—	—	—	—	—	16.1	15.3	31.4	1.65	0.04	—	84.6
Waste	—	—	—	—	—	—	—	—	—	—	—	70.5	0.00	70.5	7.05	0.00	—	247
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Total	7.06	7.11	61.1	50.8	0.39	0.68	14.5	15.2	0.65	3.81	4.45	86.6	41,863	41,949	10.0	5.80	5,497	49,425
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.56	4.69	39.4	38.1	0.21	0.32	7.97	8.29	0.30	2.09	2.39	—	21,817	21,817	0.80	2.98	22.5	22,747
Area	0.22	1.54	0.01	1.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.99	4.99	< 0.005	< 0.005	—	5.01
Energy	0.06	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,134	1,134	0.14	0.01	—	1,141
Water	—	—	—	—	—	—	—	—	—	—	—	16.1	15.3	31.4	1.65	0.04	—	84.6
Waste	—	—	—	—	—	—	—	—	—	—	—	70.5	0.00	70.5	7.05	0.00	—	247
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Total	5.84	6.26	39.9	39.8	0.21	0.36	7.97	8.33	0.34	2.09	2.43	86.6	22,972	23,058	9.64	3.03	5,517	29,718
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.02	0.86	7.19	6.96	0.04	0.06	1.46	1.51	0.05	0.38	0.44	—	3,612	3,612	0.13	0.49	3.73	3,766
Area	0.04	0.28	< 0.005	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.83	0.83	< 0.005	< 0.005	—	0.83
Energy	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	188	188	0.02	< 0.005	—	189
Water	—	—	—	—	—	—	—	—	—	—	—	2.67	2.54	5.20	0.27	0.01	—	14.0
Waste	—	—	—	—	—	—	—	—	—	—	—	11.7	0.00	11.7	1.17	0.00	—	40.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	910	910
Total	1.07	1.14	7.29	7.26	0.04	0.07	1.46	1.52	0.06	0.38	0.44	14.3	3,803	3,818	1.60	0.50	913	4,920

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.12	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	0.01	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	0.01	7.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2024) - Unmitigated

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

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

Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.79	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	149	149	0.01	0.01	0.02	152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.20	4.20	< 0.005	< 0.005	0.01	4.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

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

Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	0.01	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	0.01	7.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.42	0.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	89.1	89.1	< 0.005	< 0.005	—	89.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.8	14.8	< 0.005	< 0.005	—	14.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.81	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	155	155	0.01	0.01	0.02	157
Vendor	0.02	0.01	0.36	0.12	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	267	267	< 0.005	0.04	0.02	279
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.89	5.89	< 0.005	< 0.005	0.01	5.98
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.93	9.93	< 0.005	< 0.005	0.01	10.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.98	0.98	< 0.005	< 0.005	< 0.005	0.99
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.72
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	6.21	7.76	0.01	0.26	—	0.26	0.24	—	0.24	—	1,426	1,426	0.06	0.01	—	1,431
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.13	1.42	< 0.005	0.05	—	0.05	0.04	—	0.04	—	236	236	0.01	< 0.005	—	237
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.94	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	167	167	0.01	0.01	0.62	170
Vendor	0.01	0.01	0.33	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	262	262	< 0.005	0.04	0.72	275
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.75	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	151	151	< 0.005	0.01	0.02	153
Vendor	0.01	0.01	0.35	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	263	263	< 0.005	0.04	0.02	274
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.03	0.46	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	92.3	92.3	< 0.005	< 0.005	0.16	93.6
Vendor	0.01	< 0.005	0.20	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	156	156	< 0.005	0.02	0.19	163

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.3	15.3	< 0.005	< 0.005	0.03	15.5
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.9	25.9	< 0.005	< 0.005	0.03	27.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8

Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.62	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	125	125	< 0.005	0.01	0.01	127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.04	7.04	< 0.005	< 0.005	0.01	7.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	18.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	1.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.3	30.3	< 0.005	< 0.005	< 0.005	30.7

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.70	1.70	< 0.005	< 0.005	< 0.005	1.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	0.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	2.53	2.37	1.78	15.9	0.03	0.03	2.88	2.91	0.03	0.73	0.76	—	3,550	3,550	0.16	0.17	12.2	3,617
Government Office Building	2.68	2.52	1.89	16.9	0.04	0.03	3.06	3.09	0.03	0.78	0.81	—	3,764	3,764	0.17	0.18	12.9	3,835

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline /Service Station	2.35	1.41	52.9	19.8	0.32	0.57	8.54	9.12	0.55	2.30	2.84	—	33,858	33,858	0.81	5.36	75.0	35,549
Total	7.56	6.30	56.6	52.6	0.39	0.63	14.5	15.1	0.61	3.81	4.41	—	41,172	41,172	1.15	5.71	100	43,002
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	2.33	2.17	2.06	14.6	0.03	0.03	2.88	2.91	0.03	0.73	0.76	—	3,298	3,298	0.19	0.19	0.32	3,358
Government Office Building	2.47	2.30	2.18	15.4	0.03	0.03	3.06	3.09	0.03	0.78	0.81	—	3,496	3,496	0.20	0.20	0.33	3,560
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline /Service Station	2.19	1.27	56.4	20.3	0.32	0.58	8.54	9.12	0.55	2.30	2.85	—	33,920	33,920	0.80	5.36	1.95	35,541
Total	7.00	5.74	60.6	50.4	0.38	0.64	14.5	15.1	0.61	3.81	4.41	—	40,714	40,714	1.20	5.75	2.60	42,459
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.37	0.35	0.25	1.88	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	—	353	353	0.02	0.02	0.54	360
Government Office Building	0.32	0.30	0.27	1.97	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	421	421	0.02	0.02	0.66	429

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline /Service Station	0.32	0.21	6.67	3.11	0.03	0.05	0.73	0.78	0.05	0.20	0.24	—	2,838	2,838	0.09	0.45	2.52	2,977
Total	1.02	0.86	7.19	6.96	0.04	0.06	1.46	1.51	0.05	0.38	0.44	—	3,612	3,612	0.13	0.49	3.73	3,766

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	153	153	0.02	< 0.005	—	154
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	345	345	0.06	0.01	—	348
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	—	3.26	3.26	< 0.005	< 0.005	—	3.29
Total	—	—	—	—	—	—	—	—	—	—	—	—	501	501	0.08	0.01	—	506
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Automob Care Center	—	—	—	—	—	—	—	—	—	—	—	—	153	153	0.02	< 0.005	—	154
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	345	345	0.06	0.01	—	348
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	—	3.26	3.26	< 0.005	< 0.005	—	3.29
Total	—	—	—	—	—	—	—	—	—	—	—	—	501	501	0.08	0.01	—	506
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	25.3	25.3	< 0.005	< 0.005	—	25.6
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	57.1	57.1	0.01	< 0.005	—	57.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.54	0.54	< 0.005	< 0.005	—	0.55
Total	—	—	—	—	—	—	—	—	—	—	—	—	83.0	83.0	0.01	< 0.005	—	83.8

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	352	352	0.03	< 0.005	—	353
Government Office Building	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	273	273	0.02	< 0.005	—	274
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.51	7.51	< 0.005	< 0.005	—	7.53
Total	0.06	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	—	633	633	0.06	< 0.005	—	634
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	352	352	0.03	< 0.005	—	353
Government Office Building	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	273	273	0.02	< 0.005	—	274
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.51	7.51	< 0.005	< 0.005	—	7.53
Total	0.06	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	—	633	633	0.06	< 0.005	—	634

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.3	58.3	0.01	< 0.005	—	58.5
Government Office Building	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.2	45.2	< 0.005	< 0.005	—	45.3
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.24	1.24	< 0.005	< 0.005	—	1.25
Total	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	105	105	0.01	< 0.005	—	105

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.44	0.40	0.02	2.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.2

Total	0.44	1.74	0.02	2.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.1	10.1	< 0.005	< 0.005	—	10.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.83	0.83	< 0.005	< 0.005	—	0.83
Total	0.04	0.28	< 0.005	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.83	0.83	< 0.005	< 0.005	—	0.83

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Automob Care Center	—	—	—	—	—	—	—	—	—	—	—	4.78	4.54	9.32	0.49	0.01	—	25.1
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	11.2	10.7	21.9	1.15	0.03	—	59.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10	0.20	0.01	< 0.005	—	0.53
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	15.3	31.4	1.65	0.04	—	84.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	4.78	4.54	9.32	0.49	0.01	—	25.1
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	11.2	10.7	21.9	1.15	0.03	—	59.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10	0.20	0.01	< 0.005	—	0.53
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	15.3	31.4	1.65	0.04	—	84.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.79	0.75	1.54	0.08	< 0.005	—	4.15
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1.86	1.77	3.63	0.19	< 0.005	—	9.76
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02	0.03	< 0.005	< 0.005	—	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	2.67	2.54	5.20	0.27	0.01	—	14.0

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	54.6	0.00	54.6	5.45	0.00	—	191
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	1.16	0.00	1.16	0.12	0.00	—	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	70.5	0.00	70.5	7.05	0.00	—	247
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	54.6	0.00	54.6	5.45	0.00	—	191
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	14.8	0.00	14.8	1.48	0.00	—	51.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	1.16	0.00	1.16	0.12	0.00	—	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	70.5	0.00	70.5	7.05	0.00	—	247
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automob ile Care Center	—	—	—	—	—	—	—	—	—	—	—	9.03	0.00	9.03	0.90	0.00	—	31.6
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	2.45	0.00	2.45	0.24	0.00	—	8.56

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline /Service Station	—	—	—	—	—	—	—	—	—	—	—	0.19	0.00	0.19	0.02	0.00	—	0.67
Total	—	—	—	—	—	—	—	—	—	—	—	11.7	0.00	11.7	1.17	0.00	—	40.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.07	0.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494

Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.07	0.07
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,494	5,494
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	910	910
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	910	910

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/1/2024	10/29/2024	5.00	20.0	—
Site Preparation	Site Preparation	10/30/2024	11/13/2024	5.00	10.0	—
Grading	Grading	11/14/2024	12/12/2024	5.00	20.0	—
Building Construction	Building Construction	12/13/2024	10/31/2025	5.00	230	—
Paving	Paving	11/1/2025	11/29/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	11/30/2025	12/28/2025	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.9	LDA,LDT1,LDT2
Demolition	Vendor	—	9.10	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	18.1	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	9.27	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	3.62	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	84,848	28,283	22,462

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	0.00	—
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	0.00	0.00	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	8.59

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Automobile Care Center	0.00	0%
Government Office Building	0.00	0%
Government Office Building	0.00	0%
Other Asphalt Surfaces	8.59	100%
Gasoline/Service Station	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Automobile Care Center	629	629	315	213,071	2,320	4,047	2,027	921,524
Government Office Building	169	0.00	0.00	44,172	1,091	0.00	0.00	284,362
Government Office Building	497	0.00	0.00	129,570	3,199	0.00	0.00	834,129
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline/Service Station	1,376	1,457	1,335	504,367	2,589	9,382	8,595	1,612,408

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	84,848	28,283	22,462

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Automobile Care Center	273,744	204	0.0330	0.0040	1,098,653
Government Office Building	156,970	204	0.0330	0.0040	216,518
Government Office Building	460,445	204	0.0330	0.0040	635,118
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Gasoline/Service Station	5,836	204	0.0330	0.0040	23,424

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Automobile Care Center	2,493,149	0.00
Government Office Building	1,489,948	0.00
Government Office Building	4,370,513	0.00
Other Asphalt Surfaces	0.00	0.00
Gasoline/Service Station	53,128	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	101	—
Government Office Building	6.98	—
Government Office Building	20.5	—
Other Asphalt Surfaces	0.00	—
Gasoline/Service Station	2.16	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.2	annual days of extreme heat
Extreme Precipitation	0.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	7.59	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	60.7
AQ-PM	34.9
AQ-DPM	12.8
Drinking Water	20.7
Lead Risk Housing	13.3
Pesticides	13.2
Toxic Releases	27.1
Traffic	63.3
Effect Indicators	—
CleanUp Sites	28.4

Groundwater	81.3
Haz Waste Facilities/Generators	57.5
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	90.0
Cardio-vascular	74.6
Low Birth Weights	64.5
Socioeconomic Factor Indicators	—
Education	64.7
Housing	7.07
Linguistic	18.9
Poverty	28.2
Unemployment	59.4

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	68.8823303
Employed	66.62389324
Median HI	70.12703708
Education	—
Bachelor's or higher	42.74348775
High school enrollment	100
Preschool enrollment	61.31143334
Transportation	—

Auto Access	55.28037983
Active commuting	47.83780316
Social	—
2-parent households	71.80803285
Voting	68.58719364
Neighborhood	—
Alcohol availability	64.71192095
Park access	81.35506224
Retail density	52.59848582
Supermarket access	58.07776209
Tree canopy	75.74746567
Housing	—
Homeownership	62.06852303
Housing habitability	90.52996279
Low-inc homeowner severe housing cost burden	91.22289234
Low-inc renter severe housing cost burden	90.69677916
Uncrowded housing	56.30694213
Health Outcomes	—
Insured adults	71.87219299
Arthritis	51.7
Asthma ER Admissions	5.5
High Blood Pressure	44.4
Cancer (excluding skin)	49.7
Asthma	43.1
Coronary Heart Disease	72.1
Chronic Obstructive Pulmonary Disease	56.7
Diagnosed Diabetes	72.3

Life Expectancy at Birth	31.6
Cognitively Disabled	54.2
Physically Disabled	65.4
Heart Attack ER Admissions	15.2
Mental Health Not Good	50.5
Chronic Kidney Disease	73.0
Obesity	36.0
Pedestrian Injuries	45.6
Physical Health Not Good	59.3
Stroke	75.8
Health Risk Behaviors	—
Binge Drinking	15.4
Current Smoker	45.1
No Leisure Time for Physical Activity	54.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	25.4
Elderly	81.3
English Speaking	81.3
Foreign-born	31.9
Outdoor Workers	34.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	34.3
Traffic Density	32.2
Traffic Access	0.0
Other Indices	—

Hardship	34.5
Other Decision Support	—
2016 Voting	52.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	43.0
Healthy Places Index Score for Project Location (b)	72.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Landscape Equipment	—
Operations: Fleet Mix	Assumes 100% Heavy duty vehicle fleet mix for the refueling use, for the sake a conservative modeling.

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APPENDIX B: PHASE 1 ESA

PHASE I ENVIRONMENTAL SITE ASSESSMENT

800, 990, and 1000 Beechnut Avenue Tracy, CA

APN 234-070-010, 234-070-040, 234-070-060, 234-170-450

Prepared

for

City of Tracy

Prepared by

Nelson Enviro, LLC

Atwater, CA

November 01, 2023

NELSON ENVIRO, LLC

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Nelson Enviro, LLC
103 Laurel Ave., Atwater, CA 95301
Office 209-769-7460 Fax (775) 254-3748
www.nelsonenviro.com

1.0 GENERAL INFORMATION

Project Information:
Transit Maintenance and Storage Facility (CIP 77586)
Project Number:
NA

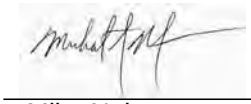
Consultant Information:
Nelson Enviro, LLC
103 Laurel Ave
Atwater, CA 95301
Phone: 209-769-7460
Fax: 775-254-3748
E-mail Address:
Inspection Date: October 17, 2023
Report Date: November 1, 2023

Site Information:
Beechnut Transit Facility
800, 990, and 1000 Beechnut Avenue
Tracy, CA 95376
County: San Joaquin County
Latitude, Longitude: 37.736059, -121.436610
Site Access Contact:

Client Information:
City of Tracy
Ed Lovell

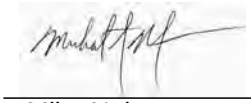
,

Site Assessor



Mike Nelson
Registered Environmental Property Assessor

Senior Reviewer



Mike Nelson
Registered Environmental Property Assessor

Certification:

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR Part 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Mike Nelson - Registered Environmental Property Assessor

2.0 EXECUTIVE SUMMARY

Nelson Enviro, LLC (Company) was retained by City of Tracy (hereafter referred to as Client), to perform a Phase I Environmental Site Assessment (ESA) of the property known as Beechnut Transit Facility located at 800, 990, and 1000 Beechnut Avenue in Tracy, San Joaquin County, CA (subject property). Nelson Enviro, LLC performed the ESA in conformance with the Scope of Work and the provisions of the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E 1527-21. Any exceptions to, or deletions from, this practice are described within this report.

2.1 Subject Property Description

The subject property is currently undeveloped. In our research, Nelson Enviro, LLC found the the subject property was previously used as a oil pipeline/pump station which transported crude oil from Kern County to San Francisco area refineries.

No buildings currently exist on the subject property. All parcels are enclosed by chain link fencing.

2.2 Data Gaps

According to ASTM International Standard E1527-21, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. No significant data gaps were identified. The lack of aerial photography in five-year increments constitute a data gap. Interviews with past owners, operators and occupants were not reasonably ascertainable and thus constitute a data gap. The lack of response in completing the Due Diligence Questionnaire by the property owner is a data gap. Additionally, three of the databases in the EDR Radius Map report should have been identified as being located on the subject property. These database listings have been addressed in this report as being a part of the subject property. Based on information obtained from other current and historical sources, these data gaps are not expected to alter the findings of this assessment.

2.3 Environmental Report Summary

Report Section		No Further Action	REC	HREC	CREC	Issue / Further Investigation	Comments
5.3	**Current Use of Subject Property**	X					
5.5	**Adjoining Property Information**	X					
6.3.1	**Hazardous Substances**	X					
6.3.2	**Petroleum Products**	X					
6.3.3	**Underground Storage Tanks (USTs)**	X					
6.3.4	**Aboveground Storage Tanks (ASTs)**	X					
6.3.5	**Strong, Pungent, or Noxious Odors**	X					

Report Section		No Further Action	REC	HREC	CREC	Issue / Further Investigation	Comments
6.3.6	Standing Surface Water and Pools or Sumps Containing Liquids Likely to be Hazardous Substances or Petroleum Products	X					
6.3.7	Drums, Totes, and Intermediate Bulk Containers	X					
6.3.8	Hazardous Substance and Petroleum Product Containers Not in Connection With Identified Uses	X					
6.3.9	Unidentified Substance Containers	X					
6.3.10	PCB-Containing Items	X					
6.3.11	Stains or Corrosion on Floors, Walls, or Ceilings	X					
6.3.12	Drains and Sumps	X					
6.3.13	Pits, Ponds, or Lagoons	X					
6.3.14	Solid Waste	X					
6.3.15	Stained Soil or Pavement	X					
6.3.16	Stressed Vegetation	X					
6.3.17	Wells	X					
7.1	Standard Environmental Record Resources	X					
7.4.1	Historical Summary	X					
7.4.4	Previous Environmental Reports	X					

2.4 Recommendations

No additional environmental assessment work is recommended by Nelson Enviro, LLC at this time.

3.0 INTRODUCTION

Nelson Enviro, LLC performed a Phase I Environmental Site Assessment (Phase I ESA) of the property located at 800, 990, and 1000 Beechnut Avenue in Tracy, San Joaquin County County, CA (subject property). APN 234-070-010, 234-070-040, 234-070-060, 234-170-450

3.1 Purpose

The purpose of this Phase I ESA is to investigate and identify recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), and historical recognized environmental conditions (HRECs) associated with the subject property and/or surrounding properties.

ASTM Standard Practice E1527-21 defines **REC**s as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A de minimis condition is not a REC. De minimis conditions relate to a release that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

ASTM Standard Practice E1527-21 defines **CREC**s as: REC affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls.

ASTM Standard Practice E1527-21 defines **HREC**s as: a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A HREC is not a REC.

3.2 Scope of Work

The Phase I ESA conducted at the subject property was in general accordance with ASTM Standard E 1527-21 and included the following:

- A site reconnaissance and visual survey of properties proximate to the subject property,
- Review of records and interviews with regulatory officials and representatives regarding current and former operations at the subject property,
- A review of historical resources, such as: property records, topographic maps, fire insurance maps, city directories, and aerial photographs,
- Review of previous environmental site assessments, if made available,
- Review of State and Federal environmental database information, and
- Evaluation of information and preparation of the report provided herein.

Typically, a Phase I ESA does not include sampling or testing of air, soil, groundwater, surface water, or building materials. These activities would be carried out under separate cover, if necessary.

3.3 Significant Assumptions

There is a possibility that even with the proper application of these methodologies conditions may exist that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. Nelson Enviro, LLC believes that the information obtained from the record review and the interviews concerning the subject property is reliable. However, Nelson Enviro, LLC cannot and does not warrant

or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide City of Tracy with information relating to the subject property.

3.4 Limitations and Exceptions

No limitations or exceptions to ASTM Standard E1527-21 were noted during the course of this Phase I ESA.

3.5 Deviations

According to ASTM International Standard E1527-21, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. No significant data gaps were identified. The lack of aerial photography in five-year increments constitute a data gap. Interviews with past owners, operators and occupants were not reasonably ascertainable and thus constitute a data gap. The lack of response in completing the Due Diligence Questionnaire by the property owner is a data gap. Additionally, three of the databases in the EDR Radius Map report should have been identified as being located on the subject property. These database listings have been addressed in this report as being a part of the subject property. Based on information obtained from other current and historical sources, these data gaps are not expected to alter the findings of this assessment.

3.6 Special Terms and Conditions

Authorization to perform this assessment was given by the client on October 10, 2023. Instructions as to the location of the subject property, access, and an explanation of the subject property and facilities to be assessed were provided by City of Tracy.

3.7 Reliance

This report has been prepared for the sole benefit of the client. The report may not be relied upon by any other person or entity without the express written consent of City of Tracy and Nelson Enviro, LLC .

4.0 USER-PROVIDED INFORMATION

In order to qualify for one of the Landowner Liability Protections offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001, the user of this Phase I Environmental Site Assessment must conduct the following inquiries required by 40 CFR 312.25, 312.28,312.29, 312.30, and 312.31. The User should provide the requested information to the environmental professional. Failure to conduct these inquiries could result in a determination that All Appropriate Inquiry is not complete.

As part of this Phase I ESA, Nelson Enviro, LLC requested certain information from the "User". This section describe tasks to be performed by the User. The property owners did not complete the Due Diligence Questionnaire provided by Nelson Enviro, LLC.

4.1 Activity/Use Limitations

City of Tracy and Chevron USA and Texaco Downstream Properties did not make Nelson Enviro, LLC aware of known Activity and Use Limitations (AUL) associated with the subject property.

4.2 Specialized Knowledge

Nelson Enviro, LLC has no specialized knowledge of the subject property outside of the research which was conducted and reported as part of this report. The subject property ownership and tenants as well as all individuals who were interviewed as part of this investigation, have not reported any specialized knowledge of this subject property outside of what is contained in this report.

4.3 Valuation Reduction for Environmental Issues

Nelson Enviro, LLC has not been provided with information related to a valuation reduction due to environmental issues.

4.4 Owner, Subject Property Manager, and Occupant Information

Owner

APN 234-070-010 and 234-070-060
Chevron USA
Bakersfield, CA

APN 234-070-040 and 234-170-450
Texaco Downstream Properties
Bakersfield, CA

Key Site Manager

not identified

Occupants

vacant land

4.5 Reason For Performing Phase I ESA

Nelson Enviro, LLC understands that the findings of this study will be used to evaluate a pending financial transaction in connection with the subject property. The reason for conducting a Phase I Environmental Site Assessment is for the purpose of identifying, to the extent feasible pursuant to the processes described in ASTM International Standard 1527-21, recognized environmental conditions in connection with the property and within the agreed scope of work.

5.0 SUBJECT PROPERTY DESCRIPTION

The subject property is located at 800, 990, and 1000 Beechnut Avenue, Tracy, San Joaquin County, CA

The parcel addresses recorded by the San Joaquin County Assessor are:

800 Beechnut APN: 234-070-040 7.09 acres
990 Beechnut APN: 234-070-060 2.39 acres
1000 Beechnut APN: 234-070-010 0.32 acres
No address APN: 234-170-450 0.084 acres

5.1 Location and Legal Description

The subject property is known as Beechnut Transit Facility and is located at 800, 990, and 1000 Beechnut Avenue, Tracy, CA.

The parcel addresses recorded by the San Joaquin County Assessor are:

800 Beechnut APN: 234-070-040 7.09 acres
990 Beechnut APN: 234-070-060 2.39 acres
1000 Beechnut APN: 234-070-010 0.32 acres
No address APN: 234-170-450 0.084 acres

5.2 Subject Property and Surrounding Area Description

The subject property consists of four vacant adjoining parcels totaling approximately ten acres. The ground surface at the subject property is uneven. Groundcover consists primarily of sparsely vegetated soil. Although the subject property is fenced, it can be accessed from Beechnut Ave., Forest Hills Dr., Gallery Dr., and S. Tracy Blvd.

The subject property is zoned MDR - Medium Density Residential.

The area surrounding the subject property is primarily various residential uses with the City of Tracy Public Works Department located on the eastern side of S. Tracy Blvd.

5.3 Current Use of Subject Property

The subject property is currently undeveloped. In our research, Nelson Enviro, LLC found the the subject property was previously used as a oil pipeline/pump station which transported crude oil from Kern County to San Francisco area refineries.

5.4 Description of Structures and Other Improvements

No buildings currently exist on the subject property. All parcels are enclosed by chain link fencing.

5.5 Adjoining Property Information

During the site reconnaissance, Nelson Enviro, LLC observed the following land use on properties in the immediate vicinity of the subject property:

Adjoining Property Information			
Direction From Subject Property	**Occupant**	**Use**	**Comments**
North	various	residential and vacant commercial	North of Beechnut Ave. is the Union Pacific right-of-way and W. 6th St. Residential and vacant commercial are on the north side of W. 6th St. A six unit apartment complex is located at the southwest corner of the intersection of Beechnut Ave. and Forest Hills Dr.
South	various	residential and park	
East	Tracy Public Works	Institutional	East side of S. Tracy Blvd.
West	various	residential and park	

6.0 SITE RECONNAISSANCE

The site reconnaissance was conducted on October 17, 2023 by Mike Nelson with Nelson Enviro, LLC. Weather conditions at the time of the site reconnaissance were warm and clear. Photographs of pertinent features identified during the site reconnaissance are included in Appendix B.

6.1 Methodology and Limiting Conditions

The site reconnaissance consisted of observing the boundaries of the subject property and systematically traversing the subject property to provide an overlapping field of view, wherever possible. The site reconnaissance consisted of walking the subject property perimeter from the outside of the chainlink fencing. The adjoining properties were visually observed from curbside, but were not entered. The inability to inspect these areas does not represent a significant data gap.

6.2 General Subject Property Setting

The subject property consists of approximately ten acres and is currently undeveloped. The ground surface at the subject property is uneven. Groundcover consists primarily of sparsely vegetated soil. Although the subject property is fenced, it can be accessed from Beechnut Ave., Forest Hills Dr., Gallery Dr., and S. Tracy Blvd.

The subject property is zoned MDR - Medium Density Residential.

The area surrounding the subject property is primarily various residential uses with the City of Tracy Public Works Department located on the eastern side of S. Tracy Blvd.

6.3 Site Visit Findings

Condition, Feature or Operation Observed or Identified?	Yes	No
Hazardous Substances		x
Petroleum Products		x
Underground Storage Tanks (USTs)		x
Aboveground Storage Tanks (ASTs)		x
Strong, Pungent, or Noxious Odors		x
Standing Surface Water and Pools or Sumps Containing Liquids Likely to be Hazardous Substances or Petroleum Products		x
Drums, Totes, and Intermediate Bulk Containers		x
Hazardous Substance and Petroleum Product Containers Not in Connection With Identified Uses		x
Unidentified Substance Containers		x
PCB-Containing Items		x
Stains or Corrosion on Floors, Walls, or Ceilings		x
Drains and Sumps		x
Pits, Ponds, or Lagoons		x
Solid Waste		x
Stained Soil or Pavement		x
Stressed Vegetation		x
Wells		x
Other		x

6.3.1 Hazardous Substances

No hazardous substances were observed on the subject property during the site reconnaissance.

6.3.2 Petroleum Products

No petroleum products were identified on the subject property during the site reconnaissance.

6.3.3 Underground Storage Tanks (USTs)

No obvious evidence of underground storage tanks (USTs) was identified on the subject property during the site reconnaissance.

6.3.4 Aboveground Storage Tanks (ASTs)

No aboveground storage tanks (ASTs) were observed on the subject property during the site reconnaissance.

6.3.5 Strong, Pungent, or Noxious Odors

No strong, pungent, or noxious odors were observed on the subject property during the site reconnaissance.

6.3.6 Standing Surface Water and Pools or Sumps Containing Liquids Likely to be Hazardous Substances or Petroleum Products

No standing surface water or pools or sumps containing liquids likely to be hazardous substances or petroleum products were observed during the site reconnaissance.

6.3.7 Drums, Totes, and Intermediate Bulk Containers

No drums, totes, or intermediate bulk containers were identified on the subject property during the site reconnaissance.

6.3.8 Hazardous Substance and Petroleum Product Containers Not in Connection With Identified Uses

No evidence of hazardous substance or petroleum product containers, not in connection with identified uses, were observed on the subject property during the site reconnaissance.

6.3.9 Unidentified Substance Containers

No evidence of unidentified substance containers was observed on the subject property during the site reconnaissance.

6.3.10 PCB-Containing Items

No presence of leaking, staining, or any other evidence that would suggest a release of PCBs was observed at the time of the site reconnaissance.

6.3.11 Stains or Corrosion on Floors, Walls, or Ceilings

As there are no buildings on the subject property, interior observations were not conducted during the site reconnaissance.

6.3.12 Drains and Sumps

No discharge features (floor drains, catch basins, oil/water separators, etc.) were observed on the subject property during the site reconnaissance.

6.3.13 Pits, Ponds, or Lagoons

No pits, ponds or lagoons were observed on the subject property during the site reconnaissance.

6.3.14 Solid Waste

No readily apparent evidence of solid waste dumping, suspect fill material, or landfills was identified on the subject property during the site reconnaissance.

6.3.15 Stained Soil or Pavement

No stained soil or pavement was observed on the subject property during the site reconnaissance.

6.3.16 Stressed Vegetation

No stressed vegetation, other than that stressed due to a lack of water, was identified on the subject property during the site reconnaissance.

6.3.17 Wells

No wells were observed on the subject property during the site reconnaissance.

7.0 RECORDS REVIEW

The purpose of the records review is to obtain and review records that will help identify RECs in connection with the subject property.

7.1 Standard Environmental Record Resources

Nelson Enviro, LLC contracted Environmental Data Resources, Inc. (EDR) to conduct a search of Federal and State databases containing known and suspected sites of environmental contamination. The number of listed sites identified within the approximate minimum search distance (AMSD) from the Federal and State environmental records database listings specified in ASTM Standard E 1527-21 are summarized in the following table. Detailed information for sites identified within the AMSDs is provided below, along with an opinion about the significance of the listing to the analysis of recognized environmental conditions in connection with the subject property. Copies of the EDR research data and a description of the databases are included in Appendix D of this report.

Based on a review of this information, none of the identified concerns are expected to have an adverse impact on the subject property and are included only for reference consistent with ASTM Standard E1527-21.

Based on limited site name and/or address information provided, none of the listed orphan sites appear to be at the subject property. The orphan listings are not expected to represent a significant environmental concern, and it is unlikely that a regulatory file review for these sites would alter the findings of this assessment.

Subject property listings are discussed further in Section 11.0 Conclusions.

Map Findings Summary								
Database	Subject Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RESPONSE	1	1	0	0	0	0	NR	1
ENVIROSTOR	1	1	1	0	2	9	NR	13
HIST CAL-SITES	1	1	0	0	0	0	NR	1
CERS	3	0.001	0	NR	NR	NR	NR	3
CPS-SLIC	3	0.5	0	2	3	NR	NR	8
FINDS	1	0.001	0	NR	NR	NR	NR	1
NPDES	1	0.001	0	NR	NR	NR	NR	1
CORRACTS		1	0	0	0	1	NR	1
RCRA-LQG		0.25	0	1	NR	NR	NR	1
RCRA-SQG		0.25	3	6	NR	NR	NR	9
PFAS ECHO		0.25	0	2	NR	NR	NR	2
RCRA NonGen / NLR		0.25	3	16	NR	NR	NR	19
EDR Hist Auto		0.125	1	NR	NR	NR	NR	1
LUST		0.5	1	7	8	NR	NR	16
UST		0.25	0	11	NR	NR	NR	11
HIST UST		0.25	0	2	NR	NR	NR	2
AST		0.25	0	1	NR	NR	NR	1
DRYCLEANERS		0.25	0	1	NR	NR	NR	1
CA FID UST		0.25	0	3	NR	NR	NR	3
CERS HAZ WASTE		0.25	1	11	NR	NR	NR	12
CORTESE		0.5	1	6	6	NR	NR	13
HWP		1	0	0	1	0	NR	1
HIST CORTESE		0.5	1	5	7	NR	NR	13
NOTIFY 65		1	0	0	1	3	NR	4
SWEEPS UST		0.25	0	3	NR	NR	NR	3
CERS TANKS		0.25	0	3	NR	NR	NR	3

Orphans Summary	
Facility Name:	ATLANTIC PLATING
Databases:	CPS-SLIC: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Address:	450 10TH ST E
Comments:	This site is located approximately one mile to the east of and downgradient of the subject property.

Facility Name:	TRACY, CITY OF (EAST ELEVENTH ST.)
Databases:	CPS-SLIC: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Address:	11TH ST. FROM CORRAL HOLLOW RD
Comments:	This site is located north and downgradient of the subject property.

Facility Name:	UNION PACIFIC RAILROAD - OLD TRACY
Databases:	CPS-SLIC: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Address:	780 6TH ST E
Comments:	This site is located approximately 500 feet to the east of and downgradient of the subject property.

7.1.1 Regulatory File Review

A search was conducted on the Cal-EPA Regulated Site Portal. The corner of Beechnut Ave. and Tracy Blvd. (Renown Homes) was identified as a State Response Site.

A search was conducted on the State Water Resources Control Board GeoTracker website. The subject property was identified in three listings, Renown Enterprises (990 Beechnut), Chevron (990 Beechnut), and Chevron TAOC (880 Beechnut). All three are listed as Cleanup Program Sites.

A search was conducted on the Department of Toxic Substances Control EnviroStor website. The corner of Beechnut Ave. and Tracy Blvd. (Renown Homes) was identified as a State Response Site.

Additionally, a search was conducted on the San Joaquin County Environmental Health Department online records portal. Records regarding the subject property were found in the Site Mitigation Program and Liquid Waste/Water Well Permits.

Subject property listings are discussed further in Section 11.0 Conclusions.

7.2 Additional Environmental Record Resources

Nelson Enviro, LLC contracted Environmental Data Resources, Inc. (EDR) to conduct a search of Federal and State databases containing known and suspected sites of environmental contamination. The number of listed sites identified within the approximate minimum search distance (AMSD) from the Federal and State environmental records database listings specified in ASTM Standard E 1527-21 are summarized in the previous table. Detailed information for sites identified within the AMSDs is provided in Section 11 - Conclusions , along with an opinion about the significance of the listing to the analysis of recognized environmental conditions in connection with the subject property. Copies of the EDR research data and a description of the databases are included in Appendix D of this report.

7.3 Physical Setting

General site settings including topography, surface water bodies, geology and hydrology are detailed in the following sections.

7.3.1 Topography

Based on a review of remediation sites in the local area, groundwater generally flows toward the northwest.

7.3.2 Surface Water Bodies

The nearest surface water in the vicinity of the subject property is the San Joaquin River located approximately eight miles to the east of the subject property. No surface water is located on the subject property.

7.3.3 Geology and Hydrology

Based on information provided by ParcelQuest, soil types on the subject property are Capay - Urban land complex, 0 to 2 percent slopes and Stomar clay loam, 0 to 2 percent slopes.

The upper aquifer is reported to range in thickness from 15 to 250 feet bgs, and the lower aquifer is reported at 600 feet bgs. Generally, depth to groundwater in the Tracy Sub-basin varies from 5 to 10 feet bgs, and groundwater flow has been relatively consistent to the north to north-northwest at an average gradient of approximately 0.003 feet per foot. No on-site water wells or springs were observed during the subject property reconnaissance. The nearest surface water in the vicinity of the subject property is the San Joaquin River located approximately eight miles to the east of the subject property. No surface water is located on the subject property.

The subject property sits within the Tracy Sub-basin (Groundwater Basin Number 5-22.15) and is defined by the areal extent of unconsolidated to semi-consolidated sedimentary deposits bounded by the Diablo Range on the west, the Mokelumne and San Joaquin rivers on the north, the San Joaquin River on the east, and the San Joaquin-Stanislaus County line on the south (California Department of Water Resources 2003). The Tracy Sub-basin is located adjacent to the eastern San Joaquin Sub-basin to the east and the Delta-Mendota Sub-basin to the south. These sub-basins are located within the larger San Joaquin Valley Groundwater Basin.

The Tracy Sub-basin consists of continental deposits of Late Tertiary to Quaternary age, which include the Tulare Formation, Older Alluvium, Flood Basin Deposits, and Younger Alluvium. The thickness of these formations ranges from a few hundred feet in the western foothills to about 3,000 feet near the eastern margin of the basin. The Tulare Formation is comprised of semi-consolidated, poorly sorted, discontinuous deposits of clay, silt, and gravel. The Corcoran Clay is situated near the top of the Tulare Formation, separating groundwater in the basin in what has been reported as two primary aquifers.

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed at the subject property during this assessment.

7.4 Historical Use

The objective of reviewing historical resources is to develop a history of the previous uses of the subject property and surrounding area, in order to help identify the likelihood of past uses which might have led to RECs in connection with the subject property.

7.4.1 Historical Summary

Historical information identifying the past use of the subject property was obtained from a variety of sources as detailed in Appendix C of this report and included: City Directories, Aerial Photographs, Sanborn Fire Insurance Maps, and/or Topographic Maps.

Historical Summary			
Period	**Source**	**Subject Property Uses**	**Adjoining Property Uses**
1914 - 1978	Topographic Maps	The subject property is shown as part of the former TAOC Tracy Pump Station.	
2012 - 2018	Topographic Maps	No structures or other identifying features are shown on the subject property.	
1937 - 1963	Aerial Photographs	The subject property is shown as part of the former TAOC Tracy Pump Station.	North: Railroad right-of-way South: Agricultural East: Residential West: Industrial
1968	Aerial Photographs	The subject property is shown as part of the former TAOC Tracy Pump Station.	North: Railroad right-of-way South: Agricultural East: Vacant land West: Undergoing development
1972	Aerial Photographs	The subject property is shown as part of the former TAOC Tracy Pump Station.	North: Railroad right-of-way South: Agricultural East: Vacant land West: Residential
1975	Aerial Photographs	The subject property is shown as part of the former TAOC Tracy Pump Station.	North: Railroad right-of-way South: Agricultural East: Industrial West: Residential
1982	Aerial Photographs	The subject property is shown as part of the former TAOC Tracy Pump Station.	North: Railroad right-of-way South: Agricultural East: Industrial West: Undergoing development
1993 - 2020	Aerial Photographs	The subject property is shown as vacant land.	North: Railroad right-of-way; Residential South: Agricultural East: Industrial West: Residential

7.4.2 Aerial Photos

Available aerial photographs dated 1937 through 2020, provided by EDR, were reviewed for this Environmental Site Assessment. Copies of selected photographs are included in Appendix C of this report.

7.4.3 Historical Topographic Maps

Available topographic maps dated 1914 through 2018, provided by EDR, were reviewed for this Environmental Site Assessment. Copies of selected maps are included in Appendix C of this report.

7.4.4 Previous Environmental Reports

No previous environmental reports were identified or made available by the client/user during the Phase I ESA.

7.4.5 Building Department Records

City of Tracy building department records were reviewed. A permit was found for the hauling of non-hazardous soil from the subject property out of the city limits from October 18, 2010 to November 5, 2010.

7.4.6 Title Records

No title records were provided by the user/client. Please refer to the Records Review section for current and historical use of the subject property.

7.4.7 Other Historical Records

No other historical records were reviewed.

7.5 Environmental Liens and Activity/Use Limitations

The User has no knowledge of environmental liens or land use limitations on the property.

7.6 Vapor Encroachment Evaluation

A Tier I Vapor Encroachment Screen was conducted. The screen findings showed that Vapor Encroachment Concerns can be ruled out for all the sites listed. The Vapor Encroachment Screen can be found in Appendix F: Vapor Encroachment Evaluation.

8.0 INTERVIEWS

The property owners did not complete the Due Diligence Questionnaire requested by Nelson Enviro, LLC.

A Key Site Manager was not identified by the property owner.

Interviews with past owners and operators were not conducted since information regarding the potential for contamination at the subject property was obtained from other sources.

Ed Lovell, Transit Manager for the City of Tracy provided background information on the subject property.

Interviews with others were not conducted since information regarding the potential for contamination at the subject property was obtained from other sources.

9.0 NON-SCOPE CONSIDERATIONS

No additional services beyond the scope of ASTM E1527-21 were included in the scope of work for this ESA.

10.0 FINDINGS AND OPINIONS

Areas of Concern
No areas of concern were observed.

De minimis conditions
No de minimis conditions were observed. De minimis conditions are not considered to be recognized environmental conditions nor controlled recognized environmental condition.

Based on the following definition, no known or suspected recognized environmental conditions are noted.
A Recognized Environmental Condition is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

Based on the following definition, known or suspected historical recognized environmental conditions are noted.
A Historical Recognized Environmental Condition is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required control, (e.g., property use restrictions, activity and use limitations (AUL's), institutional controls, or engineering controls). Before calling the past release a Historical Recognized Environmental Condition, the Environmental Professional must determine whether the past release is a Recognized Environmental Condition at the time the Phase I Environmental Site Assessment is conducted (e.g., if there has been a change in the regulatory criteria). If the Environmental Professional considers this past release to be a Recognized Environmental Condition at the time the Phase I Environmental Site Assessment is conducted, the condition shall be included in the conclusions section of the report as a Recognized Environmental Condition.

The Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. to Chevron Environmental Management Company on June 26, 2017 stating that future land use could include commercial/industrial or residential.

Based on the following definition, known or suspected controlled recognized environmental conditions are noted.
A Controlled Recognized Environmental Condition is defined as a Recognized Environmental Condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AUL's, institutional controls, or engineering controls). A condition considered by the Environmental Professional to be a Controlled Recognized Environmental Condition shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a Recognized Environmental Condition in the conclusions section of the Phase I Environmental Site Assessment report.

The Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 880 Beechnut Ave. to Chevron Environmental Management Company on October 29, 2018 with the proviso that land use remains commercial/industrial.

Opinion
Based on the results of the Phase I Environmental Assessment, it is my opinion that this assessment has revealed evidence of Historical Recognized Environmental Conditions (HRECs) and Controlled Recognized Environmental Conditions (CRECs) but no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property.

No additional environmental assessment work is recommended by Nelson Enviro, LLC at this time.

11.0 CONCLUSIONS

Mike Nelson of Nelson Enviro, LLC conducted a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM International Standard Practice E-1527-21 of the subject property located at 800, 990, and 1000 Beechnut Avenue, Tracy, San Joaquin County, CA, APN 234-070-010, 234-070-040, 234-070-060, 234-170-450

The subject property was identified in seven of the databases searched by EDR. The listings in the CPS-SLIC, HIST Cal-Sites, RESPONSE, and ENVIROSTOR databases were for remediation activities at 880 and 990 Beechnut Ave. The listing in the NPDES database was for stormwater construction activities in conjunction with the remediation of 990 Beechnut Ave. The listings in the CERS and FINDS databases were for regulatory agency registrations for 880 and 990 Beechnut Ave.
.

A search was conducted on the Cal-EPA Regulated Site Portal. The corner of Beechnut Ave. and Tracy Blvd. (Renown Homes) was identified as a State Response Site; 880 Beechnut Ave. (TAOC Tracy Pump Station), 990 Beechnut Ave. (Chevron), and 990 Beechnut Ave. (Renown Enterprises) were identified as Cleanup Program Sites.

A search was conducted on the State Water Resources Control Board GeoTracker website. The subject property was identified in three listings, all as Cleanup Program Sites.

- 880 Beechnut Ave. (Chevron TAOC Tracy Pump Station). The Site is located at 880 Beechnut on approximately 7 acres. From the 1900s to the mid 1960s the Site was part of the Old Valley Pipeline (OVP) operated by the predecessors of Chevron and Texaco. The OVP and pump station were used to heat and transfer crude oil from Kern County to refineries in the Bay Area. Crude oil was diverted into the pump station facilities and heated to reduce viscosity to facilitate movement through the pipeline. The former aboveground structures have been removed and the Site is undeveloped. In March 1985, petroleum hydrocarbons were observed during construction activities and further development was halted until environmental investigations could be conducted. The remediation at this location has been complete and the case closed as of October 29, 2018. The Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 880 Beechnut Ave. to Chevron Environmental Management Company on October 29, 2018 with the proviso that land use remains commercial/industrial. This Site is related to the adjacent site at 990 Beechnut Avenue.

- 990 Beechnut Ave. (Chevron - Renown). The Site is located at 990 Beechnut Avenue on approximately 3 acres. The Site is bounded by Beechnut Avenue to the north, Forest Hills Drive on the east, and abuts a residential area (Alden Park) to the west and south. The Alden Park area was formerly used for petroleum storage. From the early 1900s to the mid-1960s, a crude oil storage, pumping, and processing facility was located at the Renown Property, located to the east of the Site. Pipelines connecting the Renown Property to facilities on the Aldan Park Property may have been present in the southern portion of the Site. In March 1985, petroleum hydrocarbons were reportedly observed on the Beechnut Avenue and Renown properties during grading activities for a residential development. Development activities were halted until environmental investigations could be conducted. A series of site investigations indicated the presence of petroleum hydrocarbons in surficial soils. A workplan was approved by the Central Valley Regional Water Quality Control Board staff to address the removal of crude oil/PAH affected soil on the southwest part of the Site. Between October and November 2010, Chevron's consultant directed excavation/removal of 4,024 tons of affected soil that was disposed at Forward Landfill. Backfill and grading was completed in accordance with appropriate City of Tracy permitting and guidelines. The remediation at this location has been complete and the case closed as of June 26, 2017. The Central Valley Regional Water Quality Control Board issued a "No Further Action Required" letter for 990 Beechnut Ave. to Chevron Environmental Management Company on June 26, 20178 stating that future land use could include commercial/industrial or residential.

- 990 Beechnut Ave. (Renown Enterprises). This listing is a duplicated of the Chevron, 990 Beechnut case.

"No Further Action Required" letters were issued for both 880 and 990 Beechnut Avenue remediation site and are located in Appendix E: Regulatory File Review.

A search was conducted on the Department of Toxic Substances Control EnviroStor website. The corner of Beechnut Ave. and Tracy Blvd. (Renown Homes) was identified as a State Response Site.

A search was conducted on the San Joaquin County Environmental Health Department online records portal. Records regarding the subject property were found in the Site Mitigation Program and Liquid Waste/Water Well Permits. All records reviewed pertained to the remediation efforts described above.

Based upon a review of the current regulatory agency data and assessment of the subject property, it appears that the potential for adverse impacts to the subject property due to current or past activities at the subject property is low provided that provisions in the "No Further Action Required" letters are adhered to.

Properties adjoining the subject property and properties in the general area were evaluated for potential or existing environmental concerns. No Recognized Environmental Conditions were found that are likely to have an impact on the subject property.

Based upon a review of the current regulatory agency data and assessment of sites in the general area, it appears that the potential for adverse impacts to the subject property due to current or past activities in the general vicinity is low.

A Tier I Vapor Encroachment Screen was conducted. The screen findings showed that Vapor Encroachment Concerns can be ruled out for all the sites listed.

12.0 RECOMMENDATIONS

No additional environmental assessment work is recommended by Nelson Enviro, LLC at this time.

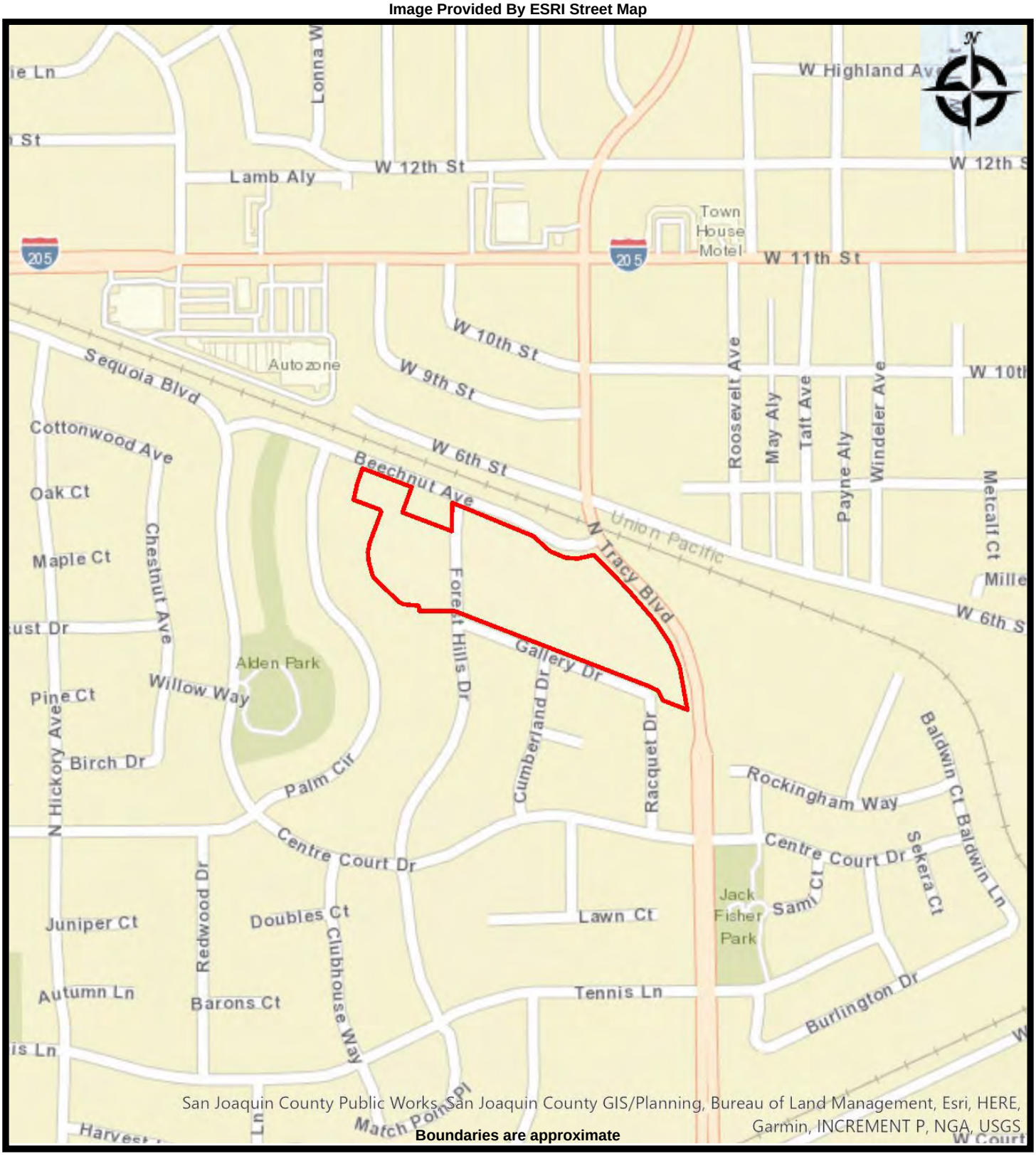
13.0 REFERENCES

References		
Source Reviewed	**Date(s)**	**Source Details**
EDR Aerial Photo Decade Package (Inquiry Number 7468041.8S) Ship Date: October 11th, 2023	1937, 1940, 1949, 1957, 1963, 1968, 1972, 1975, 1982, 1993, 2006, 2009, 2012, 2016, 2020	EDR, 6 Armstrong Road, Shelton, CT 06484, (800) 352-0050.
EDR Historical Topo Map (Inquiry Number 7468041.4S) Ship Date: October 11th, 2023	1914,1916, 1922, 1942, 1947, 1952,1954, 1968,1968, 1978,1981, 2012,2012, 2015,2015, 2018,2018	EDR, 6 Armstrong Road, Shelton, CT 06484, (800) 352-0050.
EDR Radius Map Report (Inquiry Number 7468041.2S) Ship Date: October 12th, 2023		EDR, 6 Armstrong Road, Shelton, CT 06484, (800) 352-0050.

Appendix A:

Figures

Image Provided By ESRI Street Map



Boundaries are approximate

NELSON ENVIRO, LLC

STREET MAP
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson **DATE: 10/13/2023**
DRAWN BY: Mike Nelson **PROJ. #: NA**

POR. N.E. 1/4 SEC. 29, T.2S. R.5E. M.D.B.&M.

THIS MAP FOR ASSESSMENT USE ONLY

234-07

1" = 150'

SOUTHERN PACIFIC RAILROAD COMPANY

WEST BEECHNUT AVENUE

WILSON AVENUE

BOULEVARD

6TH STREET

9TH STREET

EAST SECTION LINE

PARK & ACCESS ROAD

FOREST HILLS DRIVE

GALLERY DRIVE

CUMBERLAND DRIVE

RACQUET DRIVE

TRACY BLVD.

CITY OF TRACY

Bk. 235

06 — 2.39 ACS.-NET

04 — 7.09 ACS.-NET
S.B.E. NO. 672-39-1W PAR. 28 (POR.)
PACIFIC TRADING AND TRANSPORTATION, INC. – 85% INT. TAXABLE
SOUTHERN PACIFIC TRANSPORTATION COMPANY – 15% INT. NON-TAXABLE

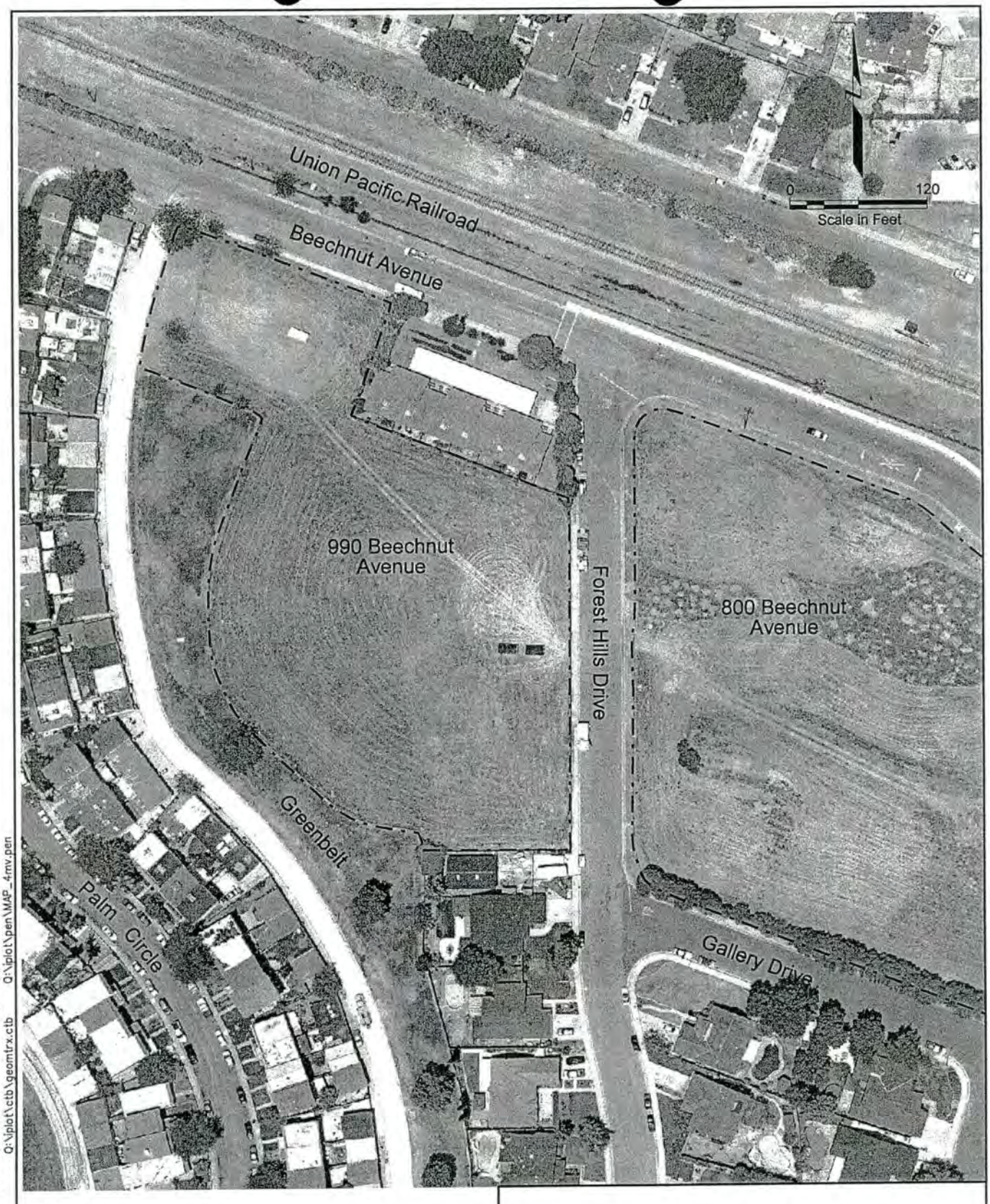
B – P. M. Bk. 01 Pg. 128
C – R. S. Bk. 17 Pg. 070

NOTE: Assessor's Parcel Numbers Shown in Circles
Assessor's Block Numbers Shown in Ellipses

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
94-95	5		
1999	6		

CITY OF TRACY
Assessor's Map Bk.234 Pg. 07
County of San Joaquin, Calif.

94-95



SITE LAYOUT AND VICINITY
990 Beechnut Avenue
Tracy, California

By:	Date: 8/12/2008	Project No. 6628.000
AMEC Geomatrix		Figure 2

awessels
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Q:\plot\ctb\geomtrx.ctb
Q:\plot\pen\MAP_4mv.pen

Appendix B:

Photographs



1: View of 800 Beechnut Ave.



2: View of 800 Beechnut Ave. looking southwest



3: View of 800 Beechnut Ave. looking southeast.



4: View of 800 Beechnut Ave. looking south along S. Tracy Blvd.



5: View of 800 Beechnut Ave. looking south towards Gallery Dr.



6: Apartments at 900 Beechnut Ave.



7: View of 990 Beechnut Ave.



8: Greenbelt area south of 990 Beechnut Ave.



9: View of 990 Beechnut Ave. from Forest Hills Dr.



10: View of 800 Beechnut Ave. from Forest Hills Dr.



11: View along Gallery Dr.



12: View of 880 Beechnut Ave. from Gallery Dr.

Appendix C:

Historical Research

Image Provided By EDR USGS Topographic Maps



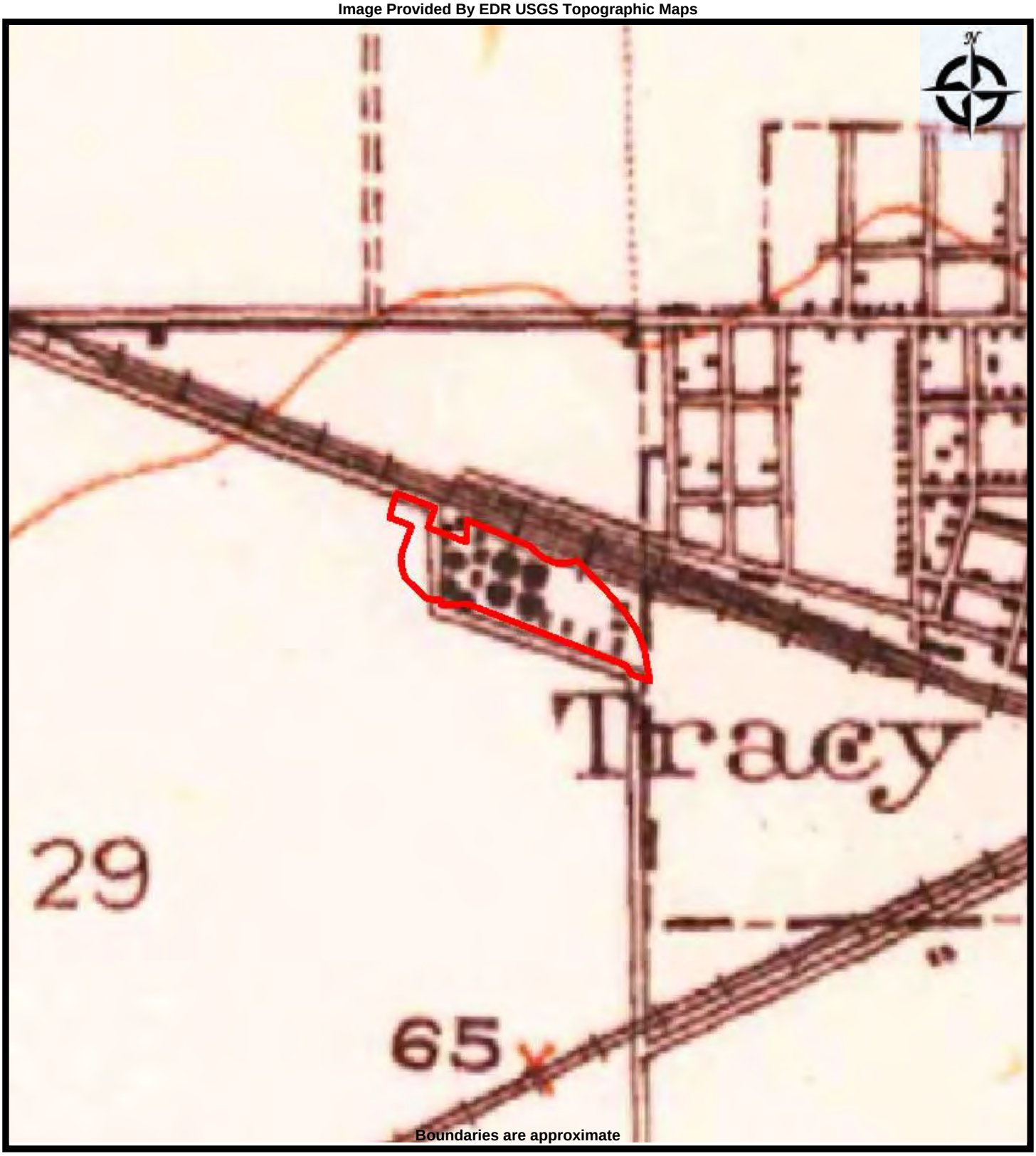
Boundaries are approximate

NELSON ENVIRO, LLC

TOPO MAP - 1914
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps



NELSON ENVIRO, LLC

TOPO MAP - 1922
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

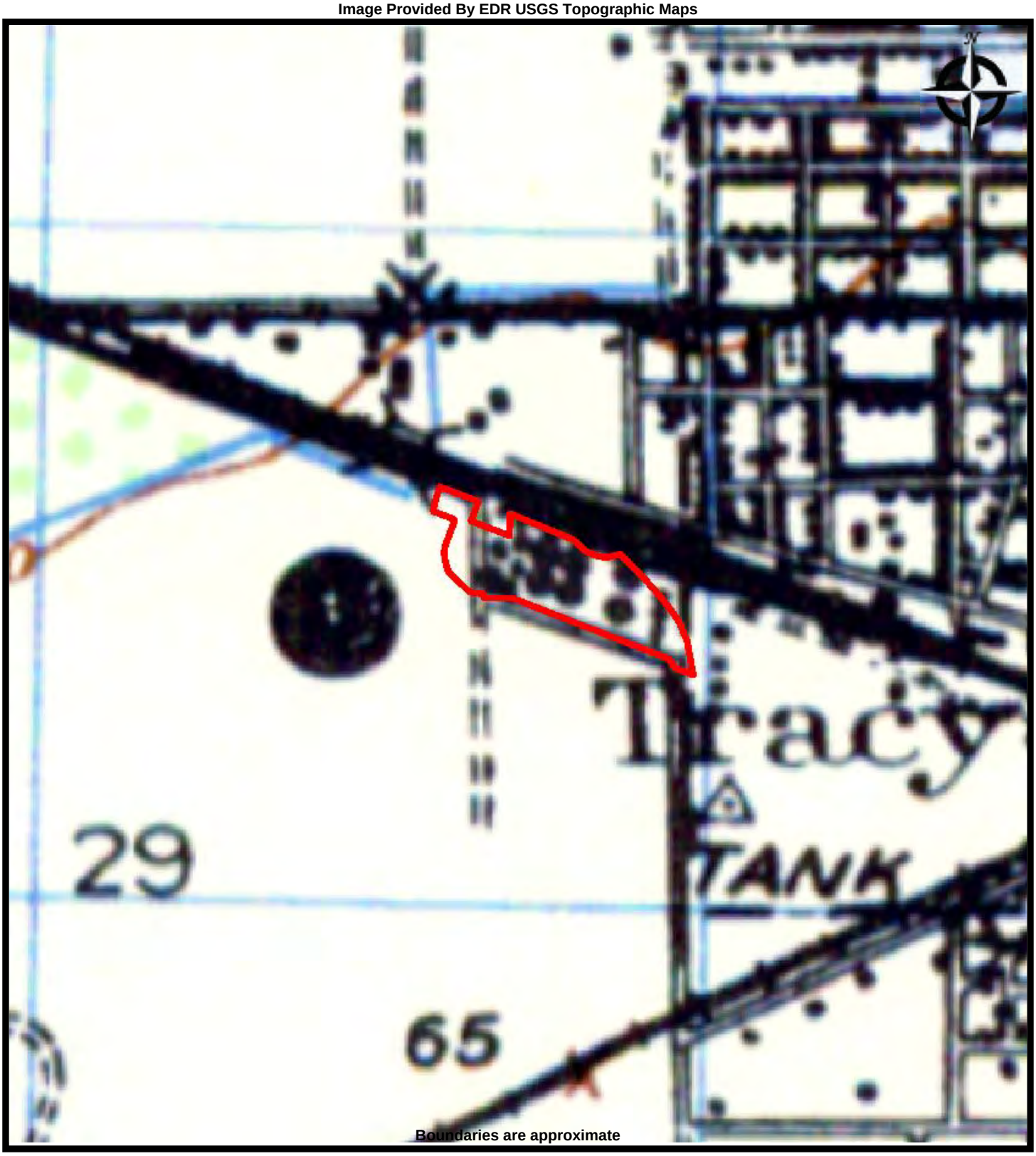


NELSON ENVIRO, LLC

TOPO MAP - 1942
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

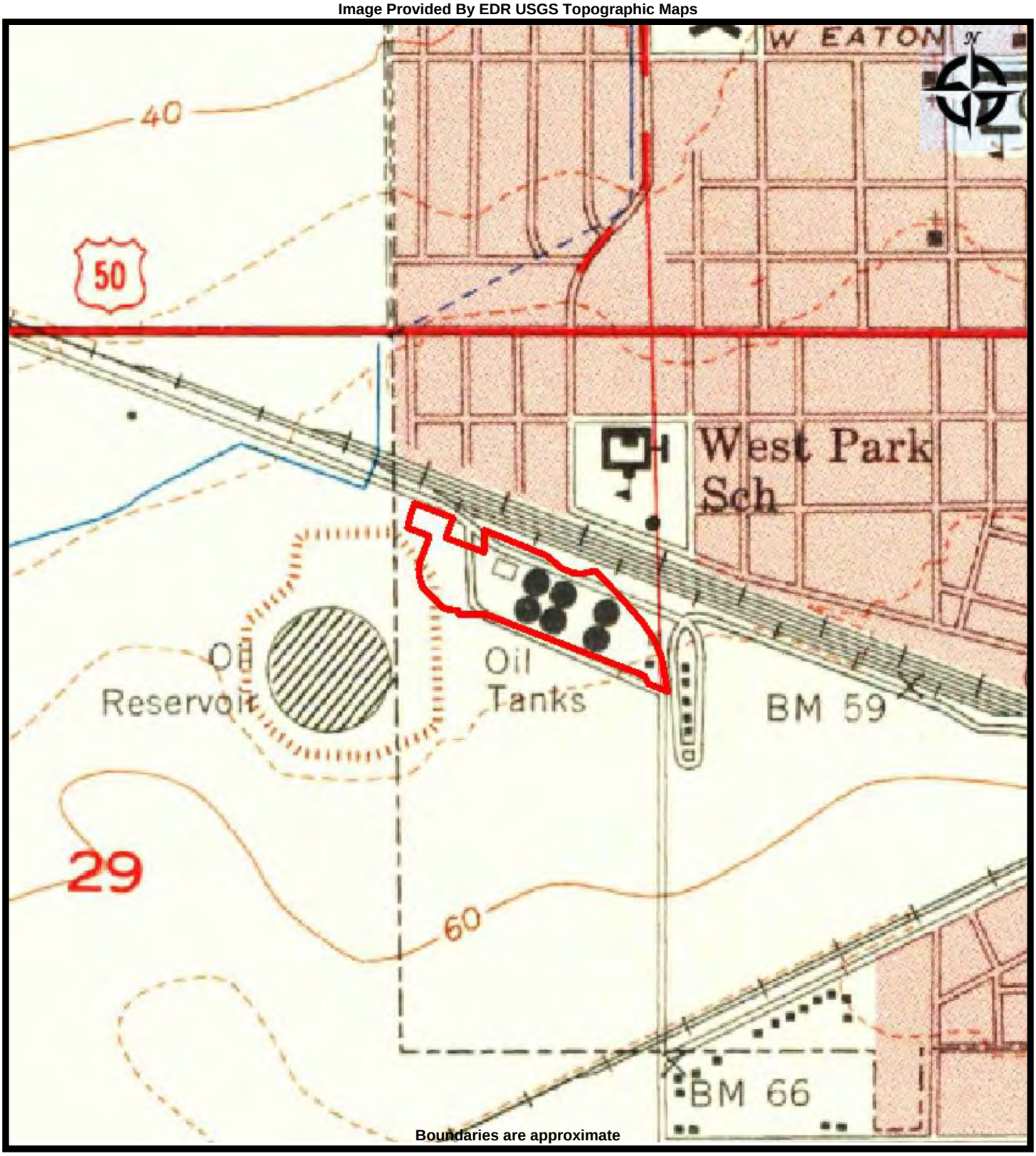


NELSON ENVIRO, LLC

TOPO MAP - 1947
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

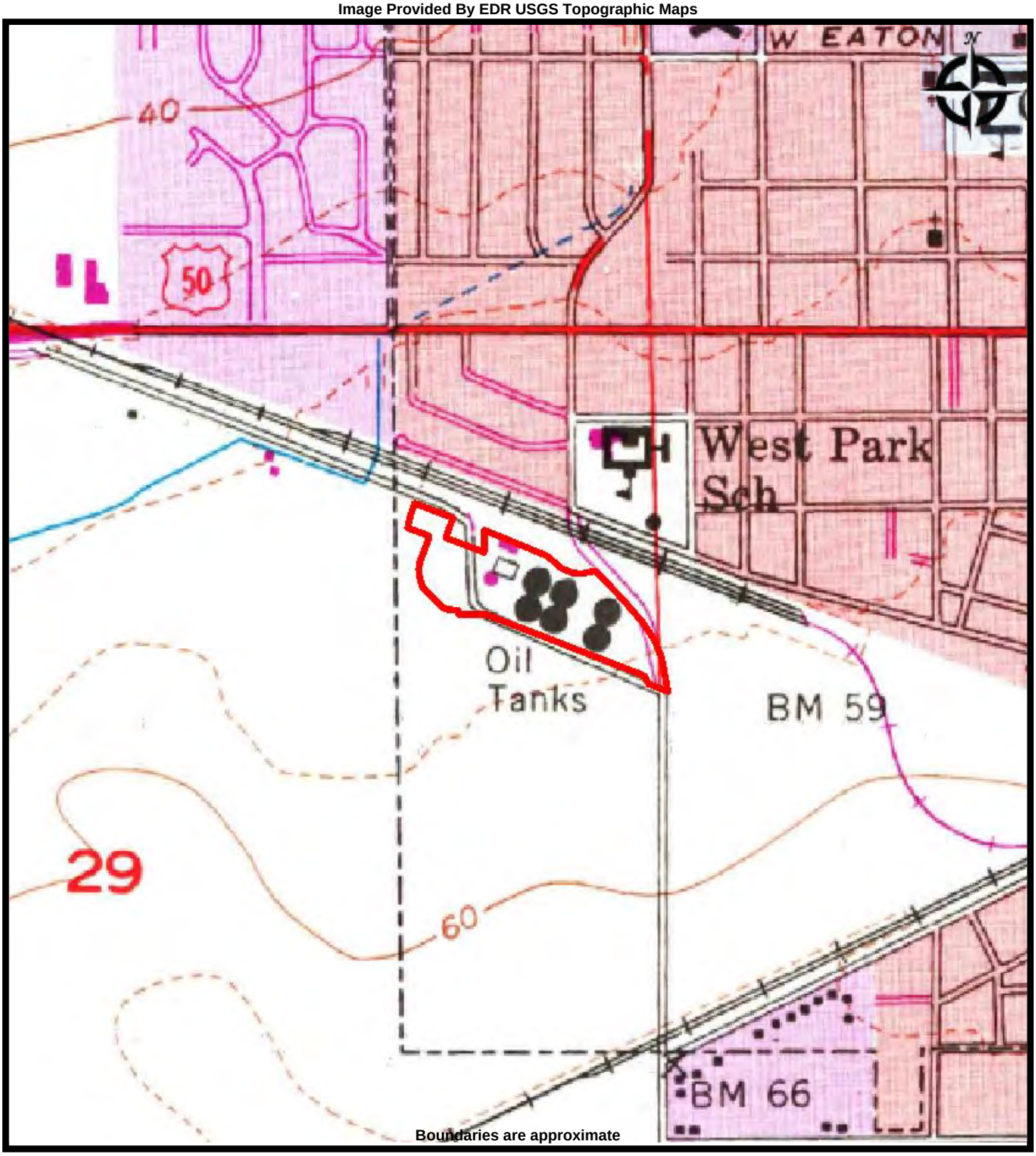


NELSON ENVIRO, LLC

TOPO MAP - 1952
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

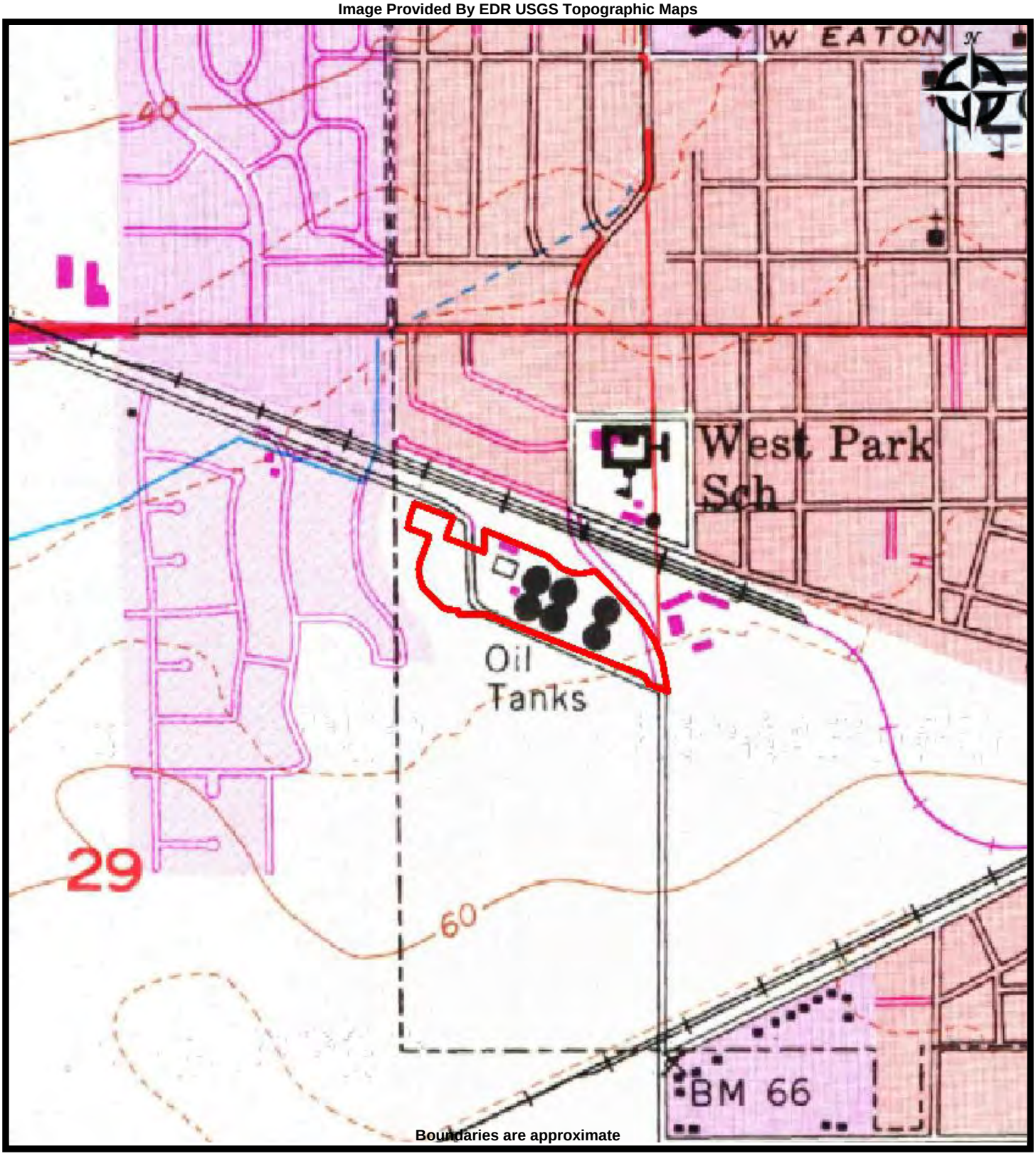


NELSON ENVIRO, LLC

TOPO MAP - 1968
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

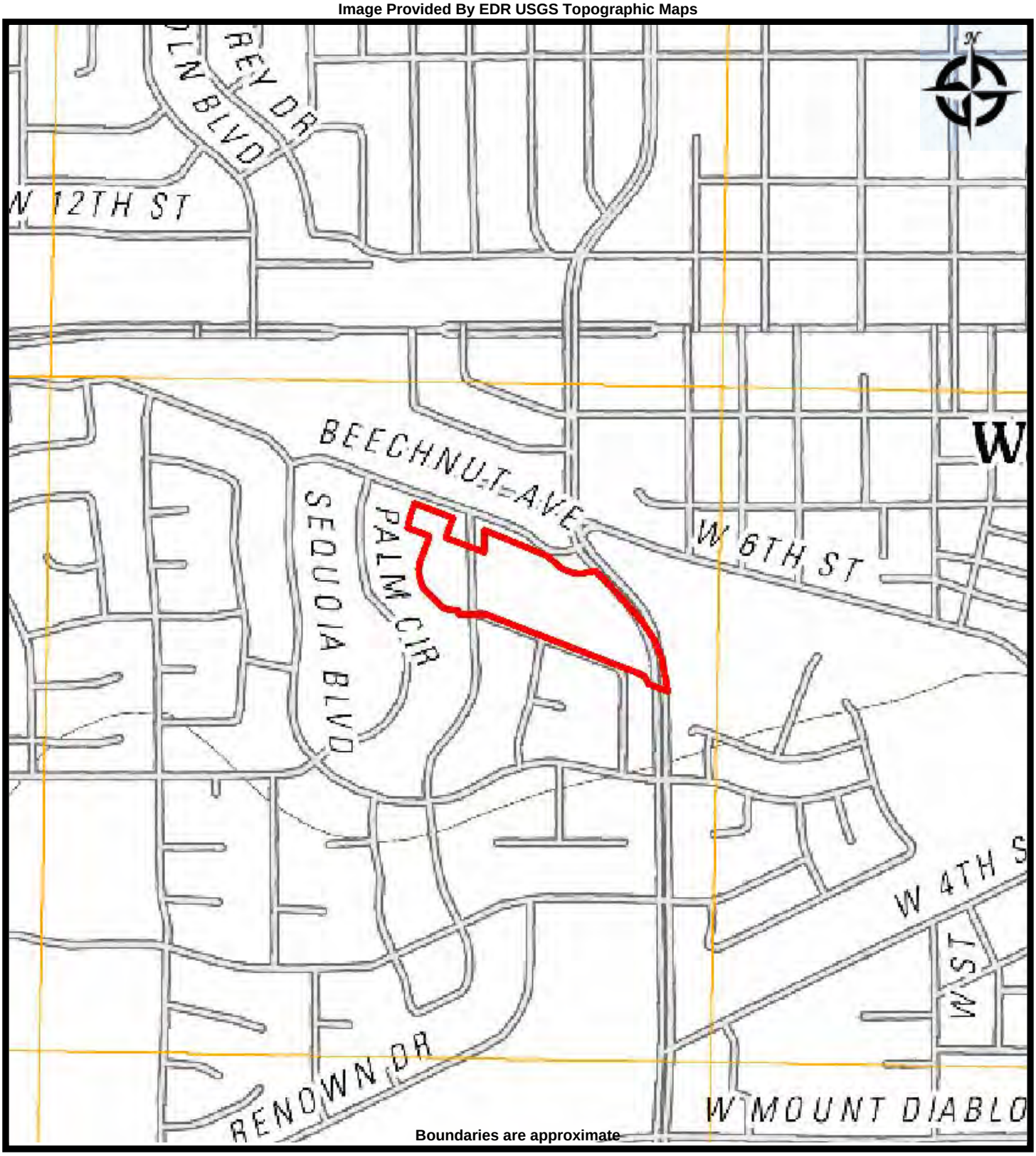


NELSON ENVIRO, LLC

TOPO MAP - 1978
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps

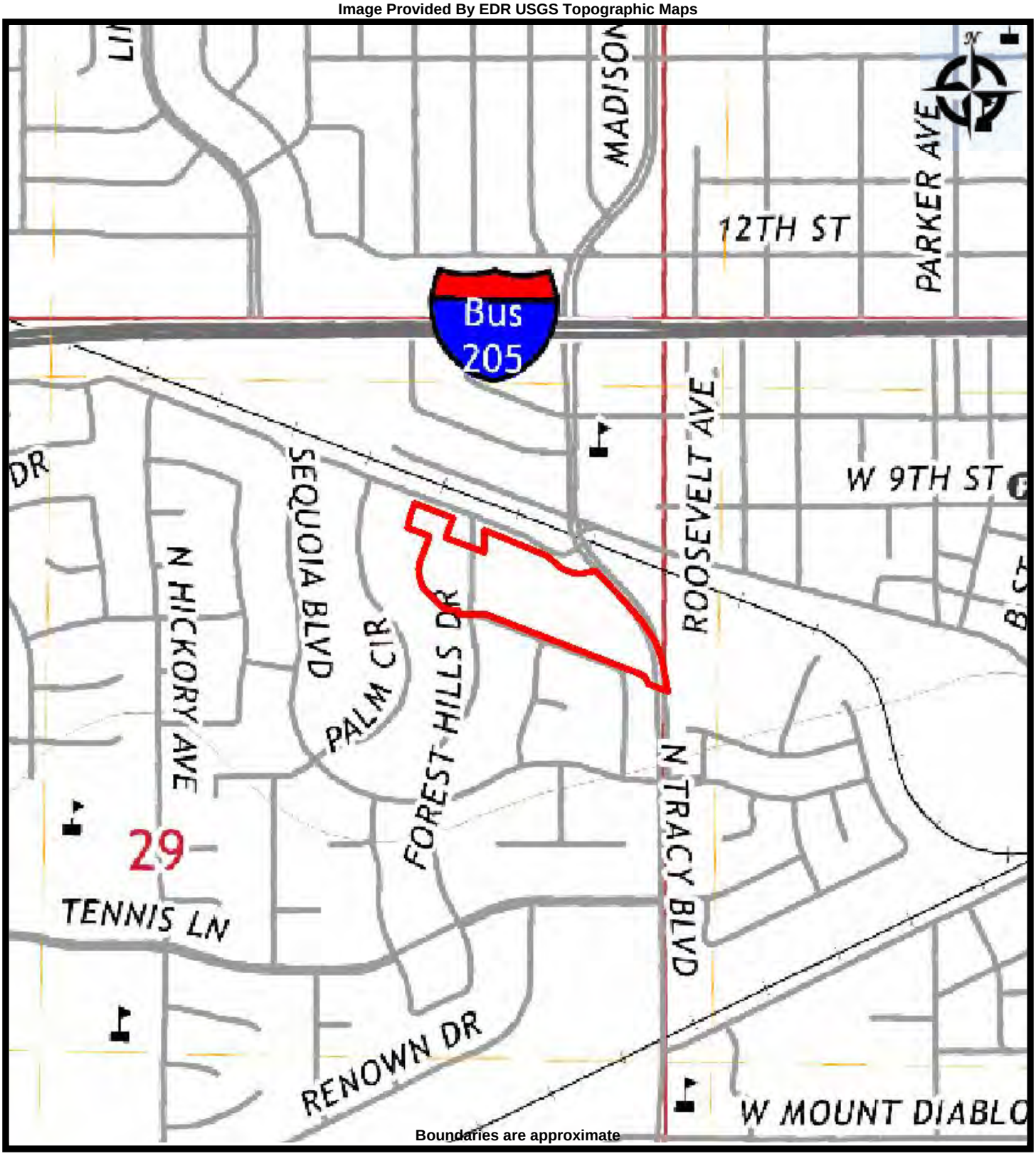


NELSON ENVIRO, LLC

TOPO MAP - 2012
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR USGS Topographic Maps



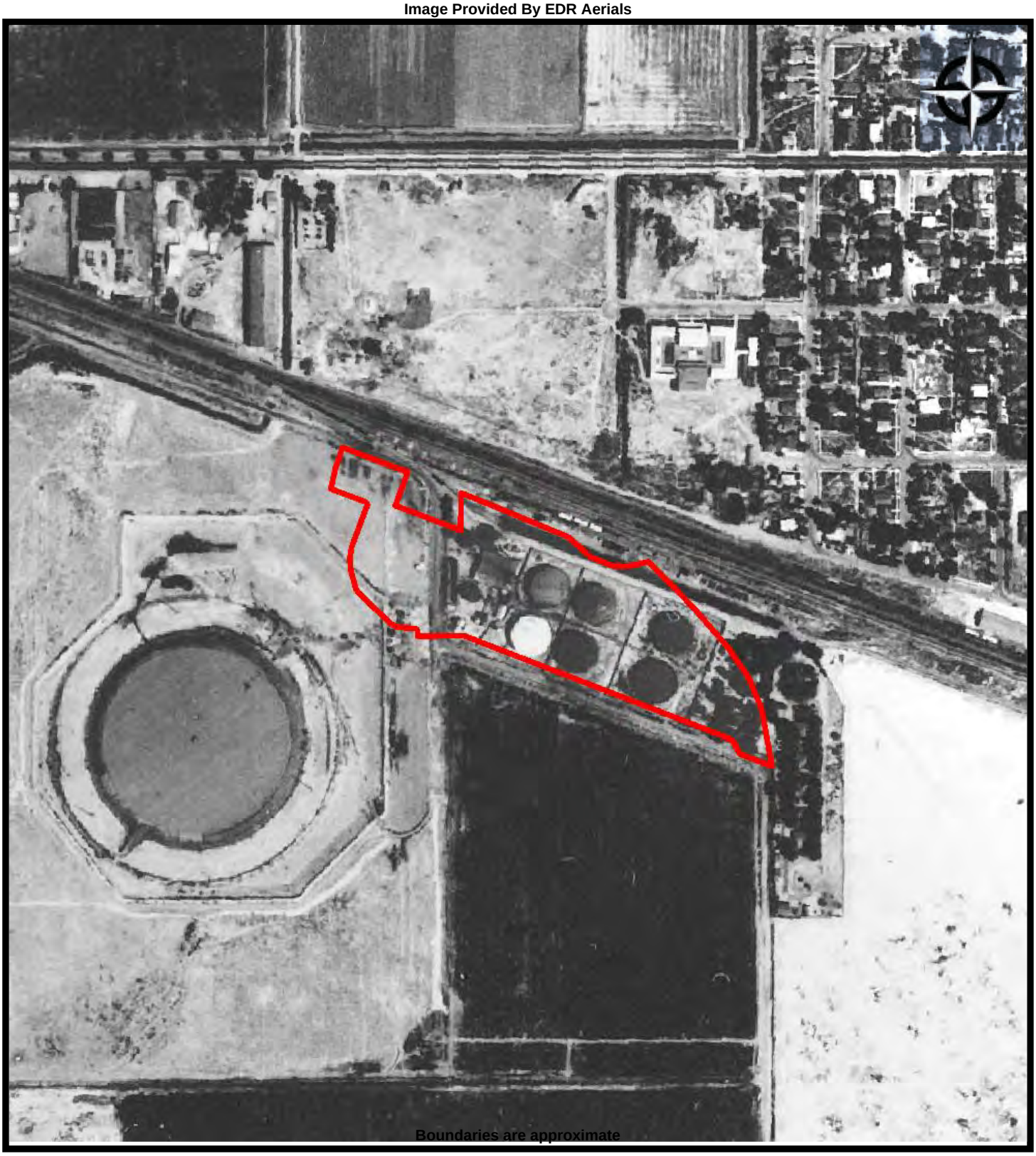
Boundaries are approximate

NELSON ENVIRO, LLC

TOPO MAP - 2018
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1937
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials

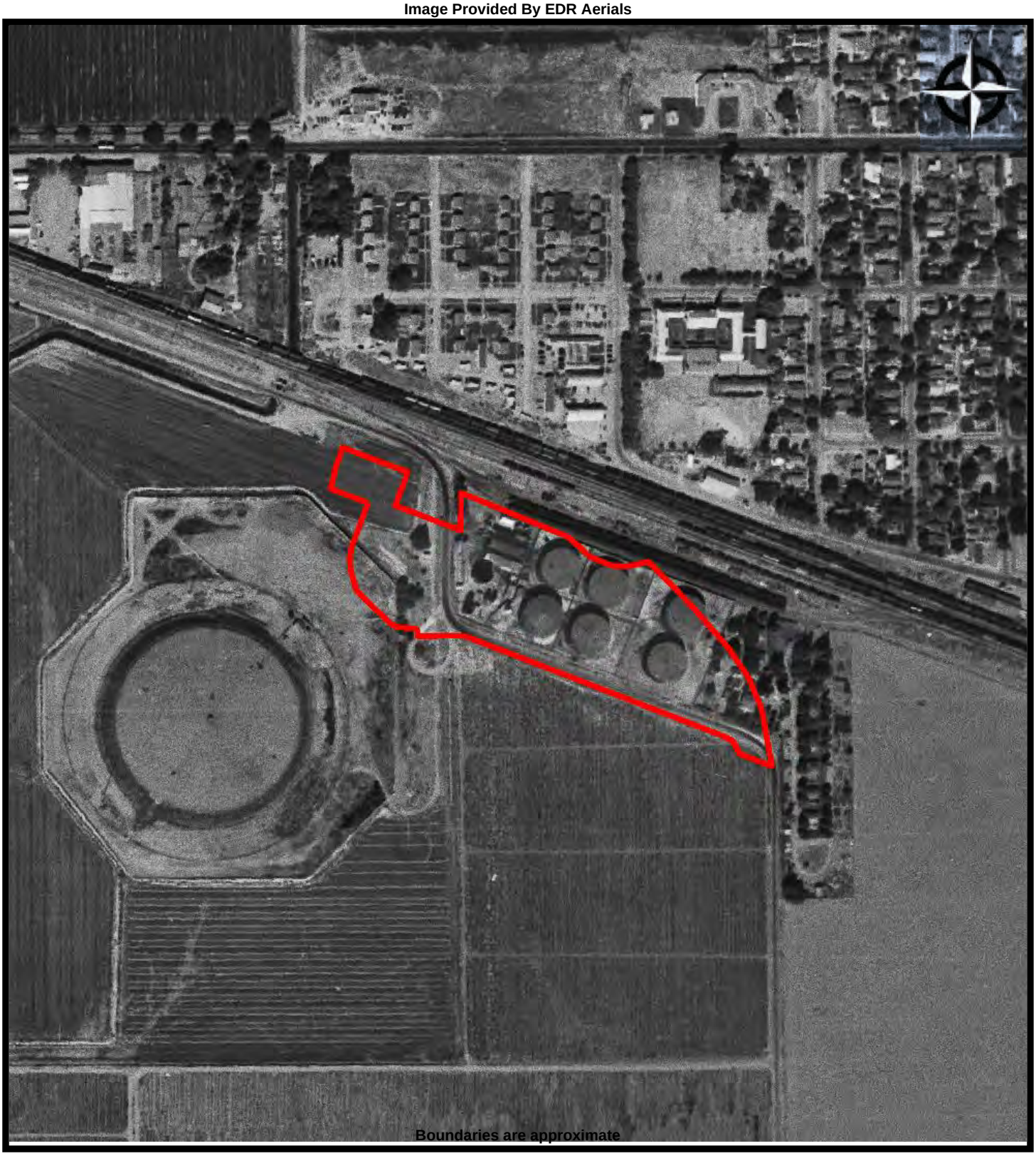


NELSON ENVIRO, LLC

AERIAL - 1940
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1949
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1957
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



Boundaries are approximate

NELSON ENVIRO, LLC

AERIAL - 1963
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1968
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials

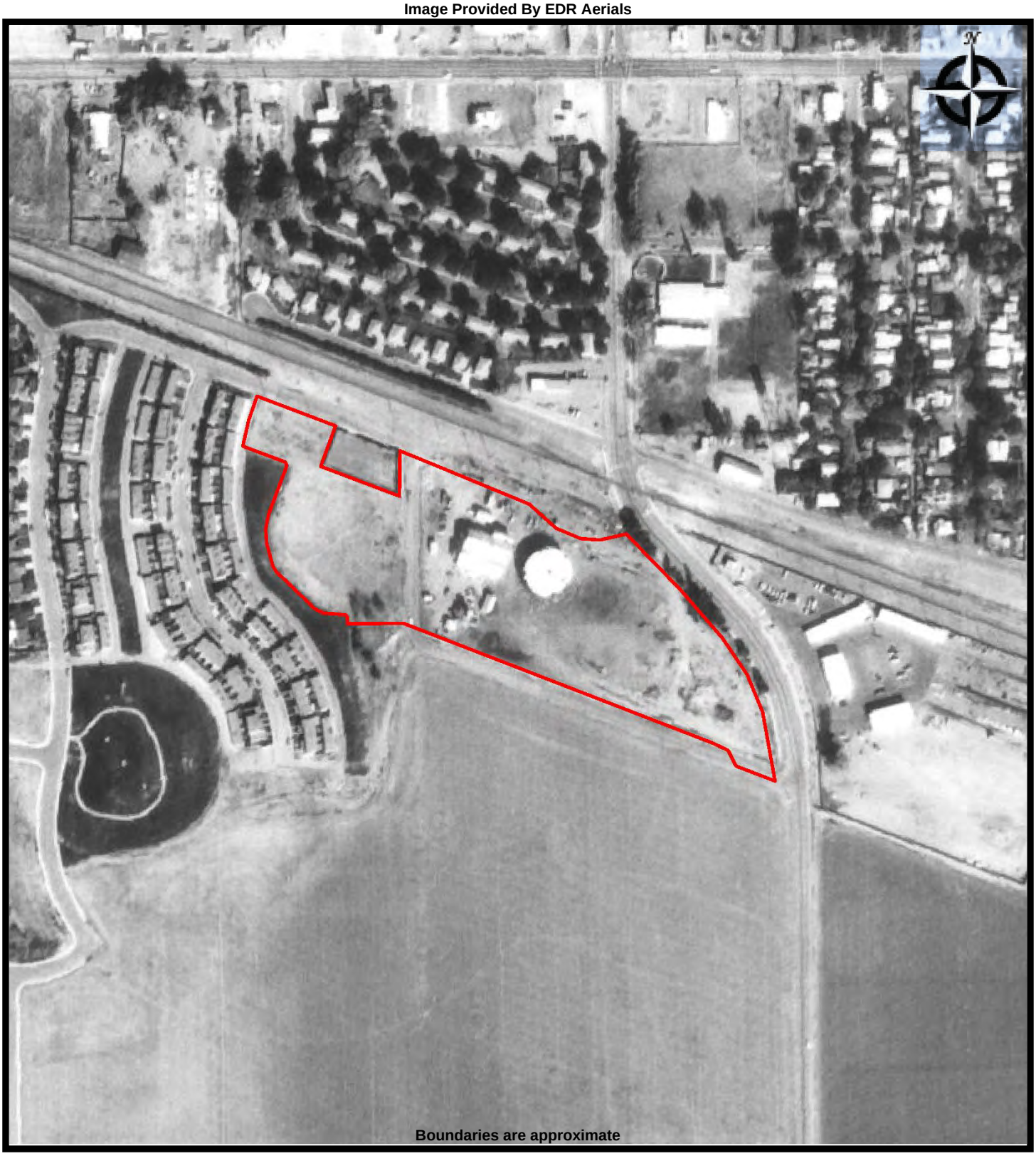


NELSON ENVIRO, LLC

AERIAL - 1972
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials

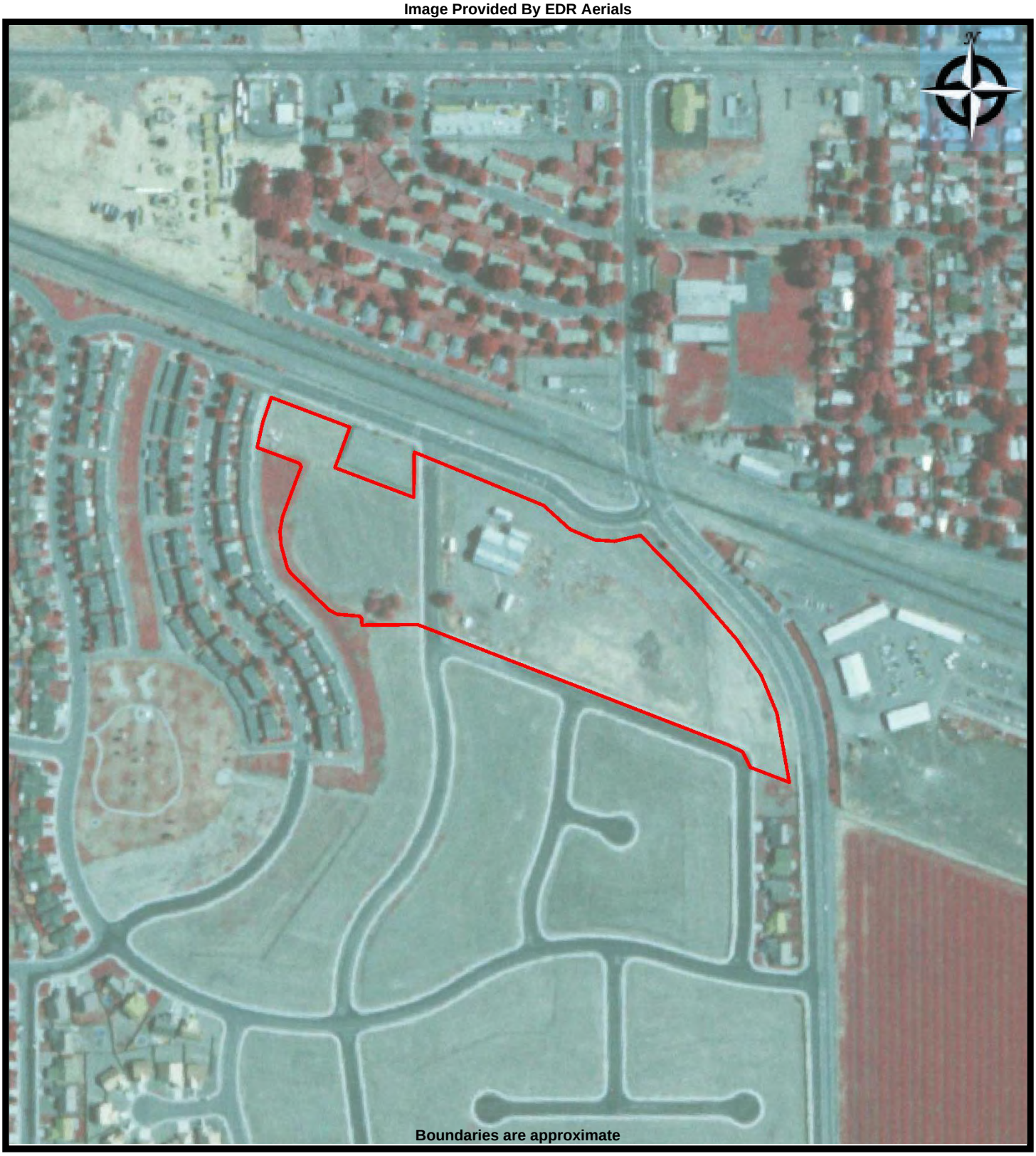


NELSON ENVIRO, LLC

AERIAL - 1975
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1982
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 1993
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 2006
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 2009
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 2012
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 2016
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Image Provided By EDR Aerials



NELSON ENVIRO, LLC

AERIAL - 2020
TRANSIT MAINTENANCE AND STORAGE FACILITY (CIP 77586)
800, 990, and 1000 Beechnut Avenue
Tracy, California 95376

PREPARED FOR: City of Tracy
PROJ. MGR: Mike Nelson
DRAWN BY: Mike Nelson
DATE: 10/13/2023
PROJ. #: NA

Appendix D:

Regulatory Records

Beechnut Transit Facility
800, 990, and 1000 Beechnut Avenue
Tracy, CA 95376

Inquiry Number: 7485571.2s
October 31, 2023

EDR Summary Radius Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

COORDINATES

Latitude (North):	37.7360590 - 37° 44' 9.81''
Longitude (West):	121.4366100 - 121° 26' 11.79''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	637759.7
UTM Y (Meters):	4177476.2
Elevation:	56 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	U.S. Geological Survey

Target Property:	N
Source:	U.S. Geological Survey

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200617, 20200527
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	RENOWN ENTERPRISES	990 BEACHNUT	CPS-SLIC, CERS		TP
A2	990 BEECHNUT EXCAVAT	990 BEECHNUT AVENUE	CPS-SLIC, NPDES, CERS		TP
A3	CHEVRON 990 BEECHNUT	990 BEECHNUT AVE	FINDS		TP
4	CHEVRON, TAOC TRACY	880 BEECHNUT	CPS-SLIC, CERS	Lower	1 ft.
A5	RENOWN HOMES	CORNER OF TRACY BLVD	RESPONSE, ENVIROSTOR, HIST Cal-Sites	Lower	1 ft.
6	PACIFIC BELL	905 TRACY BLVD	RCRA-SQG, FINDS, ECHO	Lower	174, 0.033, NNE
7	TRACY CITY	560 TRACY BLVD	LUST, Cortese, EMI, HIST CORTESE, CERS	Higher	197, 0.037, SE
B8	ASHLEY JOHNSON	764 SEQUOIA BLVD	RCRA NonGen / NLR	Lower	476, 0.090, West
9	ARROW N CART	609 W 6TH ST	RCRA-SQG, FINDS, ECHO	Lower	485, 0.092, NNE
B10	CHEVRON PIPLINE CO	706 SEQUOIA BLVD	EDR Hist Auto	Lower	535, 0.101, West
11	TRACY POLICE DEPARTM	520 N TRACY BLVD	RCRA NonGen / NLR	Higher	542, 0.103, SSE
C12	AUTOZONE #3315	1122 W 11TH ST	CERS HAZ WASTE, CERS	Lower	548, 0.104, NW
C13	AUTO ZONE #3315	1122 W 11TH ST	RCRA NonGen / NLR	Lower	548, 0.104, NW
C14	LONGS DRUG STORE NO	1122 W 11TH ST	RCRA-SQG, FINDS, ECHO	Lower	548, 0.104, NW
15	ALDEN PARK	525 PALM CIRCLE	ENVIROSTOR	Higher	554, 0.105, WSW
C16	THE SERVICE STATION	1100B W 11TH ST	CERS HAZ WASTE, CERS	Lower	674, 0.128, NW
C17	THE SERVICE STATION	1100 W 11TH ST	RCRA-SQG, SWEEPS UST, CA FID UST, FINDS, HWTS,...	Lower	674, 0.128, NW
C18	THE SERVICE STATION	1100 W 11TH ST STE B	RCRA NonGen / NLR	Lower	674, 0.128, NW
C19	THE SERVICE STATION	1100 W ELEVENTH ST	UST	Lower	674, 0.128, NW
D20	CHEVRON, ALDEN PARK,	CITY OF TRACY PUBLIC	CPS-SLIC	Higher	675, 0.128, WSW
D21	CPL00003 ALDEN PARK	500 SEQUOIA BLVD	RCRA-SQG	Higher	718, 0.136, WSW
E22	CENTRAL GAS TRACY	950 W 11TH ST	RCRA NonGen / NLR	Lower	741, 0.140, NNW
E23	RAZI PETROLEUM INC.	950 W ELEVENTH ST	UST	Lower	741, 0.140, NNW
E24	CENTRAL GAS TRACY	950 W ELEVENTH ST	UST	Lower	741, 0.140, NNW
E25	KWIK SERVE	950 W ELEVENTH ST	UST	Lower	741, 0.140, NNW
E26	RAZI PETROLEUM INC	950 W 11TH ST	RCRA-SQG, FINDS, ECHO	Lower	741, 0.140, NNW
E27	KWIK SERVE	950 W 11TH ST	HIST UST, EMI, HIST CORTESE, HWTS, CERS	Lower	741, 0.140, NNW
E28	GASCO SERVICE STATIO	950 WEST 11TH STREET	HIST UST, HWTS, HAZNET	Lower	741, 0.140, NNW
E29	KWIK SERVE	950 W 11TH ST	RCRA NonGen / NLR	Lower	741, 0.140, NNW
E30	GASCO	950 11TH ST W	LUST, Cortese, CERS	Lower	741, 0.140, NNW
E31	AMAR GAS & FOOD MART	950 11TH ST	UST	Lower	741, 0.140, NNW
E32	GASCO SERVICE STATIO	950 W ELEVENTH ST	CERS HAZ WASTE, SWEEPS UST, CA FID UST, CERS...	Lower	741, 0.140, NNW
E33	RAZI PETROLEUM INC	950 W 11TH ST	RCRA NonGen / NLR	Lower	741, 0.140, NNW
E34	CALIFORNIA WELDING	1000 11TH ST E	LUST, Cortese, CERS	Lower	772, 0.146, NNW
F35	COSMOPROF BEAUTY	804 W 11TH ST	CERS HAZ WASTE, HWTS, HAZNET	Lower	827, 0.157, NNW
F36	COSMOPROF 8728	804 W 11TH ST	RCRA NonGen / NLR	Lower	827, 0.157, NNW
G37	TRACY CAMERA AND SUP	1240 W 11TH ST	RCRA-SQG, FINDS, ECHO	Lower	893, 0.169, NW
G38	SALLY BEAUTY SUPPLIE	1240 W 11TH ST	RCRA NonGen / NLR	Lower	893, 0.169, NW
G39	SALLY BEAUTY SUPPLIE	1240 W 11TH ST	CERS HAZ WASTE, HWTS, HAZNET	Lower	893, 0.169, NW

MAPPED SITES SUMMARY

Target Property Address:
800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
E40	TRACY MITSUBISHI	1129 W 11TH ST	RCRA-SQG	Lower	904, 0.171, NNW
E41	BIG O TIRES TRACY	1129 W 11TH ST	RCRA NonGen / NLR	Lower	904, 0.171, NNW
E42	B C & D PROPERTY	1129 11TH	LUST, Cortese, HIST CORTESE, CERS	Lower	904, 0.171, NNW
E43	BIG O TIRES	1129 W ELEVENTH ST	CERS HAZ WASTE, CERS	Lower	904, 0.171, NNW
E44	TSRN INC DBA BIG O T	1129 W 11TH ST	RCRA NonGen / NLR	Lower	904, 0.171, NNW
H45	ADVANCE AUTO	1133 W 11TH ST	CERS HAZ WASTE, HWTS, HAZNET, CERS	Lower	924, 0.175, NNW
H46	ADVANCE AUTO	1133 W 11TH ST	RCRA NonGen / NLR	Lower	924, 0.175, NNW
47	CHEVRON TRACY RAILYA	BALDWIN COURT	CPS-SLIC	Higher	975, 0.185, ESE
I48	SOUZA II LLC (VACANT	612 W 11TH ST	UST	Lower	1012, 0.192, NNE
I49	PAUL TERANISHI DDS I	612 W 11TH ST STE 20	RCRA NonGen / NLR	Lower	1012, 0.192, NNE
F50	GROCERY OUTLET	825 W 11TH ST	CERS HAZ WASTE, HWTS, CERS	Lower	1018, 0.193, North
F51	AGAPE LOVE MARKETS I	825 W 11TH ST	RCRA NonGen / NLR	Lower	1018, 0.193, North
F52	HEINZ PLANT	757 11TH	HIST CORTESE	Lower	1053, 0.199, North
F53	HEINZ PLANT CASE #2	757 11TH ST E	LUST, Cortese, CERS	Lower	1053, 0.199, North
F54	BJJ COMPANY CASE #1	757 11TH STREET E	LUST, CERS	Lower	1053, 0.199, North
J55	BEACON #698	153 11TH ST	UST	Lower	1055, 0.200, ENE
K56	ALANDA TRUCKING	1457 LOCUST DR	RCRA-SQG, FINDS, ECHO	Lower	1061, 0.201, West
57	DIAMOND PROP	701 11TH ST W	LUST, Cortese, HIST CORTESE, CERS	Lower	1083, 0.205, North
G58	PARK AVENUE CLEANERS	1296 W 11TH STREET	DRYCLEANERS, HWTS, CERS	Lower	1083, 0.205, NW
G59	SUPERLUBE PLUS INC	1170 LINCOLN BLVD	AST	Lower	1085, 0.205, NW
G60	SUPERLUBE PLUS INC	1170 LINCOLN BLVD	CERS HAZ WASTE, CERS TANKS, HWTS, HAZNET, CERS	Lower	1085, 0.205, NW
G61	SUPERLUBE PLUS INC	1170 LINCOLN BLVD	UST	Lower	1085, 0.205, NW
G62	SUPERLUBE PLUS INC	1170 LINCOLN BLVD	RCRA NonGen / NLR	Lower	1085, 0.205, NW
G63	99 CENTS ONLY STORES	1320 W 11TH ST	CERS HAZ WASTE, CERS	Lower	1093, 0.207, NW
G64	99 CENTS ONLY STORES	1320 W 11TH ST	RCRA NonGen / NLR	Lower	1093, 0.207, NW
I65	CITY GARAGE	604 W ELEVENTH ST	CERS HAZ WASTE, CERS	Lower	1155, 0.219, NNE
I66	CITY GARAGE	604 W 11TH ST	RCRA-LQG, FINDS, ECHO, HWTS, HAZNET	Lower	1155, 0.219, NNE
I67	SOUZA II LLC	612 11TH ST W	LUST, Cortese, CERS	Lower	1171, 0.222, NNE
J68	NICHOLE CONTAWE	940 WINDELER AVE.	RCRA NonGen / NLR	Lower	1183, 0.224, ENE
L69	QUIK STOP MARKET #13	1153 LINCOLN BLVD	CERS HAZ WASTE, CERS TANKS, EMI, CERS	Lower	1206, 0.228, NW
L70	QUIK STOP MARKETS IN	1153 LINCOLN BLVD	RCRA NonGen / NLR	Lower	1206, 0.228, NW
L71	QUIK STOP MARKET #31	1153 LINCOLN BLVD	UST	Lower	1206, 0.228, NW
L72	QUIK STOP MARKET	1153 LINCOLN ST	SWEEPS UST, CA FID UST	Lower	1206, 0.228, NW
L73	QUIK STOP MARKETS 13	1153 LINCOLN BLVD	UST	Lower	1206, 0.228, NW
L74	QUIK STOP MARKET #13	1153 LINCOLN BLVD	UST	Lower	1206, 0.228, NW
L75	QUICK STOP MARKET #1	1153 LINCOLN	HIST CORTESE	Lower	1206, 0.228, NW
M76	GCP APPLIED TECHNOLO		PFAS ECHO	Higher	1232, 0.233, East
M77	GREENGATE CAR WASH A		PFAS ECHO	Higher	1232, 0.233, East
K78	DEBRA BEEBE	729 N HICKORY AVE	RCRA NonGen / NLR	Lower	1273, 0.241, West

MAPPED SITES SUMMARY

Target Property Address:
800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
79	BILL'S BAIT & BEACON	515 11TH	LUST, Cortese, HIST CORTESE	Lower	1471, 0.279, NNE
80	COMMUNITY SCHOOL / W	1501 WEST 11TH STREE	ENVIROSTOR, SCH	Lower	1483, 0.281, NW
81	TRACY POLICE FACILIT	325 10TH ST E	CPS-SLIC	Lower	1575, 0.298, ENE
82	DISCOVERY CHEVROLET	1615 11TH ST W	LUST, Cortese, HIST CORTESE, CERS	Lower	1789, 0.339, WNW
83	TRACY DISPOSAL SERVI	99 6TH ST W	LUST, Cortese, HIST CORTESE, Notify 65, CERS	Higher	1957, 0.371, East
84	CHEVRON PIPE LINE CO	413 MOUNT DIABLO AVE	CPS-SLIC, CERS	Higher	2168, 0.411, SSE
N85	LAWRENCE LIVERMORE N	CORRAL HOLLOW RD	ICE, HWP	Lower	2243, 0.425, ENE
N86	PWD CORRAL HOLLOW LA	CORRAL HOLLOW & I-58	LUST	Lower	2243, 0.425, ENE
N87	LAWRENCE LIVERMORE B	CORRAL HOLLOW RD	LUST, CPS-SLIC, HIST UST, CA FID UST, EMI, HIST...	Lower	2243, 0.425, ENE
88	STRONG PROPERTY	5157 BUS LOOP 205 W	LUST, Cortese, HIST CORTESE, CERS	Higher	2286, 0.433, SE
89	STAN MORRI FORD	104 11TH ST W	LUST, SWEEPS UST, HIST UST, CA FID UST, Cortese,...	Lower	2445, 0.463, ENE
90	WILLIAMS MIDDLE SCHO	1600 TENNIS LANE	ENVIROSTOR, SCH, NPDES	Higher	2529, 0.479, WSW
O91	TRACY COMMUNITY MEMO	1420 TRACY	HIST CORTESE	Lower	2566, 0.486, North
O92	TRACY COMMUNITY HOSP	1420 TRACY BLVD	RCRA-LQG, LUST, SWEEPS UST, HIST UST, CA FID UST,...	Lower	2638, 0.500, North
93	OLD VALLEY PIPELINE	1755 WEST 11TH STREE	ENVIROSTOR, VCP	Lower	2820, 0.534, WNW
94	TRACY GROUP PROPERTY	400 SOUTH TRACY BOUL	ENVIROSTOR, VCP	Higher	2827, 0.535, South
95	OK CLEANERS #2	18 E 9TH	ENVIROSTOR	Lower	2886, 0.547, East
P96	LEVAND-BRIGHT PROPER	3 EAST 11TH STREET	LUST, Cortese, Notify 65, CERS	Lower	3165, 0.599, ENE
P97	LEVAND FAMILY TRUST	47 EAST ELEVENTH STR	LUST, Cortese, Notify 65, CERS	Lower	3312, 0.627, ENE
98	OLD VALLEY PIPELINE	1881 RUSTAN ROAD	ENVIROSTOR, CPS-SLIC, VCP, CERS	Lower	4024, 0.762, WNW
99	SHELL TANK	315 E 11TH	ENVIROSTOR	Lower	4606, 0.872, ENE
100	CLOVER MIDDLE SCHOOL	51 BEVERLY	ENVIROSTOR, LUST, SCH, Cortese, HIST CORTESE, CERS	Lower	4686, 0.887, NE
101	SRI INTL CORRAL HOLL	CORRAL HOLLOW ROAD	SEMS-ARCHIVE, CORRACTS, RCRA-TSDF, RCRA-SQG	Lower	4707, 0.891, NW
102	BETHANY ELEMENTARY	PATTERSON PASS ROAD	ENVIROSTOR, SCH	Lower	5054, 0.957, ENE
Q103	ATLANTIC PLATING	450 EAST 10TH STREET	ENVIROSTOR, NON-CASE INFO	Lower	5065, 0.959, East
Q104	AGRICULTURAL COMMISS	503 10TH	LUST, Cortese, HIST CORTESE, Notify 65, CERS	Lower	5141, 0.974, East
105	TRACY HIGH SCHOOL PR	455 EAST 11TH STREET	ENVIROSTOR, SCH, HIST UST, DEED	Lower	5232, 0.991, ENE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
RENOWN ENTERPRISES 990 BEACHNUT TRACY, CA 95376	CPS-SLIC Database: CPS-SLIC, Date of Government Version: 06/05/2023 Facility Status: Completed - Case Closed Global Id: SLT5S2383277 CERS	N/A
990 BEECHNUT EXCAVAT 990 BEECHNUT AVENUE TRACY, CA 95376	CPS-SLIC Database: CPS-SLIC, Date of Government Version: 06/05/2023 Database: SLIC REG 5, Date of Government Version: 04/01/2005 Facility Status: Completed - Case Closed Global Id: SL0607735443 NPDES CERS	N/A
CHEVRON 990 BEECHNUT 990 BEECHNUT AVE TRACY, CA 95376	FINDS Registry ID:: 110065493763	N/A

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: A review of the CORRACTS list, as provided by EDR, and dated 07/24/2023 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SRI INTL CORRAL HOLL	***CORRAL HOLLOW ROAD***	***NW 1/2 - 1 (0.891 mi.)***	***101***	***35***

EPA ID:: CAD980883847

Lists of Federal RCRA generators

RCRA-LQG: A review of the RCRA-LQG list, as provided by EDR, and dated 07/24/2023 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CITY GARAGE EPA ID:: CAD982051591	***604 W 11TH ST***	***NNE 1/8 - 1/4 (0.219 mi.)***	***I66***	***24***

RCRA-SQG: A review of the RCRA-SQG list, as provided by EDR, and dated 07/24/2023 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CPL00003 ALDEN PARK EPA ID:: CAR000247353	500 SEQUOIA BLVD	WSW 1/8 - 1/4 (0.136 mi.)	D21	14

Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL EPA ID:: CAT080026438	***905 TRACY BLVD***	***NNE 0 - 1/8 (0.033 mi.)***	***6***	***10***
ARROW N CART EPA ID:: CAD982356834	***609 W 6TH ST***	***NNE 0 - 1/8 (0.092 mi.)***	***9***	***11***
LONGS DRUG STORE NO EPA ID:: CA0001006964	***1122 W 11TH ST***	***NW 0 - 1/8 (0.104 mi.)***	***C14***	***12***
THE SERVICE STATION EPA ID:: CAD982487183	***1100 W 11TH ST***	***NW 1/8 - 1/4 (0.128 mi.)***	***C17***	***13***
RAZI PETROLEUM INC EPA ID:: CAR000005884	***950 W 11TH ST***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E26***	***15***
TRACY CAMERA AND SUP EPA ID:: CAD983633553	***1240 W 11TH ST***	***NW 1/8 - 1/4 (0.169 mi.)***	***G37***	***18***
TRACY MITSUBISHI EPA ID:: CAD982526295	1129 W 11TH ST	NNW 1/8 - 1/4 (0.171 mi.)	E40	18
ALANDA TRUCKING EPA ID:: CAD981626468	***1457 LOCUST DR***	***W 1/8 - 1/4 (0.201 mi.)***	***K56***	***22***

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: A review of the RESPONSE list, as provided by EDR, has revealed that there is 1 RESPONSE site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RENOWN HOMES	***CORNER OF TRACY BLVD***	***0 - 1/8 (0.000 mi.)***	***A5***	***10***
Database: RESPONSE, Date of Government Version: 07/24/2023				
Status: Refer: RWQCB				
Facility Id: 39650001				

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: A review of the ENVIROSTOR list, as provided by EDR, and dated 07/24/2023 has revealed that there are 13 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALDEN PARK	525 PALM CIRCLE	WSW 0 - 1/8 (0.105 mi.)	15	12
Facility Id: 39510033				
Status: Refer: RWQCB				
WILLIAMS MIDDLE SCHO	***1600 TENNIS LANE***	***WSW 1/4 - 1/2 (0.479 mi.)***	***90***	***31***
Facility Id: 48820004				
Status: No Action Required				
TRACY GROUP PROPERTY	***400 SOUTH TRACY BOUL***	***S 1/2 - 1 (0.535 mi.)***	***94***	***32***
Facility Id: 39290008				
Status: No Further Action				

Lower Elevation	Address	Direction / Distance	Map ID	Page
RENOWN HOMES	***CORNER OF TRACY BLVD***	***0 - 1/8 (0.000 mi.)***	***A5***	***10***
Facility Id: 39650001				
Status: Refer: RWQCB				
COMMUNITY SCHOOL / W	***1501 WEST 11TH STREE***	***NW 1/4 - 1/2 (0.281 mi.)***	***80***	***27***
Facility Id: 39010008				
Status: No Further Action				
OLD VALLEY PIPELINE	***1755 WEST 11TH STREE***	***WNW 1/2 - 1 (0.534 mi.)***	***93***	***32***
Facility Id: 39460003				
Status: No Further Action				
OK CLEANERS #2	18 E 9TH	E 1/2 - 1 (0.547 mi.)	95	33
Facility Id: 39720019				
Status: Refer: Other Agency				
OLD VALLEY PIPELINE	***1881 RUSTAN ROAD***	***WNW 1/2 - 1 (0.762 mi.)***	***98***	***34***
Facility Id: 39460004				
Status: No Further Action				
SHELL TANK	315 E 11TH	ENE 1/2 - 1 (0.872 mi.)	99	34
Facility Id: 39550002				
Status: Refer: Other Agency				
CLOVER MIDDLE SCHOOL	***51 BEVERLY***	***NE 1/2 - 1 (0.887 mi.)***	***100***	***34***
Facility Id: 60000027				
Status: Inactive - Needs Evaluation				
BETHANY ELEMENTARY	***PATTERSON PASS ROAD***	***ENE 1/2 - 1 (0.957 mi.)***	***102***	***35***
Facility Id: 39010003				

Status: No Further Action

ATLANTIC PLATING	***450 EAST 10TH STREET***	***E 1/2 - 1 (0.959 mi.)***	***Q103***	***35***
Facility Id: 39340026				
Status: No Further Action				
TRACY HIGH SCHOOL PR	***455 EAST 11TH STREET***	***ENE 1/2 - 1 (0.991 mi.)***	***105***	***36***
Facility Id: 60002637				
Status: Certified O&M - Land Use Restrictions Only				

Lists of state and tribal leaking storage tanks

LUST: A review of the LUST list, as provided by EDR, has revealed that there are 16 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY CITY	***560 TRACY BLVD***	***SE 0 - 1/8 (0.037 mi.)***	***7***	***10***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				
Status: Completed - Case Closed				
Status: Leak being confirmed				
Global Id: T0607700728				
TRACY DISPOSAL SERVI	***99 6TH ST W***	***E 1/4 - 1/2 (0.371 mi.)***	***83***	***28***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				
Status: Completed - Case Closed				
Status: Leak being confirmed				
Global Id: T0607700398				
STRONG PROPERTY	***5157 BUS LOOP 205 W***	***SE 1/4 - 1/2 (0.433 mi.)***	***88***	***30***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				
Status: Completed - Case Closed				
Status: Post remedial action monitoring				
Global Id: T0607700322				

Lower Elevation	Address	Direction / Distance	Map ID	Page
GASCO	***950 11TH ST W***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E30***	***16***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				
Status: Completed - Case Closed				
Status: Case Closed				
Global Id: T0607700133				
CALIFORNIA WELDING	***1000 11TH ST E***	***NNW 1/8 - 1/4 (0.146 mi.)***	***E34***	***17***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				
Status: Completed - Case Closed				
Status: Case Closed				
Global Id: T0607700656				
B C & D PROPERTY	***1129 11TH***	***NNW 1/8 - 1/4 (0.171 mi.)***	***E42***	***19***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 06/05/2023				

Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700116

HEINZ PLANT CASE #2 ***757 11TH ST E*** ***N 1/8 - 1/4 (0.199 mi.)*** ***F53*** ***21***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Post remedial action monitoring
Global Id: T0607799506
Global Id: T0607700284

BJJ COMPANY CASE #1 ***757 11TH STREET E*** ***N 1/8 - 1/4 (0.199 mi.)*** ***F54*** ***21***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Status: Case Closed

DIAMOND PROP ***701 11TH ST W*** ***N 1/8 - 1/4 (0.205 mi.)*** ***57*** ***22***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700143

SOUZA II LLC ***612 11TH ST W*** ***NNE 1/8 - 1/4 (0.222 mi.)*** ***I67*** ***24***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607791873

BILL'S BAIT & BEACON ***515 11TH*** ***NNE 1/4 - 1/2 (0.279 mi.)*** ***79*** ***27***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700129

DISCOVERY CHEVROLET ***1615 11TH ST W*** ***WNW 1/4 - 1/2 (0.339 mi.)*** ***82*** ***28***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700614

PWD CORRAL HOLLOW LA CORRAL HOLLOW & I-58 ENE 1/4 - 1/2 (0.425 mi.) N86 29
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Global Id: T0607700737

LAWRENCE LIVERMORE B ***CORRAL HOLLOW RD*** ***ENE 1/4 - 1/2 (0.425 mi.)*** ***N87*** ***29***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Status: Leak being confirmed
Status: Case Closed

STAN MORRI FORD ***104 11TH ST W*** ***ENE 1/4 - 1/2 (0.463 mi.)*** ***89*** ***30***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023
Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700279

TRACY COMMUNITY HOSP ***1420 TRACY BLVD*** ***N 1/4 - 1/2 (0.500 mi.)*** ***O92*** ***31***
Database: LUST REG 5, Date of Government Version: 07/01/2008
Database: LUST, Date of Government Version: 06/05/2023

Status: Completed - Case Closed
Status: Case Closed
Global Id: T0607700205

CPS-SLIC: A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 6 CPS-SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON, ALDEN PARK,	CITY OF TRACY PUBLIC	WSW 1/8 - 1/4 (0.128 mi.)	D20	14
Database: CPS-SLIC, Date of Government Version: 06/05/2023 Facility Status: Open - Verification Monitoring Global Id: SL0607758615				
CHEVRON TRACY RAILYA	BALDWIN COURT	ESE 1/8 - 1/4 (0.185 mi.)	47	20
Database: CPS-SLIC, Date of Government Version: 06/05/2023 Facility Status: Completed - Case Closed Global Id: T10000003119				
CHEVRON PIPE LINE CO	***413 MOUNT DIABLO AVE***	***SSE 1/4 - 1/2 (0.411 mi.)***	***84***	***28***
Database: CPS-SLIC, Date of Government Version: 06/05/2023 Database: SLIC REG 5, Date of Government Version: 04/01/2005 Facility Status: Completed - Case Closed Global Id: SL185382910				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON, TAOC TRACY	***880 BEECHNUT***	***0 - 1/8 (0.000 mi.)***	***4***	***9***
Database: CPS-SLIC, Date of Government Version: 06/05/2023 Facility Status: Completed - Case Closed Global Id: SL0607706009				
TRACY POLICE FACILIT	325 10TH ST E	ENE 1/4 - 1/2 (0.298 mi.)	81	27
Database: SLIC REG 5, Date of Government Version: 04/01/2005				
LAWRENCE LIVERMORE B	***CORRAL HOLLOW RD***	***ENE 1/4 - 1/2 (0.425 mi.)***	***N87***	***29***
Database: CPS-SLIC, Date of Government Version: 06/05/2023 Database: SLIC REG 5, Date of Government Version: 04/01/2005 Facility Status: Completed - Case Closed Global Id: T0607700354 Global Id: T0607700691 Global Id: T0607700690 Global Id: T0607700675 Global Id: T0607700561 **Additional key fields are available in the Map Findings section*				

Lists of state and tribal registered storage tanks

UST: A review of the UST list, as provided by EDR, has revealed that there are 11 UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
THE SERVICE STATION	1100 W ELEVENTH ST	NW 1/8 - 1/4 (0.128 mi.)	C19	13
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				

Facility Id: FA0005534
Tank Status: 02 - Inactive, non-billable

RAZI PETROLEUM INC.	950 W ELEVENTH ST	NNW 1/8 - 1/4 (0.140 mi.)	E23	14
Database: UST, Date of Government Version: 06/05/2023				
CENTRAL GAS TRACY	950 W ELEVENTH ST	NNW 1/8 - 1/4 (0.140 mi.)	E24	14
Database: UST, Date of Government Version: 06/05/2023				
KWIK SERVE	950 W ELEVENTH ST	NNW 1/8 - 1/4 (0.140 mi.)	E25	15
Database: UST, Date of Government Version: 06/05/2023				
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				
Facility Id: FA0006388				
Tank Status: 02 - Inactive, non-billable				
Tank Status: 01 - Active, billable				
AMAR GAS & FOOD MART	950 11TH ST	NNW 1/8 - 1/4 (0.140 mi.)	E31	16
Database: UST, Date of Government Version: 06/05/2023				
Facility Id: FA0006388				
SOUZA II LLC (VACANT	612 W 11TH ST	NNE 1/8 - 1/4 (0.192 mi.)	I48	20
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				
Facility Id: FA0013337				
Tank Status: 02 - Inactive, non-billable				
BEACON #698	153 11TH ST	ENE 1/8 - 1/4 (0.200 mi.)	J55	22
Database: UST, Date of Government Version: 06/05/2023				
Facility Id: FA0003709				
SUPERLUBE PLUS INC	1170 LINCOLN BLVD	NW 1/8 - 1/4 (0.205 mi.)	G61	23
Database: UST, Date of Government Version: 06/05/2023				
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				
Facility Id: FA0020646				
Facility Id: FA0020646				
Tank Status: 02 - Inactive, non-billable				
QUIK STOP MARKET #31	1153 LINCOLN BLVD	NW 1/8 - 1/4 (0.228 mi.)	L71	25
Database: UST, Date of Government Version: 06/05/2023				
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				
Facility Id: FA0003122				
Tank Status: 01 - Active, billable				
QUIK STOP MARKETS 13	1153 LINCOLN BLVD	NW 1/8 - 1/4 (0.228 mi.)	L73	26
Database: UST, Date of Government Version: 06/05/2023				
Facility Id: FA0003122				
QUIK STOP MARKET #13	1153 LINCOLN BLVD	NW 1/8 - 1/4 (0.228 mi.)	L74	26
Database: UST, Date of Government Version: 06/05/2023				

AST: A review of the AST list, as provided by EDR, has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUPERLUBE PLUS INC	1170 LINCOLN BLVD	NW 1/8 - 1/4 (0.205 mi.)	G59	23
Database: AST, Date of Government Version: 07/06/2016				

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RENOWN HOMES	*CORNER OF TRACY BLVD*	*0 - 1/8 (0.000 mi.)*	*A5*	*10*

CERS HAZ WASTE: A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/17/2023 has revealed that there are 12 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
AUTOZONE #3315	*1122 W 11TH ST*	*NW 0 - 1/8 (0.104 mi.)*	*C12*	*12*
THE SERVICE STATION	*1100B W 11TH ST*	*NW 1/8 - 1/4 (0.128 mi.)*	*C16*	*13*
GASCO SERVICE STATIO	*950 W ELEVENTH ST*	*NNW 1/8 - 1/4 (0.140 mi.)*	*E32*	*16*
COSMOPROF BEAUTY	*804 W 11TH ST*	*NNW 1/8 - 1/4 (0.157 mi.)*	*F35*	*17*
SALLY BEAUTY SUPPLIE	*1240 W 11TH ST*	*NW 1/8 - 1/4 (0.169 mi.)*	*G39*	*18*
BIG O TIRES	*1129 W ELEVENTH ST*	*NNW 1/8 - 1/4 (0.171 mi.)*	*E43*	*19*
ADVANCE AUTO	*1133 W 11TH ST*	*NNW 1/8 - 1/4 (0.175 mi.)*	*H45*	*20*
GROCERY OUTLET	*825 W 11TH ST*	*N 1/8 - 1/4 (0.193 mi.)*	*F50*	*21*
SUPERLUBE PLUS INC	*1170 LINCOLN BLVD*	*NW 1/8 - 1/4 (0.205 mi.)*	*G60*	*23*
99 CENTS ONLY STORES	*1320 W 11TH ST*	*NW 1/8 - 1/4 (0.207 mi.)*	*G63*	*23*
CITY GARAGE	*604 W ELEVENTH ST*	*NNE 1/8 - 1/4 (0.219 mi.)*	*I65*	*24*
QUIK STOP MARKET #13	*1153 LINCOLN BLVD*	*NW 1/8 - 1/4 (0.228 mi.)*	*L69*	*25*

Local Lists of Registered Storage Tanks

SWEEPS UST: A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
THE SERVICE STATION Comp Number: 2407	*1100 W 11TH ST*	*NW 1/8 - 1/4 (0.128 mi.)*	*C17*	*13*
GASCO SERVICE STATIO Status: A Tank Status: A Comp Number: 1401	*950 W ELEVENTH ST*	*NNW 1/8 - 1/4 (0.140 mi.)*	*E32*	*16*
QUIK STOP MARKET Status: A Tank Status: A Comp Number: 1413	*1153 LINCOLN ST*	*NW 1/8 - 1/4 (0.228 mi.)*	*L72*	*25*

EXECUTIVE SUMMARY

HIST UST: A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
KWIK SERVE Facility Id: 00000009414	***950 W 11TH ST***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E27***	***15***
GASCO SERVICE STATIO	***950 WEST 11TH STREET***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E28***	***16***

CA FID UST: A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 3 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
THE SERVICE STATION Facility Id: 39003754 Status: I	***1100 W 11TH ST***	***NW 1/8 - 1/4 (0.128 mi.)***	***C17***	***13***
GASCO SERVICE STATIO Facility Id: 39004161 Status: A	***950 W ELEVENTH ST***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E32***	***16***
QUIK STOP MARKET Facility Id: 39004164 Status: A	***1153 LINCOLN ST***	***NW 1/8 - 1/4 (0.228 mi.)***	***L72***	***25***

CERS TANKS: A review of the CERS TANKS list, as provided by EDR, and dated 07/17/2023 has revealed that there are 3 CERS TANKS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GASCO SERVICE STATIO	***950 W ELEVENTH ST***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E32***	***16***
SUPERLUBE PLUS INC	***1170 LINCOLN BLVD***	***NW 1/8 - 1/4 (0.205 mi.)***	***G60***	***23***
QUIK STOP MARKET #13	***1153 LINCOLN BLVD***	***NW 1/8 - 1/4 (0.228 mi.)***	***L69***	***25***

Other Ascertainable Records

RCRA NonGen / NLR: A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 07/24/2023 has revealed that there are 19 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY POLICE DEPARTM EPA ID:: CAC003052201	520 N TRACY BLVD	SSE 0 - 1/8 (0.103 mi.)	11	11

Lower Elevation	Address	Direction / Distance	Map ID	Page
ASHLEY JOHNSON	764 SEQUOIA BLVD	W 0 - 1/8 (0.090 mi.)	B8	11

EPA ID:: CAC003038189				
AUTO ZONE #3315 EPA ID:: CAL000282022	1122 W 11TH ST	NW 0 - 1/8 (0.104 mi.)	C13	12
THE SERVICE STATION EPA ID:: CAL000389105	1100 W 11TH ST STE B	NW 1/8 - 1/4 (0.128 mi.)	C18	13
CENTRAL GAS TRACY EPA ID:: CAL000458979	950 W 11TH ST	NNW 1/8 - 1/4 (0.140 mi.)	E22	14
KWIK SERVE EPA ID:: CAL000287336	950 W 11TH ST	NNW 1/8 - 1/4 (0.140 mi.)	E29	16
RAZI PETROLEUM INC EPA ID:: CAL000474770	950 W 11TH ST	NNW 1/8 - 1/4 (0.140 mi.)	E33	17
COSMOPROF 8728 EPA ID:: CAL000412044	804 W 11TH ST	NNW 1/8 - 1/4 (0.157 mi.)	F36	17
SALLY BEAUTY SUPPLIE EPA ID:: CAL000411973	1240 W 11TH ST	NW 1/8 - 1/4 (0.169 mi.)	G38	18
BIG O TIRES TRACY EPA ID:: CAL000465142	1129 W 11TH ST	NNW 1/8 - 1/4 (0.171 mi.)	E41	19
TSRN INC DBA BIG O T EPA ID:: CAL000428943	1129 W 11TH ST	NNW 1/8 - 1/4 (0.171 mi.)	E44	19
ADVANCE AUTO EPA ID:: CAL000378198	1133 W 11TH ST	NNW 1/8 - 1/4 (0.175 mi.)	H46	20
PAUL TERANISHI DDS I EPA ID:: CAL000321914	612 W 11TH ST STE 20	NNE 1/8 - 1/4 (0.192 mi.)	I49	20
AGAPE LOVE MARKETS I EPA ID:: CAL000471485	825 W 11TH ST	N 1/8 - 1/4 (0.193 mi.)	F51	21
SUPERLUBE PLUS INC EPA ID:: CAL000361711	1170 LINCOLN BLVD	NW 1/8 - 1/4 (0.205 mi.)	G62	23
99 CENTS ONLY STORES EPA ID:: CAL000369851	1320 W 11TH ST	NW 1/8 - 1/4 (0.207 mi.)	G64	24
NICHOLE CONTAWE EPA ID:: CAC003010658	940 WINDELER AVE.	ENE 1/8 - 1/4 (0.224 mi.)	J68	25
QUIK STOP MARKETS IN EPA ID:: CAL000045931	1153 LINCOLN BLVD	NW 1/8 - 1/4 (0.228 mi.)	L70	25
DEBRA BEEBE EPA ID:: CAC003097845	729 N HICKORY AVE	W 1/8 - 1/4 (0.241 mi.)	K78	27

PFAS ECHO: A review of the PFAS ECHO list, as provided by EDR, and dated 07/05/2023 has revealed that there are 2 PFAS ECHO sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GCP APPLIED TECHNOLO		E 1/8 - 1/4 (0.233 mi.)	M76	26
GREENGATE CAR WASH A		E 1/8 - 1/4 (0.233 mi.)	M77	26

EXECUTIVE SUMMARY

Cortese: A review of the Cortese list, as provided by EDR, and dated 06/14/2023 has revealed that there are 13 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY CITY	***560 TRACY BLVD***	***SE 0 - 1/8 (0.037 mi.)***	***7***	***10***
Cleanup Status: COMPLETED - CASE CLOSED				
TRACY DISPOSAL SERVI	***99 6TH ST W***	***E 1/4 - 1/2 (0.371 mi.)***	***83***	***28***
Cleanup Status: COMPLETED - CASE CLOSED				
STRONG PROPERTY	***5157 BUS LOOP 205 W***	***SE 1/4 - 1/2 (0.433 mi.)***	***88***	***30***
Cleanup Status: COMPLETED - CASE CLOSED				

Lower Elevation	Address	Direction / Distance	Map ID	Page
GASCO	***950 11TH ST W***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E30***	***16***
Cleanup Status: COMPLETED - CASE CLOSED				
CALIFORNIA WELDING	***1000 11TH ST E***	***NNW 1/8 - 1/4 (0.146 mi.)***	***E34***	***17***
Cleanup Status: COMPLETED - CASE CLOSED				
B C & D PROPERTY	***1129 11TH***	***NNW 1/8 - 1/4 (0.171 mi.)***	***E42***	***19***
Cleanup Status: COMPLETED - CASE CLOSED				
HEINZ PLANT CASE #2	***757 11TH ST E***	***N 1/8 - 1/4 (0.199 mi.)***	***F53***	***21***
Cleanup Status: COMPLETED - CASE CLOSED				
DIAMOND PROP	***701 11TH ST W***	***N 1/8 - 1/4 (0.205 mi.)***	***57***	***22***
Cleanup Status: COMPLETED - CASE CLOSED				
SOUZA II LLC	***612 11TH ST W***	***NNE 1/8 - 1/4 (0.222 mi.)***	***I67***	***24***
Cleanup Status: COMPLETED - CASE CLOSED				
BILL'S BAIT & BEACON	***515 11TH***	***NNE 1/4 - 1/2 (0.279 mi.)***	***79***	***27***
Cleanup Status: COMPLETED - CASE CLOSED				
DISCOVERY CHEVROLET	***1615 11TH ST W***	***WNW 1/4 - 1/2 (0.339 mi.)***	***82***	***28***
Cleanup Status: COMPLETED - CASE CLOSED				
STAN MORRI FORD	***104 11TH ST W***	***ENE 1/4 - 1/2 (0.463 mi.)***	***89***	***30***
Cleanup Status: COMPLETED - CASE CLOSED				
TRACY COMMUNITY HOSP	***1420 TRACY BLVD***	***N 1/4 - 1/2 (0.500 mi.)***	***O92***	***31***
Cleanup Status: COMPLETED - CASE CLOSED				

DRYCLEANERS: A review of the DRYCLEANERS list, as provided by EDR, has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PARK AVENUE CLEANERS	***1296 W 11TH STREET***	***NW 1/8 - 1/4 (0.205 mi.)***	***G58***	***22***
Database: DRYCLEANERS, Date of Government Version: 08/27/2021				
Database: DRYCLEAN SAN JOAQ VAL DIST, Date of Government Version: 05/24/2023				
EPA Id: CAL000174026				

EXECUTIVE SUMMARY

HIST CORTESE: A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 13 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY CITY Reg Id: 390904	***560 TRACY BLVD***	***SE 0 - 1/8 (0.037 mi.)***	***7***	***10***
TRACY DISPOSAL SERVI Reg Id: 390510	***99 6TH ST W***	***E 1/4 - 1/2 (0.371 mi.)***	***83***	***28***
STRONG PROPERTY Reg Id: 390414	***5157 BUS LOOP 205 W***	***SE 1/4 - 1/2 (0.433 mi.)***	***88***	***30***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KWIK SERVE Reg Id: 390188	***950 W 11TH ST***	***NNW 1/8 - 1/4 (0.140 mi.)***	***E27***	***15***
B C & D PROPERTY Reg Id: 390167	***1129 11TH***	***NNW 1/8 - 1/4 (0.171 mi.)***	***E42***	***19***
HEINZ PLANT Reg Id: 390374 Reg Id: 390360	757 11TH	N 1/8 - 1/4 (0.199 mi.)	F52	21
DIAMOND PROP Reg Id: 390206	***701 11TH ST W***	***N 1/8 - 1/4 (0.205 mi.)***	***57***	***22***
QUICK STOP MARKET #1 Reg Id: 390974	1153 LINCOLN	NW 1/8 - 1/4 (0.228 mi.)	L75	26
BILL'S BAIT & BEACON Reg Id: 390183	***515 11TH***	***NNE 1/4 - 1/2 (0.279 mi.)***	***79***	***27***
DISCOVERY CHEVROLET Reg Id: 390781	***1615 11TH ST W***	***WNW 1/4 - 1/2 (0.339 mi.)***	***82***	***28***
LAWRENCE LIVERMORE B Reg Id: 390764 Reg Id: 390807 Reg Id: 390847 Reg Id: 390864 Reg Id: 390848 **Additional key fields are available in the Map Findings section*	***CORRAL HOLLOW RD***	***ENE 1/4 - 1/2 (0.425 mi.)***	***N87***	***29***
STAN MORRI FORD Reg Id: 390369	***104 11TH ST W***	***ENE 1/4 - 1/2 (0.463 mi.)***	***89***	***30***
TRACY COMMUNITY MEMO Reg Id: 390280	1420 TRACY	N 1/4 - 1/2 (0.486 mi.)	O91	31

HWP: A review of the HWP list, as provided by EDR, and dated 05/15/2023 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LAWRENCE LIVERMORE N EPA ID: CA2890090002	***CORRAL HOLLOW RD***	***ENE 1/4 - 1/2 (0.425 mi.)***	***N85***	***29***

Cleanup Status: OPERATING PERMIT

Notify 65: A review of the Notify 65 list, as provided by EDR, and dated 06/06/2023 has revealed that there are 4 Notify 65 sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY DISPOSAL SERVI	***99 6TH ST W***	***E 1/4 - 1/2 (0.371 mi.)***	***83***	***28***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LEVAND-BRIGHT PROPER	***3 EAST 11TH STREET***	***ENE 1/2 - 1 (0.599 mi.)***	***P96***	***33***
LEVAND FAMILY TRUST	***47 EAST ELEVENTH STR***	***ENE 1/2 - 1 (0.627 mi.)***	***P97***	***33***
AGRICULTURAL COMMISS	***503 10TH***	***E 1/2 - 1 (0.974 mi.)***	***Q104***	***36***

CERS: A review of the CERS list, as provided by EDR, and dated 07/17/2023 has revealed that there is 1 CERS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON, TAOC TRACY	***880 BEECHNUT***	***0 - 1/8 (0.000 mi.)***	***4***	***9***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

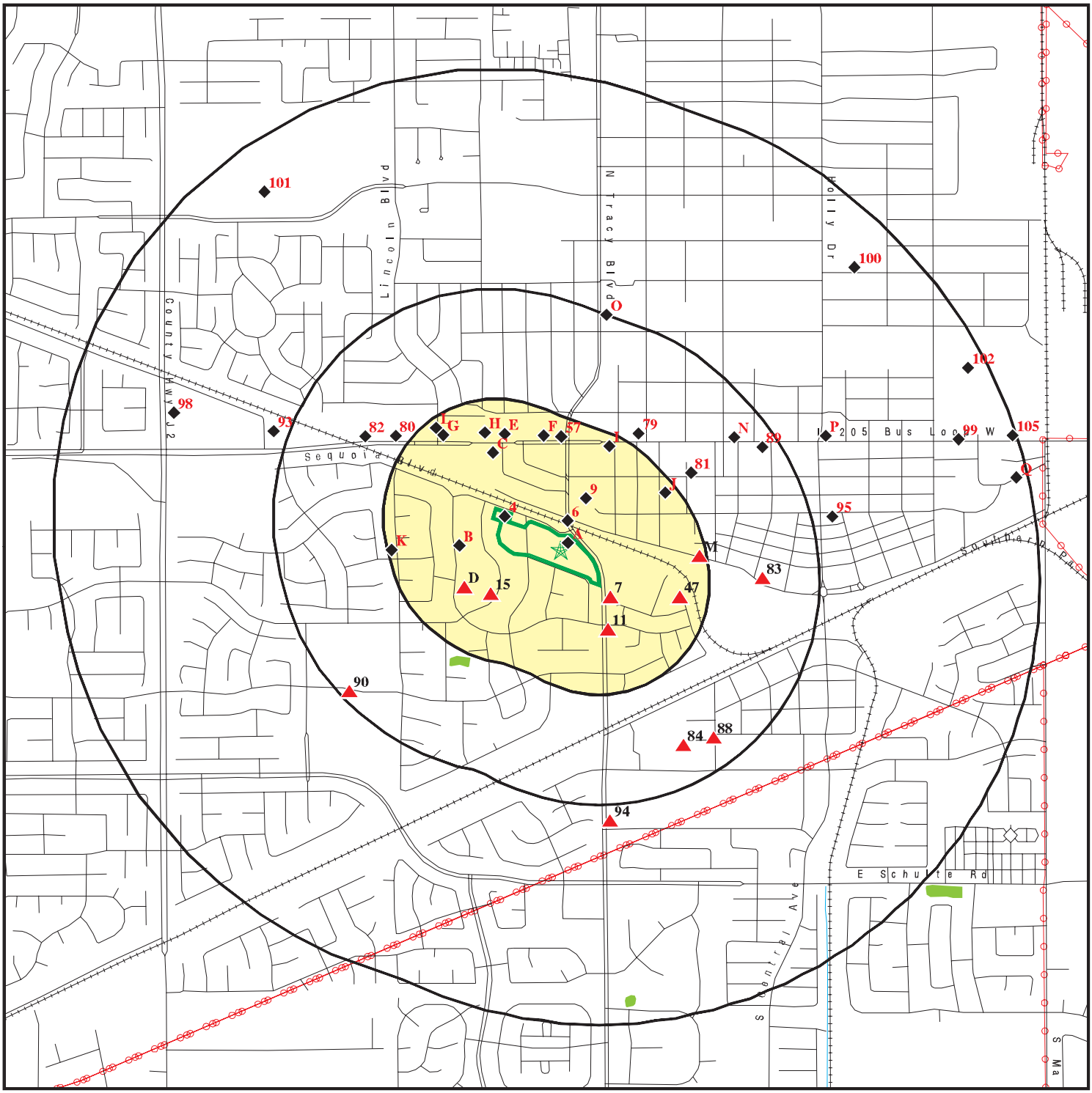
Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON PIPLINE CO	706 SEQUOIA BLVD	W 0 - 1/8 (0.101 mi.)	B10	11

Count: 14 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SAN JOAQUIN COUNTY	S107537519		ALPINE RD AND 1/4 MI NO OF HAN		CDL
SAN JOAQUIN COUNTY	S107538191		CORNER OF STEINEGUL ROAD, AND		CDL
SAN JOAQUIN COUNTY	S107537616		AT MULLER ROAD AND BORBA ROAD,		CDL
TRACY	S106230391	ATLANTIC PLATING	450 10TH ST E		CPS-SLIC
TRACY	S106230392	TRACY, CITY OF (EAST ELEVENTH ST.	11TH ST. FROM CORRAL HOLLOW RD		CPS-SLIC
TRACY	S107737761		HIGHWAY 132 AND COSTA RD	95376	CDL
TRACY	S106230395	UNION PACIFIC RAILROAD - OLD TRACY	780 6TH ST E		CPS-SLIC
TRACY	1003878929	PG&E GAS PLANT TRACY	BET 11TH & 20TH STS(ADJ RR ROW	95376	SEMS-ARCHIVE
TRACY	S106230404	CHEVRON PIPE LINE COMPANY, NICHOLA	BYRON RD W (DIRECTLY SOUTH OF		CPS-SLIC
TRACY	S100833238	TRACY D.D.- CENT.	5600 SOUTH CHRISMAN ROAD	95376	CA BOND EXP. PLAN
TRACY	S100833237	DEFENSE DEPOT, TRACY - SOIL REMOVA	5600 SOUTH CHRISMAN ROAD	95376	HIST Cal-Sites, CA BOND EXP. PLAN
TRACY	S106916840	PG&E VERNALIS	DURHAM FERRY RD (8 MI SE OF TR		CPS-SLIC
TRACY	S106230475	TRACY CORNERS	3301 TRACY BLVD N & CLOVER RD		CPS-SLIC
TRACY	S109611725		400 YDS E OF KOSTER RD AND 1/2	95376	CDL

OVERVIEW MAP - 7485571.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Beechnut Transit Facility	CLIENT: Nelson Enviro, LLC
ADDRESS: 800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT: Mike Nelson
LAT/LONG: 37.736059 / 121.43661	INQUIRY #: 7485571.2s DATE: October 31, 2023 9:00 pm

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DETAIL MAP - 7485571.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Beechnut Transit Facility	CLIENT: Nelson Enviro, LLC
ADDRESS: 800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT: Mike Nelson
LAT/LONG: 37.736059 / 121.43661	INQUIRY #: 7485571.2s DATE: October 31, 2023 9:01 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	1	NR	1
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		3	6	NR	NR	NR	9
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		1	0	0	0	NR	1
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		2	0	2	9	NR	13
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	7	8	NR	NR	16
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500	2	1	2	3	NR	NR	8
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	11	NR	NR	NR	11
AST	0.250		0	1	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		1	0	0	0	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		1	11	NR	NR	NR	12
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	3	NR	NR	NR	3
HIST UST	0.250		0	2	NR	NR	NR	2
CA FID UST	0.250		0	3	NR	NR	NR	3
CERS TANKS	0.250		0	3	NR	NR	NR	3
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	16	NR	NR	NR	19
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
MINES MRDS	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
PFAS NPL	0.250		0	0	NR	NR	NR	0
PFAS FEDERAL SITES	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS TSCA	0.250		0	0	NR	NR	NR	0
PFAS RCRA MANIFEST	0.250		0	0	NR	NR	NR	0
PFAS ATSDR	0.250		0	0	NR	NR	NR	0
PFAS WQP	0.250		0	0	NR	NR	NR	0
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	2	NR	NR	NR	2
PFAS ECHO FIRE TRAINING	0.250		0	0	NR	NR	NR	0
PFAS PART 139 AIRPORT	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	0.001		0	NR	NR	NR	NR	0
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CHROME PLATING	0.500		0	0	0	NR	NR	0
Cortese	0.500		1	6	6	NR	NR	13
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	5	7	NR	NR	13
HWP	1.000		0	0	1	0	NR	1
HWT	0.250		0	0	NR	NR	NR	0
HWTS	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001	1	0	NR	NR	NR	NR	1
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	1	3	NR	4
HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	2	1	NR	NR	NR	NR	3
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		6	17	80	28	13	0	144

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
Target
Property

RENOWN ENTERPRISES
990 BEACHNUT
TRACY, CA 95376

CPS-SLIC
CERS

S106486526
N/A

Actual:
56 ft.

Click here for full text details

CPS-SLIC
Global Id SLT5S2383277
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

---

A2
Target
Property

990 BEECHNUT EXCAVATION
990 BEECHNUT AVENUE
TRACY, CA 95376

CPS-SLIC
NPDES
CERS

S105556834
N/A

Actual:
56 ft.

Click here for full text details

CPS-SLIC
Global Id SL0607735443
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

---

A3
Target
Property

CHEVRON 990 BEECHNUT (RENOWN) TRACY
990 BEECHNUT AVE
TRACY, CA 95376

FINDS

1027539285
N/A

Actual:
56 ft.

Click here for full text details

FINDS
Registry ID: 110065493763

4

< 1/8
1 ft.

CHEVRON, TAOC TRACY PUMP STATION, (880 BEECHNUT),
880 BEECHNUT
TRACY, CA 95376

CPS-SLIC
CERS

S106483642
N/A

Relative:
Lower

Click here for full text details

CPS-SLIC
Global Id SL0607706009
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

A5
< 1/8
1 ft.

RENOWN HOMES
CORNER OF TRACY BLVD AND BEECHNUT AVE
TRACY, CA 95376

RESPONSE
ENVIROSTOR
HIST Cal-Sites

S100184173
N/A

Relative: Lower

Click here for full text details

RESPONSE
Facility Id 39650001
Status Refer: RWQCB

ENVIROSTOR
Facility Id 39650001
Status Refer: RWQCB

6
NNE
< 1/8
0.033 mi.
174 ft.

PACIFIC BELL
905 TRACY BLVD
TRACY, CA 95376

RCRA-SQG
FINDS
ECHO

1000251666
CAT080026438

Relative: Lower

Click here for full text details

RCRA-SQG
EPA Id CAT080026438

FINDS
Registry ID: 110002953199

ECHO
Registry ID 110002953199

7
SE
< 1/8
0.037 mi.
197 ft.

TRACY CITY
560 TRACY BLVD
TRACY, CA 95376

LUST
Cortese
EMI
HIST CORTESE
CERS

S103665019
N/A

Relative: Higher

Click here for full text details

LUST
Status Leak being confirmed
Status Completed - Case Closed
Global Id T0607700728

Cortese
Cleanup Status COMPLETED - CASE CLOSED

EMI
Facility Id 875

HIST CORTESE
Reg Id 390904

B8
West
< 1/8
0.090 mi.
476 ft.

Relative:
Lower

ASHLEY JOHNSON
764 SEQUOIA BLVD
TRACY, CA 95376

RCRA NonGen / NLR **1025857728**
CAC003038189

Click here for full text details

RCRA NonGen / NLR
EPA Id CAC003038189

9
NNE
< 1/8
0.092 mi.
485 ft.

Relative:
Lower

ARROW N CART
609 W 6TH ST
TRACY, CA 95376

RCRA-SQG **1000343876**
FINDS **CAD982356834**
ECHO

Click here for full text details

RCRA-SQG
EPA Id CAD982356834

FINDS
Registry ID: 110058316406
Registry ID: 110002800327

ECHO
Registry ID 110002800327

B10
West
< 1/8
0.101 mi.
535 ft.

Relative:
Lower

CHEVRON PIPLINE CO
706 SEQUOIA BLVD
TRACY, CA 95376

EDR Hist Auto **1020139133**
N/A

Click here for full text details

11
SSE
< 1/8
0.103 mi.
542 ft.

Relative:
Higher

TRACY POLICE DEPARTMENT, CITY OF TRACY
520 N TRACY BLVD
TRACY, CA 95376

RCRA NonGen / NLR **1026045761**
CAC003052201

Click here for full text details

RCRA NonGen / NLR
EPA Id CAC003052201

C12
NW
< 1/8
0.104 mi.
548 ft.

Relative:
Lower

AUTOZONE #3315
1122 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE
CERS

S121771294
N/A

Click here for full text details

C13
NW
< 1/8
0.104 mi.
548 ft.

Relative:
Lower

AUTO ZONE #3315
1122 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR

1024808866
CAL000282022

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000282022

C14
NW
< 1/8
0.104 mi.
548 ft.

Relative:
Lower

LONGS DRUG STORE NO 492
1122 W 11TH ST
TRACY, CA 95376

RCRA-SQG
FINDS
ECHO

1000978330
CA0001006964

Click here for full text details

RCRA-SQG
EPA Id CA0001006964

FINDS
Registry ID: 110002622813

ECHO
Registry ID 110002622813

15
WSW
< 1/8
0.105 mi.
554 ft.

Relative:
Higher

ALDEN PARK
525 PALM CIRCLE
TRACY, CA 95376

ENVIROSTOR

S101482157
N/A

Click here for full text details

ENVIROSTOR
Facility Id 39510033
Status Refer: RWQCB

C16
NW
1/8-1/4
0.128 mi.
674 ft.

Relative:
Lower

THE SERVICE STATION
1100B W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE
CERS

S121748275
N/A

Click here for full text details

C17
NW
1/8-1/4
0.128 mi.
674 ft.

Relative:
Lower

THE SERVICE STATION
1100 W 11TH ST
TRACY, CA 95376

RCRA-SQG
SWEEPS UST
CA FID UST
FINDS
HWTS
HAZNET

1000432878
CAD982487183

Click here for full text details

RCRA-SQG
EPA Id CAD982487183

SWEEPS UST
Comp Number 2407

CA FID UST
Facility Id 39003754
Status I

FINDS
Registry ID: 110002828147

HAZNET
GEPAID CAD982487183

C18
NW
1/8-1/4
0.128 mi.
674 ft.

Relative:
Lower

THE SERVICE STATION
1100 W 11TH ST STE B
TRACY, CA 95376

RCRA NonGen / NLR

1024840408
CAL000389105

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000389105

C19
NW
1/8-1/4
0.128 mi.
674 ft.

Relative:
Lower

THE SERVICE STATION
1100 W ELEVENTH ST
TRACY, CA 95376

UST

U004228206
N/A

Click here for full text details

UST
Facility Id FA0005534
Tank Status 02 - Inactive, non-billable

D20
WSW
1/8-1/4
0.128 mi.
675 ft.

Relative:
Higher

CHEVRON, ALDEN PARK, TRACY
CITY OF TRACY PUBLIC PARK
TRACY, CA 95376

CPS-SLIC **S108937585**
N/A

Click here for full text details

CPS-SLIC
Global Id SL0607758615
Facility Status Open - Verification Monitoring

Click here to access the California GeoTracker records for this facility

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D21
WSW
1/8-1/4
0.136 mi.
718 ft.

Relative:
Higher

CPL00003 ALDEN PARK
500 SEQUOIA BLVD
TRACY, CA 95376

RCRA-SQG **1016955034**
CAR000247353

Click here for full text details

RCRA-SQG
EPA Id CAR000247353

E22
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

CENTRAL GAS TRACY
950 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1026721940**
CAL000458979

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000458979

E23
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

RAZI PETROLEUM INC.
950 W ELEVENTH ST
TRACY, CA 95376

UST **U004369600**
N/A

Click here for full text details

E24
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

CENTRAL GAS TRACY
950 W ELEVENTH ST
TRACY, CA 95376

UST **U004333084**
N/A

Click here for full text details

E25
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

KWIK SERVE
950 W ELEVENTH ST
TRACY, CA 95376

UST **U004024154**
N/A

Click here for full text details

UST
Facility Id FA0006388
Tank Status 02 - Inactive, non-billable
Tank Status 01 - Active, billable

E26
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

RAZI PETROLEUM INC
950 W 11TH ST
TRACY, CA 95376

RCRA-SQG **1001023230**
FINDS **CAR000005884**
ECHO

Click here for full text details

RCRA-SQG
EPA Id CAR000005884

FINDS
Registry ID: 110002908113
Registry ID: 110071379541

ECHO
Registry ID 110002908113

E27
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

KWIK SERVE
950 W 11TH ST
TRACY, CA 95376

HIST UST **U001608458**
EMI **N/A**
HIST CORTESE
HWTS
CERS

Click here for full text details

HIST UST
Facility Id 00000009414

EMI
Facility Id 282

HIST CORTESE
Reg Id 390188

E28
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

GASCO SERVICE STATION 787
950 WEST 11TH STREET
TRACY, CA 95376

HIST UST **S113023506**
HWTS **N/A**
HAZNET

Click here for full text details

HAZNET
GEPAID CAL000005070

E29
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

KWIK SERVE
950 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1024809945**
CAL000287336

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000287336

E30
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

GASCO
950 11TH ST W
TRACY, CA 95376

LUST **S105033175**
Cortese **N/A**
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700133

Cortese
Cleanup Status COMPLETED - CASE CLOSED

E31
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

AMAR GAS & FOOD MART*
950 11TH ST
TRACY, CA 95376

UST **U003937544**
N/A

Click here for full text details

UST
Facility Id FA0006388

E32
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

GASCO SERVICE STATION
950 W ELEVENTH ST
TRACY, CA 95376

CERS HAZ WASTE **S101626846**
SWEEPS UST **N/A**
CA FID UST
CERS TANKS
CERS

Click here for full text details

SWEEPS UST
Status A
Tank Status A

GASCO SERVICE STATION (Continued) **S101626846**

Comp Number 1401

CA FID UST
Facility Id 39004161
Status A

E33
NNW
1/8-1/4
0.140 mi.
741 ft.

Relative:
Lower

RAZI PETROLEUM INC
950 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1027528546**
CAL000474770

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000474770

E34
NNW
1/8-1/4
0.146 mi.
772 ft.

Relative:
Lower

CALIFORNIA WELDING
1000 11TH ST E
TRACY, CA 95376

LUST **S105035150**
Cortese **N/A**
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700656

Cortese
Cleanup Status COMPLETED - CASE CLOSED

F35
NNW
1/8-1/4
0.157 mi.
827 ft.

Relative:
Lower

COSMOPROF BEAUTY
804 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE **S121019981**
HWTS **N/A**
HAZNET

Click here for full text details

HAZNET
GEPAID CAL000412044

F36
NNW
1/8-1/4
0.157 mi.
827 ft.

Relative:
Lower

COSMOPROF 8728
804 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1024852762**
CAL000412044

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000412044

G37
NW
1/8-1/4
0.169 mi.
893 ft.

Relative:
Lower

TRACY CAMERA AND SUPPLY INC
1240 W 11TH ST
TRACY, CA 95376

RCRA-SQG
FINDS
ECHO

1000686129
CAD983633553

Click here for full text details

RCRA-SQG
EPA Id CAD983633553

FINDS
Registry ID: 110002874462

ECHO
Registry ID 110002874462

G38
NW
1/8-1/4
0.169 mi.
893 ft.

Relative:
Lower

SALLY BEAUTY SUPPLIES
1240 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR

1024852700
CAL000411973

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000411973

G39
NW
1/8-1/4
0.169 mi.
893 ft.

Relative:
Lower

SALLY BEAUTY SUPPLIES #3634
1240 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE
HWTS
HAZNET

S123633646
N/A

Click here for full text details

HAZNET
GEPAID CAL000411973

E40
NNW
1/8-1/4
0.171 mi.
904 ft.

Relative:
Lower

TRACY MITSUBISHI
1129 W 11TH ST
TRACY, CA 95376

RCRA-SQG

1000182445
CAD982526295

Click here for full text details

RCRA-SQG
EPA Id CAD982526295

E41
NNW
1/8-1/4
0.171 mi.
904 ft.

Relative:
Lower

BIG O TIRES TRACY
1129 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1027091660**
CAL000465142

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000465142

E42
NNW
1/8-1/4
0.171 mi.
904 ft.

Relative:
Lower

B C & D PROPERTY
1129 11TH
TRACY, CA 95378

LUST **S104403366**
Cortese **N/A**
HIST CORTESE
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700116

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390167

E43
NNW
1/8-1/4
0.171 mi.
904 ft.

Relative:
Lower

BIG O TIRES
1129 W ELEVENTH ST
TRACY, CA 95376

CERS HAZ WASTE **S121782501**
CERS **N/A**

Click here for full text details

E44
NNW
1/8-1/4
0.171 mi.
904 ft.

Relative:
Lower

TSRN INC DBA BIG O TIRES
1129 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1024860499**
CAL000428943

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000428943

H45
NNW
1/8-1/4
0.175 mi.
924 ft.

Relative:
Lower

ADVANCE AUTO
1133 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE
HWTS
HAZNET
CERS

S121760869
N/A

Click here for full text details

HAZNET
GEPAID CAL000378198

H46
NNW
1/8-1/4
0.175 mi.
924 ft.

Relative:
Lower

ADVANCE AUTO
1133 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR

1025868653
CAL000378198

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000378198

47
ESE
1/8-1/4
0.185 mi.
975 ft.

Relative:
Higher

CHEVRON TRACY RAILYARD OFFSITE-WEST
BALDWIN COURT
TRACY, CA 95376

CPS-SLIC

S111121308
N/A

Click here for full text details

CPS-SLIC
Global Id T10000003119
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

---

I48
NNE
1/8-1/4
0.192 mi.
1012 ft.

Relative:
Lower

SOUZA II LLC (VACANT LOT)
612 W 11TH ST
TRACY, CA 95376

UST

U004024898
N/A

Click here for full text details

UST
Facility Id FA0013337
Tank Status 02 - Inactive, non-billable

I49
NNE
1/8-1/4
0.192 mi.
1012 ft.

Relative:
Lower

PAUL TERANISHI DDS INC/LANCE MATSUNE DDS
612 W 11TH ST STE 201
TRACY, CA 95376

RCRA NonGen / NLR

1024817567
CAL000321914

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000321914

F50
North
1/8-1/4
0.193 mi.
1018 ft.

Relative:
Lower

GROCERY OUTLET
825 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE
HWTS
CERS

S123538174
N/A

Click here for full text details

F51
North
1/8-1/4
0.193 mi.
1018 ft.

Relative:
Lower

AGAPE LOVE MARKETS INC DBA TRACY GROCERY OUTLET
825 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR

1027467172
CAL000471485

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000471485

F52
North
1/8-1/4
0.199 mi.
1053 ft.

Relative:
Lower

HEINZ PLANT
757 11TH
TRACY, CA 95376

HIST CORTESE

S101302958
N/A

Click here for full text details

HIST CORTESE
Reg Id 390374
Reg Id 390360

F53
North
1/8-1/4
0.199 mi.
1053 ft.

Relative:
Lower

HEINZ PLANT CASE #2
757 11TH ST E
TRACY, CA 95376

LUST
Cortese
CERS

S105557385
N/A

Click here for full text details

LUST
Status Post remedial action monitoring
Status Completed - Case Closed
Global Id T0607799506
Global Id T0607700284

Cortese
Cleanup Status COMPLETED - CASE CLOSED

F54
North
1/8-1/4
0.199 mi.
1053 ft.

Relative:
Lower

BJJ COMPANY CASE #1
757 11TH STREET E
TRACY, CA 95376

LUST
CERS

S105557418
N/A

Click here for full text details

LUST
Status Case Closed

J55
ENE
1/8-1/4
0.200 mi.
1055 ft.

Relative:
Lower

BEACON #698
153 11TH ST
TRACY, CA 95376

UST **U003938358**
N/A

Click here for full text details

UST
Facility Id FA0003709

K56
West
1/8-1/4
0.201 mi.
1061 ft.

Relative:
Lower

ALANDA TRUCKING
1457 LOCUST DR
TRACY, CA 95376

RCRA-SQG **1000310127**
FINDS **CAD981626468**
ECHO

Click here for full text details

RCRA-SQG
EPA Id CAD981626468

FINDS
Registry ID: 110002729557

ECHO
Registry ID 110002729557

57
North
1/8-1/4
0.205 mi.
1083 ft.

Relative:
Lower

DIAMOND PROP
701 11TH ST W
TRACY, CA 95376

LUST **S104403372**
Cortese **N/A**
HIST CORTESE
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700143

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390206

G58
NW
1/8-1/4
0.205 mi.
1083 ft.

Relative:
Lower

PARK AVENUE CLEANERS
1296 W 11TH STREET
TRACY, CA 95376

DRYCLEANERS **S105030839**
HWTS **N/A**
CERS

Click here for full text details

DRYCLEANERS
EPA Id CAL000174026

G59
NW
1/8-1/4
0.205 mi.
1085 ft.

Relative:
Lower

SUPERLUBE PLUS INC
1170 LINCOLN BLVD
TRACY, CA 95376

AST **A100425028**
N/A

Click here for full text details

G60
NW
1/8-1/4
0.205 mi.
1085 ft.

Relative:
Lower

SUPERLUBE PLUS INC
1170 LINCOLN BLVD
TRACY, CA 95376

CERS HAZ WASTE **S121018938**
CERS TANKS **N/A**
HWTS
HAZNET
CERS

Click here for full text details

HAZNET
GEPAID CAL000361711

G61
NW
1/8-1/4
0.205 mi.
1085 ft.

Relative:
Lower

SUPERLUBE PLUS INC
1170 LINCOLN BLVD
TRACY, CA 95376

UST **U004159273**
N/A

Click here for full text details

UST
Facility Id FA0020646
Facility Id FA0020646
Tank Status 02 - Inactive, non-billable

G62
NW
1/8-1/4
0.205 mi.
1085 ft.

Relative:
Lower

SUPERLUBE PLUS INC
1170 LINCOLN BLVD
TRACY, CA 95376

RCRA NonGen / NLR **1024829068**
CAL000361711

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000361711

G63
NW
1/8-1/4
0.207 mi.
1093 ft.

Relative:
Lower

99 CENTS ONLY STORES #185
1320 W 11TH ST
TRACY, CA 95376

CERS HAZ WASTE **S121750315**
CERS **N/A**

Click here for full text details

G64
NW
1/8-1/4
0.207 mi.
1093 ft.

Relative:
Lower

99 CENTS ONLY STORES
1320 W 11TH ST
TRACY, CA 95376

RCRA NonGen / NLR **1024832166**
CAL000369851

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000369851

I65
NNE
1/8-1/4
0.219 mi.
1155 ft.

Relative:
Lower

CITY GARAGE
604 W ELEVENTH ST
TRACY, CA 95376

CERS HAZ WASTE **S121751069**
CERS **N/A**

Click here for full text details

I66
NNE
1/8-1/4
0.219 mi.
1155 ft.

Relative:
Lower

CITY GARAGE
604 W 11TH ST
TRACY, CA 95376

RCRA-LQG **1000440052**
FINDS **CAD982051591**
ECHO
HWTS
HAZNET

Click here for full text details

RCRA-LQG
EPA Id CAD982051591

FINDS
Registry ID: 110002789509

ECHO
Registry ID 110002789509

HAZNET
GEPAID CAD982051591

I67
NNE
1/8-1/4
0.222 mi.
1171 ft.

Relative:
Lower

SOUZA II LLC
612 11TH ST W
TRACY, CA 95376

LUST **S105109528**
Cortese **N/A**
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607791873

Cortese
Cleanup Status COMPLETED - CASE CLOSED

J68
ENE
1/8-1/4
0.224 mi.
1183 ft.

Relative:
Lower

NICHOLE CONTAWE
940 WINDELER AVE.
TRACY, CA 95376

RCRA NonGen / NLR **1025831101**
CAC003010658

Click here for full text details

RCRA NonGen / NLR
EPA Id CAC003010658

L69
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKET #138
1153 LINCOLN BLVD
TRACY, CA 95376

CERS HAZ WASTE **S107621810**
CERS TANKS **N/A**
EMI
CERS

Click here for full text details

EMI
Facility Id 671

L70
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKETS INC MKT #138
1153 LINCOLN BLVD
TRACY, CA 95376

RCRA NonGen / NLR **1024788456**
CAL000045931

Click here for full text details

RCRA NonGen / NLR
EPA Id CAL000045931

L71
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKET #3138
1153 LINCOLN BLVD
TRACY, CA 95376

UST **U003786245**
N/A

Click here for full text details

UST
Facility Id FA0003122
Tank Status 01 - Active, billable

L72
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKET
1153 LINCOLN ST
TRACY, CA 95376

SWEEPS UST **S101593480**
CA FID UST **N/A**

Click here for full text details

SWEEPS UST
Status A
Tank Status A
Comp Number 1413

CA FID UST
Facility Id 39004164

QUIK STOP MARKET (Continued) **S101593480**

Status A

L73
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKETS 138 **UST** **U004352473**
1153 LINCOLN BLVD **N/A**
TRACY, CA 95376

Click here for full text details

UST
Facility Id FA0003122

L74
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUIK STOP MARKET #138 **UST** **U004358141**
1153 LINCOLN BLVD **N/A**
TRACY, CA 95376

Click here for full text details

L75
NW
1/8-1/4
0.228 mi.
1206 ft.

Relative:
Lower

QUICK STOP MARKET #138 **HIST CORTESE** **S103983243**
1153 LINCOLN **N/A**
TRACY, CA 95376

Click here for full text details

HIST CORTESE
Reg Id 390974

M76
East
1/8-1/4
0.233 mi.
1232 ft.

Relative:
Higher

GCP APPLIED TECHNOLOGIES INC. **PFAS ECHO** **1027362823**
N/A

TRACY, CA

Click here for full text details

M77
East
1/8-1/4
0.233 mi.
1232 ft.

Relative:
Higher

GREENGATE CAR WASH AND LUBE INC DBA TRACY WASH DET **PFAS ECHO** **1027365456**
N/A

TRACY, CA

Click here for full text details

K78
West
1/8-1/4
0.241 mi.
1273 ft.

Relative:
Lower

DEBRA BEEBE
729 N HICKORY AVE
TRACY, CA 95376

RCRA NonGen / NLR **1026709743**
CAC003097845

Click here for full text details

RCRA NonGen / NLR
EPA Id CAC003097845

79
NNE
1/4-1/2
0.279 mi.
1471 ft.

Relative:
Lower

BILL'S BAIT & BEACON GAS
515 11TH
TRACY, CA 95376

LUST **S104163143**
Cortese **N/A**
HIST CORTESE

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700129

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390183

80
NW
1/4-1/2
0.281 mi.
1483 ft.

Relative:
Lower

COMMUNITY SCHOOL / WEST 11TH STREET
1501 WEST 11TH STREET
TRACY, CA 95376

ENVIROSTOR **S107736154**
SCH **N/A**

Click here for full text details

ENVIROSTOR
Facility Id 39010008
Status No Further Action

SCH
Facility Id 39010008
Status No Further Action

81
ENE
1/4-1/2
0.298 mi.
1575 ft.

Relative:
Lower

TRACY POLICE FACILITY**
325 10TH ST E
TRACY, CA

CPS-SLIC **S106230390**
N/A

Click here for full text details

82
WNW
1/4-1/2
0.339 mi.
1789 ft.

Relative:
Lower

DISCOVERY CHEVROLET — **LUST** — **S104403514**
1615 11TH ST W — **Cortese** — **N/A**
TRACY, CA 95376 — **HIST CORTESE**
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700614

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390781

83
East
1/4-1/2
0.371 mi.
1957 ft.

Relative:
Higher

TRACY DISPOSAL SERVICE — **LUST** — **S104163155**
99 6TH ST W — **Cortese** — **N/A**
TRACY, CA 95376 — **HIST CORTESE**
Notify 65
CERS

Click here for full text details

LUST
Status Leak being confirmed
Status Completed - Case Closed
Global Id T0607700398

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390510

84
SSE
1/4-1/2
0.411 mi.
2168 ft.

Relative:
Higher

CHEVRON PIPE LINE COMPANY, MOUNTAIN VIEW TOWNHOMES — **CPS-SLIC** — **S105556844**
413 MOUNT DIABLO AVE — **CERS** — **N/A**
TRACY, CA

Click here for full text details

CPS-SLIC
Global Id SL185382910
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

N85
ENE
1/4-1/2
0.425 mi.
2243 ft.

Relative:
Lower

LAWRENCE LIVERMORE NATIONAL LABORATORY - SITE 300
CORRAL HOLLOW RD
TRACY, CA 95376

ICE **S112836455**
HWP **N/A**

Click here for full text details

HWP
EPA ID CA2890090002
Cleanup Status OPERATING PERMIT

N86
ENE
1/4-1/2
0.425 mi.
2243 ft.

Relative:
Lower

PWD CORRAL HOLLOW LANDFILL
CORRAL HOLLOW & I-580
TRACY, CA 95376

LUST **S110655182**
N/A

Click here for full text details

LUST
Status Completed - Case Closed
Global Id T0607700737

N87
ENE
1/4-1/2
0.425 mi.
2243 ft.

Relative:
Lower

LAWRENCE LIVERMORE BLDG 829
CORRAL HOLLOW RD
TRACY, CA 95376

LUST **1000356184**
CPS-SLIC **N/A**
HIST UST
CA FID UST
EMI
HIST CORTESE

Click here for full text details

LUST
Status Leak being confirmed
Status Case Closed

CPS-SLIC
Global Id T0607700354
Global Id T0607700691
Global Id T0607700690
Global Id T0607700675
Global Id T0607700561
Global Id T0607700688
Global Id T0607700560
Global Id T0607700637
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

HIST UST
Facility Id 00000019626

CA FID UST
Facility Id 39000160
Status A

EMI

LAWRENCE LIVERMORE BLDG 829 (Continued) **1000356184**

Facility Id 472

HIST CORTESE
Reg Id 390764
Reg Id 390807
Reg Id 390847
Reg Id 390864
Reg Id 390848
Reg Id 390861
Reg Id 390863
Reg Id 390453
Reg Id 390722
Reg Id 390723

88
SE
1/4-1/2
0.433 mi.
2286 ft.

Relative:
Higher

STRONG PROPERTY **LUST** **S101302907**
5157 BUS LOOP 205 W **Cortese** **N/A**
TRACY, CA 95376 **HIST CORTESE**
CERS

Click here for full text details

LUST
Status Post remedial action monitoring
Status Completed - Case Closed
Global Id T0607700322

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390414

89
ENE
1/4-1/2
0.463 mi.
2445 ft.

Relative:
Lower

STAN MORRI FORD **LUST** **1000305639**
104 11TH ST W **SWEEPS UST** **N/A**
TRACY, CA 95376 **HIST UST**
CA FID UST
Cortese
HIST CORTESE
CERS

Click here for full text details

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700279

SWEEPS UST
Comp Number 2084

HIST UST
Facility Id 00000004551

STAN MORRI FORD (Continued) **1000305639**

CA FID UST
Facility Id 39003636
Status I

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390369

90
WSW
1/4-1/2
0.479 mi.
2529 ft.

Relative:
Higher

WILLIAMS MIDDLE SCHOOL **ENVIROSTOR** **S118756983**
1600 TENNIS LANE **SCH** **N/A**
TRACY, CA 95376 **NPDES**

Click here for full text details

ENVIROSTOR
Facility Id 48820004
Status No Action Required

SCH
Facility Id 48820004
Status No Action Required

O91
North
1/4-1/2
0.486 mi.
2566 ft.

Relative:
Lower

TRACY COMMUNITY MEMORIAL **HIST CORTESE** **S103630337**
1420 TRACY **N/A**
TRACY, CA 95376

Click here for full text details

HIST CORTESE
Reg Id 390280

O92
North
1/4-1/2
0.500 mi.
2638 ft.

Relative:
Lower

TRACY COMMUNITY HOSPITAL **RCRA-LQG** **1000182404**
1420 TRACY BLVD **LUST** **CAD078790920**
TRACY, CA 95376 **SWEEPS UST**
HIST UST
CA FID UST
FINDS
Cortese
EMI
CERS

Click here for full text details

RCRA-LQG
EPA Id CAD078790920

LUST

TRACY COMMUNITY HOSPITAL (Continued) **1000182404**

Status Case Closed
Status Completed - Case Closed
Global Id T0607700205

SWEEPS UST
Status A
Tank Status A
Comp Number 1736

HIST UST
Facility Id 00000030202

CA FID UST
Facility Id 39000230
Status A

FINDS
Registry ID: 110002659551

Cortese
Cleanup Status COMPLETED - CASE CLOSED

EMI
Facility Id 4996

93
WNW
1/2-1
0.534 mi.
2820 ft.

Relative:
Lower

OLD VALLEY PIPELINE - POMBO PROPERTY **ENVIROSTOR** **S106568318**
1755 WEST 11TH STREET **VCP** **N/A**
TRACY, CA 95376

Click here for full text details

ENVIROSTOR
Facility Id 39460003
Status No Further Action

VCP
Facility Id 39460003
Status No Further Action

94
South
1/2-1
0.535 mi.
2827 ft.

Relative:
Higher

TRACY GROUP PROPERTY **ENVIROSTOR** **S101482094**
400 SOUTH TRACY BOULEVARD **VCP** **N/A**
TRACY, CA 95376

Click here for full text details

ENVIROSTOR
Facility Id 39290008

TRACY GROUP PROPERTY (Continued) **S101482094**

Status No Further Action

VCP
Facility Id 39290008
Status No Further Action

95
East
1/2-1
0.547 mi.
2886 ft.

Relative:
Lower

OK CLEANERS #2 **ENVIROSTOR** **S100182629**
18 E 9TH **N/A**
TRACY, CA 95376

Click here for full text details

ENVIROSTOR
Facility Id 39720019
Status Refer: Other Agency

P96
ENE
1/2-1
0.599 mi.
3165 ft.

Relative:
Lower

LEVAND-BRIGHT PROPERTY **LUST** **S117333535**
3 EAST 11TH STREET **Cortese** **N/A**
TRACY, CA 95376 **Notify 65**
CERS

Click here for full text details

LUST
Status Completed - Case Closed
Global Id T10000006283

Cortese
Cleanup Status COMPLETED - CASE CLOSED

P97
ENE
1/2-1
0.627 mi.
3312 ft.

Relative:
Lower

LEVAND FAMILY TRUST **LUST** **S117351964**
47 EAST ELEVENTH STREET **Cortese** **N/A**
TRACY, CA 95376 **Notify 65**
CERS

Click here for full text details

LUST
Status Completed - Case Closed
Global Id T10000005741

Cortese
Cleanup Status COMPLETED - CASE CLOSED

98
WNW
1/2-1
0.762 mi.
4024 ft.

Relative:
Lower

OLD VALLEY PIPELINE - BURNS PROPERTY
1881 RUSTAN ROAD
TRACY, CA 95376

ENVIROSTOR **S106483643**
CPS-SLIC **N/A**
VCP
CERS

Click here for full text details

ENVIROSTOR
Facility Id 39460004
Status No Further Action

CPS-SLIC
Global Id SL0607707091
Facility Status Completed - Case Closed

Click here to access the California GeoTracker records for this facility

VCP
Facility Id 39460004
Status No Further Action

99
ENE
1/2-1
0.872 mi.
4606 ft.

Relative:
Lower

SHELL TANK
315 E 11TH
TRACY, CA 95376

ENVIROSTOR **S101482161**
N/A

Click here for full text details

ENVIROSTOR
Facility Id 39550002
Status Refer: Other Agency

100
NE
1/2-1
0.887 mi.
4686 ft.

Relative:
Lower

CLOVER MIDDLE SCHOOL
51 BEVERLY
TRACY, CA 95376

ENVIROSTOR **S101302905**
LUST **N/A**
SCH
Cortese
HIST CORTESE
CERS

Click here for full text details

ENVIROSTOR
Facility Id 60000027
Status Inactive - Needs Evaluation

LUST
Status Case Closed
Status Completed - Case Closed
Global Id T0607700010

SCH
Facility Id 60000027
Status Inactive - Needs Evaluation

Cortese

CLOVER MIDDLE SCHOOL (Continued) **S101302905**

Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390016

101
NW
1/2-1
0.891 mi.
4707 ft.

Relative:
Lower

SRI INTL CORRAL HOLLOW SITE **SEMS-ARCHIVE** **1000120183**
CORRAL HOLLOW ROAD **CORRACTS** **CAD980883847**
TRACY, CA 95376 **RCRA-TSDF**
RCRA-SQG

Click here for full text details

SEMS-ARCHIVE
Site ID 0900250
EPA Id CAD980883847

CORRACTS
EPA ID: CAD980883847

RCRA-TSDF
EPA Id CAD980883847

RCRA-SQG
EPA Id CAD980883847

102
ENE
1/2-1
0.957 mi.
5054 ft.

Relative:
Lower

BETHANY ELEMENTARY **ENVIROSTOR** **S104549148**
PATTERSON PASS ROAD **SCH** **N/A**
TRACY, CA 95376

Click here for full text details

ENVIROSTOR
Facility Id 39010003
Status No Further Action

SCH
Facility Id 39010003
Status No Further Action

Q103
East
1/2-1
0.959 mi.
5065 ft.

Relative:
Lower

ATLANTIC PLATING **ENVIROSTOR** **S111464683**
450 EAST 10TH STREET **NON-CASE INFO** **N/A**
TRACY, CA 95376

Click here for full text details

ENVIROSTOR
Facility Id 39340026
Status No Further Action

Q104
East
1/2-1
0.974 mi.
5141 ft.

Relative:
Lower

AGRICULTURAL COMMISSION
503 10TH
TRACY, CA 95376

LUST
Cortese
HIST CORTESE
Notify 65
CERS

S104164494
N/A

Click here for full text details

LUST
Status Preliminary site assessment underway
Status Completed - Case Closed
Global Id T0607700236

Cortese
Cleanup Status COMPLETED - CASE CLOSED

HIST CORTESE
Reg Id 390321

105
ENE
1/2-1
0.991 mi.
5232 ft.

Relative:
Lower

TRACY HIGH SCHOOL PROPOSED PARKING LOT EXPANSION
455 EAST 11TH STREET
TRACY, CA 95376

ENVIROSTOR
SCH
HIST UST
DEED

U001608532
N/A

Click here for full text details

ENVIROSTOR
Facility Id 60002637
Status Certified O&M - Land Use Restrictions Only

SCH
Facility Id 60002637
Status Certified O&M - Land Use Restrictions Only

HIST UST
Facility Id 00000018686

DEED
Envirostor ID 60002637
Status CERTIFIED O&M - LAND USE RESTRICTIONS ONLY

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	AQUEOUS FOAM	Former Fire Training Facility Assessments Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
CA	AST	Aboveground Petroleum Storage Tank Facilities	California Environmental Protection Agency	07/06/2016	07/12/2016	09/19/2016
CA	BROWNFIELDS	Considered Brownfieds Sites Listing	State Water Resources Control Board	06/14/2023	06/14/2023	09/06/2023
CA	CA BOND EXP. PLAN	Bond Expenditure Plan	Department of Health Services	01/01/1989	07/27/1994	08/02/1994
CA	CA FID UST	Facility Inventory Database	California Environmental Protection Agency	10/31/1994	09/05/1995	09/29/1995
CA	CDL	Clandestine Drug Labs	Department of Toxic Substances Control	12/31/2020	11/30/2022	02/09/2023
CA	CERS	CalEPA Regulated Site Portal Data	California Environmental Protection Agency	07/17/2023	07/18/2023	10/06/2023
CA	CERS HAZ WASTE	California Environmental Reporting System Hazardous Waste	CalEPA	07/17/2023	07/18/2023	10/06/2023
CA	CERS TANKS	California Environmental Reporting System (CERS) Tanks	California Environmental Protection Agency	07/17/2023	07/18/2023	10/06/2023
CA	CHMIRS	California Hazardous Material Incident Report System	Office of Emergency Services	06/01/2023	07/18/2023	10/05/2023
CA	CHROME PLATING	Chrome Plating Facilities Listing	State Water Resources Control Board	06/08/2023	06/08/2023	09/26/2023
CA	CIWQS	California Integrated Water Quality System	State Water Resources Control Board	05/25/2023	05/25/2023	08/14/2023
CA	CORTESE	"Cortese" Hazardous Waste & Substances Sites List	CAL EPA/Office of Emergency Information	06/14/2023	06/14/2023	09/06/2023
CA	CPS-SLIC	Statewide SLIC Cases (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	CUPA LIVERMORE-PLEASANTON	CUPA Facility Listing	Livermore-Pleasanton Fire Department	03/31/2023	05/08/2023	07/31/2023
CA	DEED	Deed Restriction Listing	DTSC and SWRCB	05/25/2023	05/25/2023	08/14/2023
CA	DRYCLEAN AMADOR	Amador Air District Drycleaner Facility Listing	Amador Air Quality Management District	04/26/2023	04/27/2023	07/13/2023
CA	DRYCLEAN AVAQMD	Antelope Valley Air Quality Management District Drycleaner L	Antelope Valley Air Quality Management Distri	05/22/2023	05/24/2023	08/14/2023
CA	DRYCLEAN BAY AREA DIST	Bay Area Air Quality Management District Drycleaner Facility	Bay Area Air Quality Management District	02/20/2019	05/30/2019	05/01/2023
CA	DRYCLEAN BUTTE CO DIST	Butte County Air Quality Management DistrictDrycleaner Facil	Butte County Air Quality Management District	12/31/2018	04/23/2019	05/01/2023
CA	DRYCLEAN CALAVERAS CO DIST	Calaveras County Environmental Management Agency Drycleaner	Calaveras County Environmental Management Age	06/17/2019	06/19/2019	05/01/2023
CA	DRYCLEAN EAST KERN DIST	Eastern Kern Air Pollution Control District District Dryclea	Eastern Kern Air Pollution Control District	01/12/2023	04/26/2023	07/14/2023
CA	DRYCLEAN FEATHER RIVER DIST	Feather River Air Quality Management District Drycleaner Fac	Feather River Air Quality Management District	03/08/2023	03/09/2023	06/05/2023
CA	DRYCLEAN GLENN CO DIST	Glenn County Air Pollution Control District Drycleaner Facil	Glenn County Air Pollution Control District	05/02/2023	05/03/2023	07/25/2023
CA	DRYCLEAN GRANT	Grant Recipients List	California Air Resources Board	12/31/2020	02/04/2021	05/01/2023
CA	DRYCLEAN IMPERIAL CO DIST	Imperial County Air Pollution Control District Drycleaner Fa	Imperial County Air Pollution Control Distric	04/25/2023	04/26/2023	07/14/2023
CA	DRYCLEAN LAKE CO DIST	Lake County Air Quality Management District Drycleaner Facil	Lake County Air Quality Management District	04/29/2019	05/07/2019	05/01/2023
CA	DRYCLEAN MENDO CO DIST	Mendocino County Air Quality Management District Drycleaner	Mendocino County Air Quality Management Distr	04/27/2023	04/28/2023	07/14/2023
CA	DRYCLEAN MOJAVE DESERT DIST	Mojave Desert Air Quality Management District Drycleaner Fac	Mojave Desert Air Quality Management District	04/26/2023	04/27/2023	07/14/2023
CA	DRYCLEAN MONTEREY BAY DIST	Monterey Bay Air Quality Management District Drycleaner Faci	Monterey Bay Air Quality Management District	04/25/2023	04/26/2023	07/14/2023
CA	DRYCLEAN NO COAST UNIFIED DIST	North Coast Unified Air Quality Management District Dryclean	North Coast Unified Air Quality Management Di	11/30/2016	04/19/2019	05/01/2023
CA	DRYCLEAN NO SIERRA DIST	Northern Sierra Air Quality Management District Drycleaner F	Northern Sierra Air Quality Management Distri	05/07/2019	05/07/2019	05/01/2023
CA	DRYCLEAN NO SONOMA CO DIST	Norther Sonoma County County Air Pollution Control District	Santa Barbara County Air Pollution Control Di	04/17/2019	04/17/2019	05/01/2023
CA	DRYCLEAN PLACER CO DIST	Placer County Air Quality Management District Drycleaner Fac	Placer County Air Quality Management District	05/15/2023	05/17/2023	08/14/2023
CA	DRYCLEAN SACRAMENTO METRO DIST	Sacramento Metropolitan Air Quality Management DistrictDrycl	Sacramento Metropolitan Air Quality Managemen	04/25/2023	04/28/2023	07/19/2023
CA	DRYCLEAN SAN DIEGO CO DIST	San Diego County Air Pollution Control District Drycleaner F	San Diego County Air Pollution Control Distri	08/08/2023	08/09/2023	10/26/2023
CA	DRYCLEAN SAN JOAQ VAL DIST	San Joaquin Valley Air Pollution Control District District D	San Joaquin Valley Air Pollution Control Dist	05/24/2023	05/30/2023	08/21/2023
CA	DRYCLEAN SAN LUIS OB CO DIST	San Luis Obispo County Air Pollution Control District Drycle	San Luis Obispo County Air Pollution Control	07/26/2023	07/27/2023	10/13/2023
CA	DRYCLEAN SANTA BARB CO DIST	Santa Barbara County Air Pollution Control District Dryclean	Santa Barbara County Air Pollution Control Di	02/19/2019	04/17/2019	05/01/2023
CA	DRYCLEAN SHASTA CO DIST	Shasta County Air Quality Management District District Drycl	Shasta County Air Quality Management District	04/26/2023	04/27/2023	07/14/2023
CA	DRYCLEAN SOUTH COAST	South Coast Air Quality Management District Drycleaner Listi	South Coast Air Quality Management District	05/17/2023	05/18/2023	08/09/2023
CA	DRYCLEAN TEHAMA CO DIST	Tehama County Air Pollution Control District Drycleaner Faci	Tehama County Air Pollution Control District	04/24/2019	04/24/2019	05/01/2023
CA	DRYCLEAN VENTURA CO DIST	Drycleaner Facility Listing	Ventura County Air Pollution Control District	04/16/2019	04/17/2019	05/01/2023
CA	DRYCLEAN YOLO-SOLANO DIST	Yolo-Solano Air Quality Management District Drycleaner Facil	Yolo-Solano Air Quality Management District	04/25/2023	04/27/2023	07/14/2023
CA	DRYCLEANERS	Cleaner Facilities	Department of Toxic Substance Control	08/27/2021	09/01/2021	11/19/2021
CA	EMI	Emissions Inventory Data	California Air Resources Board	12/31/2021	06/09/2023	08/30/2023
CA	ENF	Enforcement Action Listing	State Water Resoruces Control Board	07/17/2023	07/18/2023	10/05/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	ENVIROSTOR	EnviroStor Database	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
CA	Financial Assurance 1	Financial Assurance Information Listing	Department of Toxic Substances Control	09/13/2023	09/14/2023	09/21/2023
CA	Financial Assurance 2	Financial Assurance Information Listing	California Integrated Waste Management Board	05/04/2023	05/25/2023	08/16/2023
CA	HAULERS	Registered Waste Tire Haulers Listing	Integrated Waste Management Board	11/16/2022	11/22/2022	02/13/2023
CA	HAZNET	Facility and Manifest Data	California Environmental Protection Agency	12/31/2021	07/05/2022	09/19/2022
CA	HIST CAL-SITES	Calsites Database	Department of Toxic Substance Control	08/08/2005	08/03/2006	08/24/2006
CA	HIST CORTESE	Hazardous Waste & Substance Site List	Department of Toxic Substances Control	04/01/2001	01/22/2009	04/08/2009
CA	HIST UST	Hazardous Substance Storage Container Database	State Water Resources Control Board	10/15/1990	01/25/1991	02/12/1991
CA	HWP	EnviroStor Permitted Facilities Listing	Department of Toxic Substances Control	05/15/2023	05/16/2023	08/09/2023
CA	HWT	Registered Hazardous Waste Transporter Database	Department of Toxic Substances Control	06/29/2023	06/29/2023	09/19/2023
CA	HWTS	Hazardous Waste Tracking System	Department of Toxic Substances Control	08/04/2023	08/09/2023	10/26/2023
CA	ICE	Inspection, Compliance and Enforcement	Department of Toxic Subsances Control	05/15/2023	05/16/2023	08/09/2023
CA	LDS	Land Disposal Sites Listing (GEOTRACKER)	State Water Qualilty Control Board	06/05/2023	06/05/2023	08/25/2023
CA	LIENS	Environmental Liens Listing	Department of Toxic Substances Control	06/06/2023	06/07/2023	08/25/2023
CA	LUST	Leaking Underground Fuel Tank Report (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	LUST REG 1	Active Toxic Site Investigation	California Regional Water Quality Control Boa	02/01/2001	02/28/2001	03/29/2001
CA	LUST REG 2	Fuel Leak List	California Regional Water Quality Control Boa	09/30/2004	10/20/2004	11/19/2004
CA	LUST REG 3	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	05/19/2003	05/19/2003	06/02/2003
CA	LUST REG 4	Underground Storage Tank Leak List	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	LUST REG 5	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	07/01/2008	07/22/2008	07/31/2008
CA	LUST REG 6L	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	09/09/2003	09/10/2003	10/07/2003
CA	LUST REG 6V	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	06/07/2005	06/07/2005	06/29/2005
CA	LUST REG 7	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	02/26/2004	02/26/2004	03/24/2004
CA	LUST REG 8	Leaking Underground Storage Tanks	California Regional Water Quality Control Boa	02/14/2005	02/15/2005	03/28/2005
CA	LUST REG 9	Leaking Underground Storage Tank Report	California Regional Water Quality Control Boa	03/01/2001	04/23/2001	05/21/2001
CA	MCS	Military Cleanup Sites Listing (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/25/2023
CA	MILITARY PRIV SITES	Military Privatized Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	MILITARY UST SITES	Military UST Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	MINES	Mines Site Location Listing	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	MWMP	Medical Waste Management Program Listing	Department of Public Health	05/08/2023	05/25/2023	08/16/2023
CA	NON-CASE INFO	Non-Case Information Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	NOTIFY 65	Proposition 65 Records	State Water Resources Control Board	06/06/2023	06/07/2023	08/25/2023
CA	NPDES	NPDES Permits Listing	State Water Resources Control Board	08/07/2023	08/08/2023	10/26/2023
CA	OTHER OIL GAS	Other Oil & Gas Projects Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	PEST LIC	Pesticide Regulation Licenses Listing	Department of Pesticide Regulation	05/25/2023	05/25/2023	08/16/2023
CA	PFAS	PFAS Contamination Site Location Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
CA	PROC	Certified Processors Database	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	PROD WATER PONDS	Produced Water Ponds Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	PROJECT	Project Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	RESPONSE	State Response Sites	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
CA	RGA LF	Recovered Government Archive Solid Waste Facilities List	Department of Resources Recycling and Recover		07/01/2013	01/13/2014
CA	RGA LUST	Recovered Government Archive Leaking Underground Storage Tan	State Water Resources Control Board		07/01/2013	12/30/2013
CA	SAMPLING POINT	Sampling Point ? Public Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	SAN FRANCISCO AST	Aboveground Storage Tank Site Listing	San Francisco County Department of Public Hea	08/04/2023	08/08/2023	10/25/2023
CA	SAN JOSE HAZMAT	Hazardous Material Facilities	City of San Jose Fire Department	11/03/2020	11/05/2020	01/26/2021
CA	SANTA CRUZ CO SITE MITI	Site Mitigation Listing	Santa Cruz Environmental Health Services	12/03/2018	06/23/2023	07/13/2023
CA	SCH	School Property Evaluation Program	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	SLIC REG 1	Active Toxic Site Investigations	California Regional Water Quality Control Boa	04/03/2003	04/07/2003	04/25/2003
CA	SLIC REG 2	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board San Fran	09/30/2004	10/20/2004	11/19/2004
CA	SLIC REG 3	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	05/18/2006	05/18/2006	06/15/2006
CA	SLIC REG 4	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Region Water Quality Control Board Los Angele	11/17/2004	11/18/2004	01/04/2005
CA	SLIC REG 5	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board Central	04/01/2005	04/05/2005	04/21/2005
CA	SLIC REG 6L	SLIC Sites	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	SLIC REG 6V	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board, Victorv	05/24/2005	05/25/2005	06/16/2005
CA	SLIC REG 7	SLIC List	California Regional Quality Control Board, Co	11/24/2004	11/29/2004	01/04/2005
CA	SLIC REG 8	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Region Water Quality Control Board	04/03/2008	04/03/2008	04/14/2008
CA	SLIC REG 9	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	09/10/2007	09/11/2007	09/28/2007
CA	SPILLS 90	SPILLS90 data from FirstSearch	FirstSearch	06/06/2012	01/03/2013	02/22/2013
CA	SWEEPS UST	SWEEPS UST Listing	State Water Resources Control Board	06/01/1994	07/07/2005	08/11/2005
CA	SWF/LF (SWIS)	Solid Waste Information System	Department of Resources Recycling and Recover	08/07/2023	08/08/2023	10/26/2023
CA	SWRCY	Recycler Database	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	TOXIC PITS	Toxic Pits Cleanup Act Sites	State Water Resources Control Board	07/01/1995	08/30/1995	09/26/1995
CA	UIC	UIC Listing	Deaprtment of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	UIC GEO	Underground Injection Control Sites (GEOTRACKER)	State Water Resource Control Board	06/05/2023	06/05/2023	08/28/2023
CA	UST	Active UST Facilities	SWRCB	06/05/2023	06/05/2023	08/28/2023
CA	UST CLOSURE	Proposed Closure of Underground Storage Tank (UST) Cases	State Water Resources Control Board	05/31/2023	06/02/2023	08/23/2023
CA	VCP	Voluntary Cleanup Program Properties	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
CA	WASTEWATER PITS	Oil Wastewater Pits Listing	RWQCB, Central Valley Region	02/11/2021	07/01/2021	09/29/2021
CA	WDR	Waste Discharge Requirements Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
CA	WDS	Waste Discharge System	State Water Resources Control Board	06/19/2007	06/20/2007	06/29/2007
CA	WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	WIP	Well Investigation Program Case List	Los Angeles Water Quality Control Board	07/03/2009	07/21/2009	08/03/2009
CA	WMUDS/SWAT	Waste Management Unit Database	State Water Resources Control Board	04/01/2000	04/10/2000	05/10/2000
US	2020 COR ACTION	2020 Corrective Action Program List	Environmental Protection Agency	09/30/2017	05/08/2018	07/20/2018
US	ABANDONED MINES	Abandoned Mines	Department of Interior	06/13/2023	06/14/2023	08/14/2023
US	AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing	Environmental Protection Agency	07/05/2023	07/06/2023	09/25/2023
US	BIOSOLIDS	ICIS-NPDES Biosolids Facility Data	Environmental Protection Agency	07/16/2023	07/18/2023	08/28/2023
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2021	03/09/2023	03/20/2023
US	COAL ASH DOE	Steam-Electric Plant Operation Data	Department of Energy	12/31/2021	04/14/2023	07/10/2023
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	01/12/2017	03/05/2019	11/11/2019
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	06/30/2023	07/19/2023	10/10/2023
US	CORRACTS	Corrective Action Report	EPA	07/24/2023	07/31/2023	08/14/2023
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
US	DOCKET HWC	Hazardous Waste Compliance Docket Listing	Environmental Protection Agency	05/06/2021	05/21/2021	08/11/2021
US	DOD	Department of Defense Sites	USGS	06/07/2021	07/13/2021	03/09/2022
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	01/02/2020	01/28/2020	04/17/2020
US	Delisted NPL	National Priority List Deletions	EPA	09/19/2023	10/03/2023	10/19/2023
US	ECHO	Enforcement & Compliance History Information	Environmental Protection Agency	06/24/2023	06/29/2023	09/25/2023
US	EDR Hist Auto	EDR Exclusive Historical Auto Stations	EDR, Inc.			
US	EDR Hist Cleaner	EDR Exclusive Historical Cleaners	EDR, Inc.			
US	EDR MGP	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	EPA WATCH LIST	EPA WATCH LIST	Environmental Protection Agency	08/30/2013	03/21/2014	06/17/2014
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	06/12/2023	06/20/2023	08/14/2023
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	06/23/2023	06/23/2023	09/20/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	04/02/2018	04/11/2018	11/06/2019
US	FEMA UST	Underground Storage Tank Listing	FEMA	03/08/2023	03/09/2023	05/30/2023
US	FINDS	Facility Index System/Facility Registry System	EPA	05/04/2023	05/25/2023	07/24/2023
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	08/07/2023	08/15/2023	10/10/2023
US	FUELS PROGRAM	EPA Fuels Program Registered Listing	EPA	08/14/2023	08/15/2023	10/19/2023
US	FUSRAP	Formerly Utilized Sites Remedial Action Program	Department of Energy	03/03/2023	03/03/2023	06/09/2023
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	06/19/2023	06/23/2023	09/20/2023
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	11/18/2016	11/23/2016	02/10/2017
US	IHS OPEN DUMPS	Open Dumps on Indian Land	Department of Health & Human Serivces, Indian	04/01/2014	08/06/2014	01/29/2015
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R5	Leaking Underground Storage Tanks on Indian Land	EPA, Region 5	04/14/2023	05/09/2023	07/14/2023
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	04/26/2023	05/09/2023	07/14/2023
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	04/25/2023	05/09/2023	07/14/2023
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	04/19/2023	05/09/2023	07/14/2023
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	04/19/2023	05/09/2023	07/14/2023
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2014	07/14/2015	01/10/2017
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	04/14/2023	05/09/2023	07/14/2023
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	04/26/2023	05/09/2023	07/14/2023
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	04/25/2023	05/09/2023	07/14/2023
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	04/19/2023	05/09/2023	07/14/2023
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	07/27/2015	09/29/2015	02/18/2016
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
US	LEAD SMELTER 1	Lead Smelter Sites	Environmental Protection Agency	09/19/2023	10/03/2023	10/19/2023
US	LEAD SMELTER 2	Lead Smelter Sites	American Journal of Public Health	04/05/2001	10/27/2010	12/02/2010
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	09/19/2023	10/03/2023	10/19/2023
US	LUCIS	Land Use Control Information System	Department of the Navy	08/03/2023	08/07/2023	10/10/2023
US	MINES MRDS	Mineral Resources Data System	USGS	08/23/2022	11/22/2022	02/28/2023
US	MINES VIOLATIONS	MSHA Violation Assessment Data	DOL, Mine Safety & Health Admi	07/05/2023	07/05/2023	09/25/2023
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	07/20/2023	09/01/2023	09/20/2023
US	NPL	National Priority List	EPA	09/19/2023	10/03/2023	10/19/2023
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	PADS	PCB Activity Database System	EPA	03/20/2023	04/04/2023	06/09/2023
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	09/13/2019	11/06/2019	02/10/2020
US	PCS	Permit Compliance System	EPA, Office of Water	07/14/2011	08/05/2011	09/29/2011
US	PCS ENF	Enforcement data	EPA	12/31/2014	02/05/2015	03/06/2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	PFAS ATSDR	PFAS Contamination Site Location Listing	Department of Health & Human Services	06/24/2020	03/17/2021	11/08/2022
US	PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023
US	PFAS ECHO FIRE TRAINING	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023
US	PFAS FEDERAL SITES	Federal Sites PFAS Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS NPDES	Clean Water Act Discharge Monitoring Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS NPL	Superfund Sites with PFAS Detections Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS PART 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023
US	PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS TRIS	List of PFAS Added to the TRI	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS TSCA	PFAS Manufacture and Imports Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS WQP	Ambient Environmental Sampling for PFAS	Environmental Protection Agency	09/23/2023	10/03/2023	10/10/2023
US	PRP	Potentially Responsible Parties	EPA	09/19/2023	10/03/2023	10/19/2023
US	Proposed NPL	Proposed National Priority List Sites	EPA	09/19/2023	10/03/2023	10/19/2023
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RADINFO	Radiation Information Database	Environmental Protection Agency	07/01/2019	07/01/2019	09/23/2019
US	RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-VSQG	RCRA - Very Small Quantity Generators (Formerly Conditionall	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RMP	Risk Management Plans	Environmental Protection Agency	05/09/2023	06/29/2023	09/25/2023
US	ROD	Records Of Decision	EPA	09/19/2023	10/03/2023	10/19/2023
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	07/30/2021	02/03/2023	02/10/2023
US	SEMS	Superfund Enterprise Management System	EPA	09/19/2023	10/03/2023	10/19/2023
US	SEMS-ARCHIVE	Superfund Enterprise Management System Archive	EPA	09/19/2023	10/03/2023	10/19/2023
US	SSTS	Section 7 Tracking Systems	EPA	07/17/2023	07/18/2023	10/10/2023
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2021	02/16/2023	05/02/2023
US	TSCA	Toxic Substances Control Act	EPA	12/31/2020	06/14/2022	03/24/2023
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	08/30/2019	11/15/2019	01/28/2020
US	US AIRS (AFS)	Aerometric Information Retrieval System Facility Subsystem (	EPA	10/12/2016	10/26/2016	02/03/2017
US	US AIRS MINOR	Air Facility System Data	EPA	10/12/2016	10/26/2016	02/03/2017
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	04/06/2023	04/13/2023	04/19/2023
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	05/22/2023	05/23/2023	07/10/2023
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	05/22/2023	05/23/2023	07/24/2023
US	US FIN ASSUR	Financial Assurance Information	Environmental Protection Agency	06/19/2023	06/20/2023	08/14/2023
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	05/22/2023	05/23/2023	07/10/2023
US	US INST CONTROLS	Institutional Controls Sites List	Environmental Protection Agency	05/22/2023	05/23/2023	07/24/2023
US	US MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	05/01/2023	05/24/2023	07/24/2023
US	US MINES 2	Ferrous and Nonferrous Metal Mines Database Listing	USGS	01/07/2022	02/24/2023	05/17/2023
US	US MINES 3	Active Mines & Mineral Plants Database Listing	USGS	04/14/2011	06/08/2011	09/13/2011
US	UXO	Unexploded Ordnance Sites	Department of Defense	11/09/2021	10/20/2022	01/10/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CT	CT MANIFEST	Hazardous Waste Manifest Data	Department of Energy & Environmental Protecti	08/07/2023	08/08/2023	10/24/2023
NJ	NJ MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2018	04/10/2019	05/16/2019
NY	NY MANIFEST	Facility and Manifest Data	Department of Environmental Conservation	01/01/2019	10/29/2021	01/19/2022
PA	PA MANIFEST	Manifest Information	Department of Environmental Protection	06/30/2018	07/19/2019	09/10/2019
RI	RI MANIFEST	Manifest information	Department of Environmental Management	12/31/2020	11/30/2021	02/18/2022
WI	WI MANIFEST	Manifest Information	Department of Natural Resources	05/31/2018	06/19/2019	09/03/2019
US	AHA Hospitals	Sensitive Receptor: AHA Hospitals	American Hospital Association, Inc.			
US	Medical Centers	Sensitive Receptor: Medical Centers	Centers for Medicare & Medicaid Services			
US	Nursing Homes	Sensitive Receptor: Nursing Homes	National Institutes of Health			
US	Public Schools	Sensitive Receptor: Public Schools	National Center for Education Statistics			
US	Private Schools	Sensitive Receptor: Private Schools	National Center for Education Statistics			
CA	Daycare Centers	Sensitive Receptor: Licensed Facilities	Department of Social Services			
US	Flood Zones	100-year and 500-year flood zones	Emergency Management Agency (FEMA)			
US	NWI	National Wetlands Inventory	U.S. Fish and Wildlife Service			
CA	State Wetlands	Wetland Inventory	Department of Fish and Wildlife			
US	Topographic Map		U.S. Geological Survey			
US	Oil/Gas Pipelines		Endeavor Business Media			
US	Electric Power Transmission Line Data		Endeavor Business Media			

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

BEECHNUT TRANSIT FACILITY
800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

TARGET PROPERTY COORDINATES

Latitude (North):	37.736059 - 37° 44' 9.81''
Longitude (West):	121.43661 - 121° 26' 11.80''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	637759.7
UTM Y (Meters):	4177476.2
Elevation:	56 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	12008792 TRACY, CA
Version Date:	2018
North Map:	12008794 UNION ISLAND, CA
Version Date:	2018

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

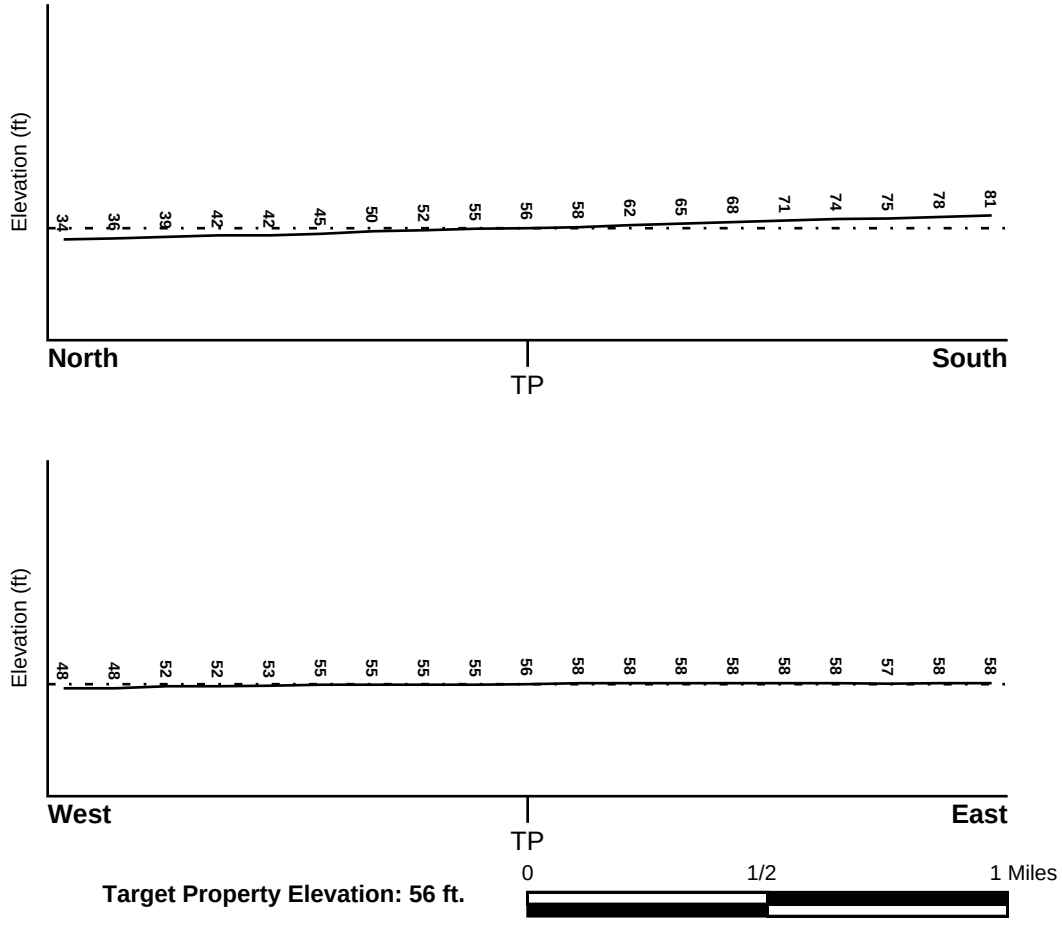
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
0603030005A	FEMA Q3 Flood data

Additional Panels in search area:	FEMA Source Type
06077C0590F	FEMA FIRM Flood data
06077C0595F	FEMA FIRM Flood data
0602990705A	FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
TRACY	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

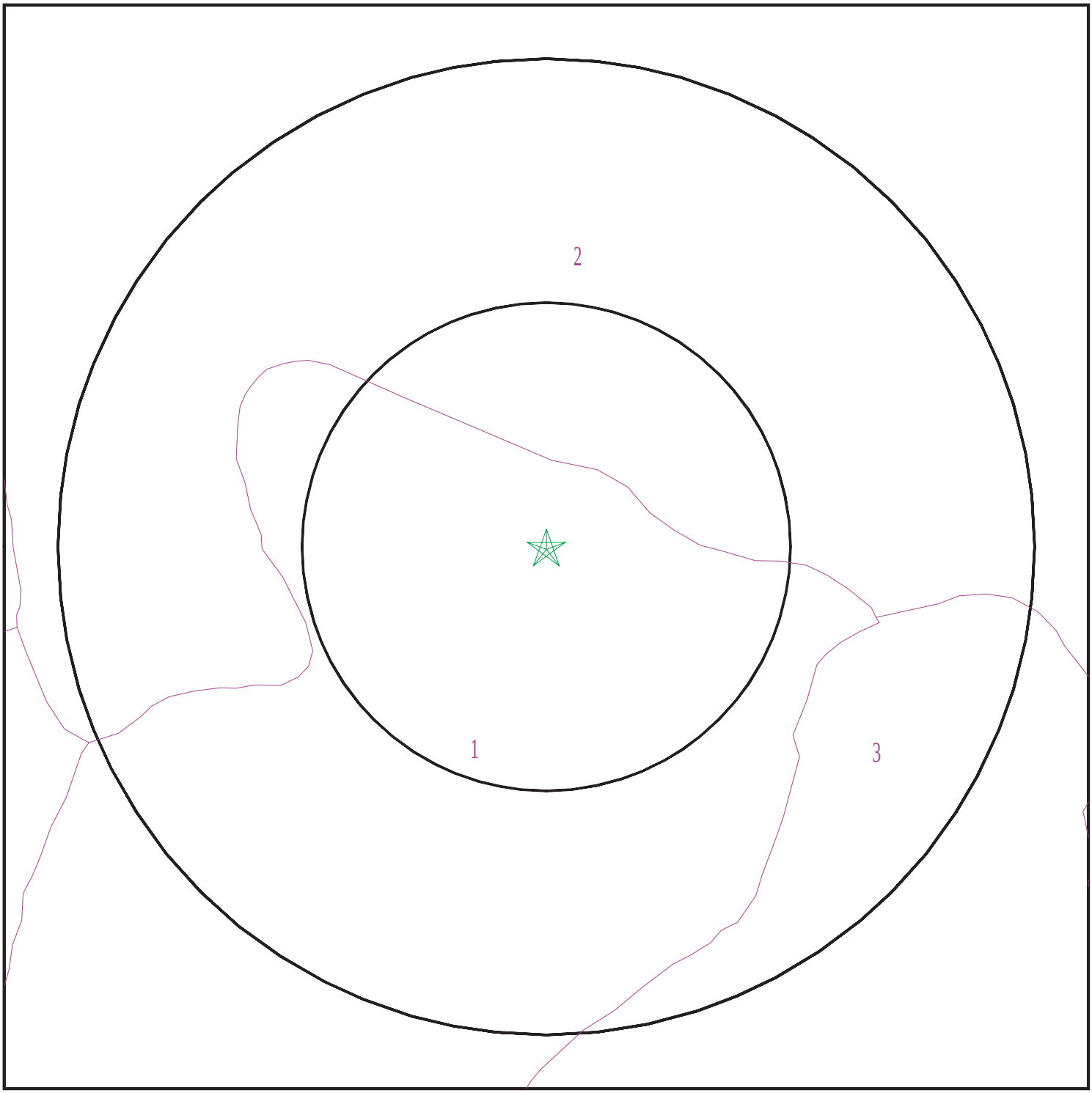
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7485571.2s



Target Property
SSURGO Soil
Water

SITE NAME:	Beechnut Transit Facility	CLIENT:	Nelson Enviro, LLC
ADDRESS:	800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT:	Mike Nelson
LAT/LONG:	37.736059 / 121.43661	INQUIRY #:	7485571.2s
		DATE:	October 31, 2023 9:01 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: STOMAR

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.4
2	16 inches	46 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.4
3	46 inches	59 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.4

Soil Map ID: 2

Soil Component Name: CAPAY

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
2	20 inches	59 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6

Soil Map ID: 3

Soil Component Name: ZACHARIAS

Soil Surface Texture: clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	18 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
2	18 inches	53 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
3	53 inches	59 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A5	USGS40000185258	0 - 1/8 Mile NNE
C10	USGS40000185233	1/8 - 1/4 Mile ESE
G21	USGS40000185286	1/4 - 1/2 Mile NNW
34	USGS40000185252	1/2 - 1 Mile East
K47	USGS40000185319	1/2 - 1 Mile North
56	USGS40000185277	1/2 - 1 Mile WNW
O71	USGS40000185201	1/2 - 1 Mile SE
P77	USGS40000185253	1/2 - 1 Mile West
R104	USGS40000185174	1/2 - 1 Mile SSE
U110	USGS40000185182	1/2 - 1 Mile SE
W111	USGS40000185163	1/2 - 1 Mile South
115	USGS40000185228	1/2 - 1 Mile ESE
120	USGS40000185273	1/2 - 1 Mile WNW
Z122	USGS40000185294	1/2 - 1 Mile ENE
AA125	USGS40000185327	1/2 - 1 Mile NE
Y127	USGS40000185261	1/2 - 1 Mile East

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
L53	CA3900701	1/2 - 1 Mile ENE

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAEDF0000087528	0 - 1/8 Mile SSW
A2	CAEDF0000047238	0 - 1/8 Mile North
B3	CADDW0000003325	0 - 1/8 Mile ENE
A4	CAEDF0000142482	0 - 1/8 Mile NW
B6	CAEDF0000082423	0 - 1/8 Mile ESE
B7	CAEDF0000084582	0 - 1/8 Mile East
B8	CAEDF0000087126	0 - 1/8 Mile East
B9	CAEDF0000124677	1/8 - 1/4 Mile East
C11	CADWR0000022356	1/8 - 1/4 Mile ESE
C12	CALLNL000000606	1/8 - 1/4 Mile ESE
D13	23173	1/8 - 1/4 Mile SSE
D14	2473	1/8 - 1/4 Mile SSE
D15	2475	1/8 - 1/4 Mile SSE
E16	CAEDF0000037500	1/8 - 1/4 Mile NNE
E17	CAEDF0000143235	1/4 - 1/2 Mile NNE
E18	CAEDF0000097833	1/4 - 1/2 Mile NNE
F19	CADWR9000037405	1/4 - 1/2 Mile NW
F20	CADWR0000032081	1/4 - 1/2 Mile NW
G22	CADDW0000013831	1/4 - 1/2 Mile NNW
23	CADWR0000003888	1/4 - 1/2 Mile SSW
H24	CADWR0000032584	1/4 - 1/2 Mile West

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
H25	CADWR0000010768	1/4 - 1/2 Mile West
26	CADWR0000009093	1/4 - 1/2 Mile WNW
27	CADWR0000006950	1/4 - 1/2 Mile North
28	CADWR0000035484	1/4 - 1/2 Mile ENE
I29	CAEDF0000085832	1/4 - 1/2 Mile East
I30	CAEDF0000004891	1/4 - 1/2 Mile East
I31	CAEDF0000133733	1/4 - 1/2 Mile East
32	CADWR9000037402	1/2 - 1 Mile WNW
33	CADWR0000000736	1/2 - 1 Mile SSE
J35	CAEDF0000004425	1/2 - 1 Mile ENE
36	CADWR0000020181	1/2 - 1 Mile NE
J37	CAEDF0000058857	1/2 - 1 Mile ENE
J38	CAEDF0000046711	1/2 - 1 Mile ENE
J39	CAEDF0000126863	1/2 - 1 Mile ENE
J40	CAEDF0000055683	1/2 - 1 Mile ENE
J41	CAEDF0000133374	1/2 - 1 Mile ENE
J42	CAEDF0000002275	1/2 - 1 Mile ENE
J43	CAEDF0000142605	1/2 - 1 Mile ENE
J44	CAEDF0000010037	1/2 - 1 Mile ENE
K45	CAUSGSN00012640	1/2 - 1 Mile NNE
J46	CAEDF0000095310	1/2 - 1 Mile ENE
J48	CAEDF0000058172	1/2 - 1 Mile ENE
J49	CAEDF0000091446	1/2 - 1 Mile ENE
J50	CAEDF0000006298	1/2 - 1 Mile ENE
J51	CAEDF0000123065	1/2 - 1 Mile ENE
J52	CAEDF0000110371	1/2 - 1 Mile ENE
J54	CAEDF0000102250	1/2 - 1 Mile ENE
L55	CAEDF0000068591	1/2 - 1 Mile ENE
L57	CAEDF0000107864	1/2 - 1 Mile ENE
L58	CAEDF0000139344	1/2 - 1 Mile ENE
L59	CAEDF0000057283	1/2 - 1 Mile ENE
L60	CAEDF0000003058	1/2 - 1 Mile ENE
M61	CAEDF0000013231	1/2 - 1 Mile ENE
L62	CAEDF0000122608	1/2 - 1 Mile ENE
L63	CAEDF0000122510	1/2 - 1 Mile ENE
L64	CAEDF0000000360	1/2 - 1 Mile ENE
M65	CAEDF0000037900	1/2 - 1 Mile ENE
N66	CADWR0000001643	1/2 - 1 Mile East
N67	CADWR0000002054	1/2 - 1 Mile East
L68	CAEDF0000031249	1/2 - 1 Mile ENE
L69	CAEDF0000057395	1/2 - 1 Mile ENE
L70	CAEDF0000074411	1/2 - 1 Mile ENE
O72	CAUSGSN00010729	1/2 - 1 Mile SE
L73	CAEDF0000139152	1/2 - 1 Mile ENE
P74	CAUSGSN00007071	1/2 - 1 Mile West
75	CADWR0000014914	1/2 - 1 Mile ENE
L76	CAEDF0000116240	1/2 - 1 Mile ENE
L78	CAEDF0000023286	1/2 - 1 Mile ENE
Q79	CAEDF0000078662	1/2 - 1 Mile NE
R80	CADWR0000000324	1/2 - 1 Mile South
S81	CAEDF0000107493	1/2 - 1 Mile ENE
Q82	CAEDF0000093217	1/2 - 1 Mile NE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
S83	CAEDF0000100033	1/2 - 1 Mile ENE
Q84	CAEDF0000008527	1/2 - 1 Mile NE
R85	CADWR9000037319	1/2 - 1 Mile South
Q86	CAEDF0000124200	1/2 - 1 Mile NE
S87	CAEDF0000007546	1/2 - 1 Mile ENE
Q88	CAEDF0000091615	1/2 - 1 Mile NE
T89	CAUSGSN00006004	1/2 - 1 Mile NE
T90	CAUSGS000002020	1/2 - 1 Mile NE
S91	CAEDF0000103912	1/2 - 1 Mile ENE
S92	CAEDF0000048410	1/2 - 1 Mile ENE
Q93	CAEDF0000061366	1/2 - 1 Mile NE
T94	CADDW0000009778	1/2 - 1 Mile NE
T95	CADWR0000025954	1/2 - 1 Mile ENE
S96	CAEDF0000052885	1/2 - 1 Mile ENE
S97	CAEDF0000041977	1/2 - 1 Mile ENE
Q98	CAEDF0000004590	1/2 - 1 Mile NE
S99	CAEDF0000057968	1/2 - 1 Mile ENE
S100	CAEDF0000118551	1/2 - 1 Mile ENE
R101	CADWR0000001099	1/2 - 1 Mile South
Q102	CAEDF0000069000	1/2 - 1 Mile NE
103	CADPR0000002141	1/2 - 1 Mile North
U105	CADWR9000037338	1/2 - 1 Mile SE
V106	CADWR9000037418	1/2 - 1 Mile WNW
V107	CADWR9000037419	1/2 - 1 Mile WNW
V108	CADWR9000037417	1/2 - 1 Mile WNW
109	CAUSGSN00011933	1/2 - 1 Mile SSE
W112	CADWR9000037312	1/2 - 1 Mile South
W113	CADWR0000021148	1/2 - 1 Mile South
W114	CAUSGSN00003582	1/2 - 1 Mile South
X116	CAEDF0000000446	1/2 - 1 Mile ENE
Y117	CADDW0000001894	1/2 - 1 Mile East
118	CADWR0000013656	1/2 - 1 Mile North
X119	CAEDF0000050733	1/2 - 1 Mile ENE
X121	CAEDF0000041148	1/2 - 1 Mile ENE
Z123	CAUSGSN00012677	1/2 - 1 Mile ENE
X124	CAEDF0000125969	1/2 - 1 Mile ENE
AA126	CAUSGSN00006134	1/2 - 1 Mile NE
X128	CAEDF0000017575	1/2 - 1 Mile ENE
Y129	CAUSGSN00017978	1/2 - 1 Mile East
AB130	23174	1/2 - 1 Mile North
AB131	23172	1/2 - 1 Mile North
AB132	2463	1/2 - 1 Mile North
AB133	2465	1/2 - 1 Mile North
AB134	2464	1/2 - 1 Mile North
X135	CAEDF0000131444	1/2 - 1 Mile ENE
X136	CAEDF0000081043	1/2 - 1 Mile ENE
AB137	CADDW0000008110	1/2 - 1 Mile North
AB138	CADDW0000006351	1/2 - 1 Mile North

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

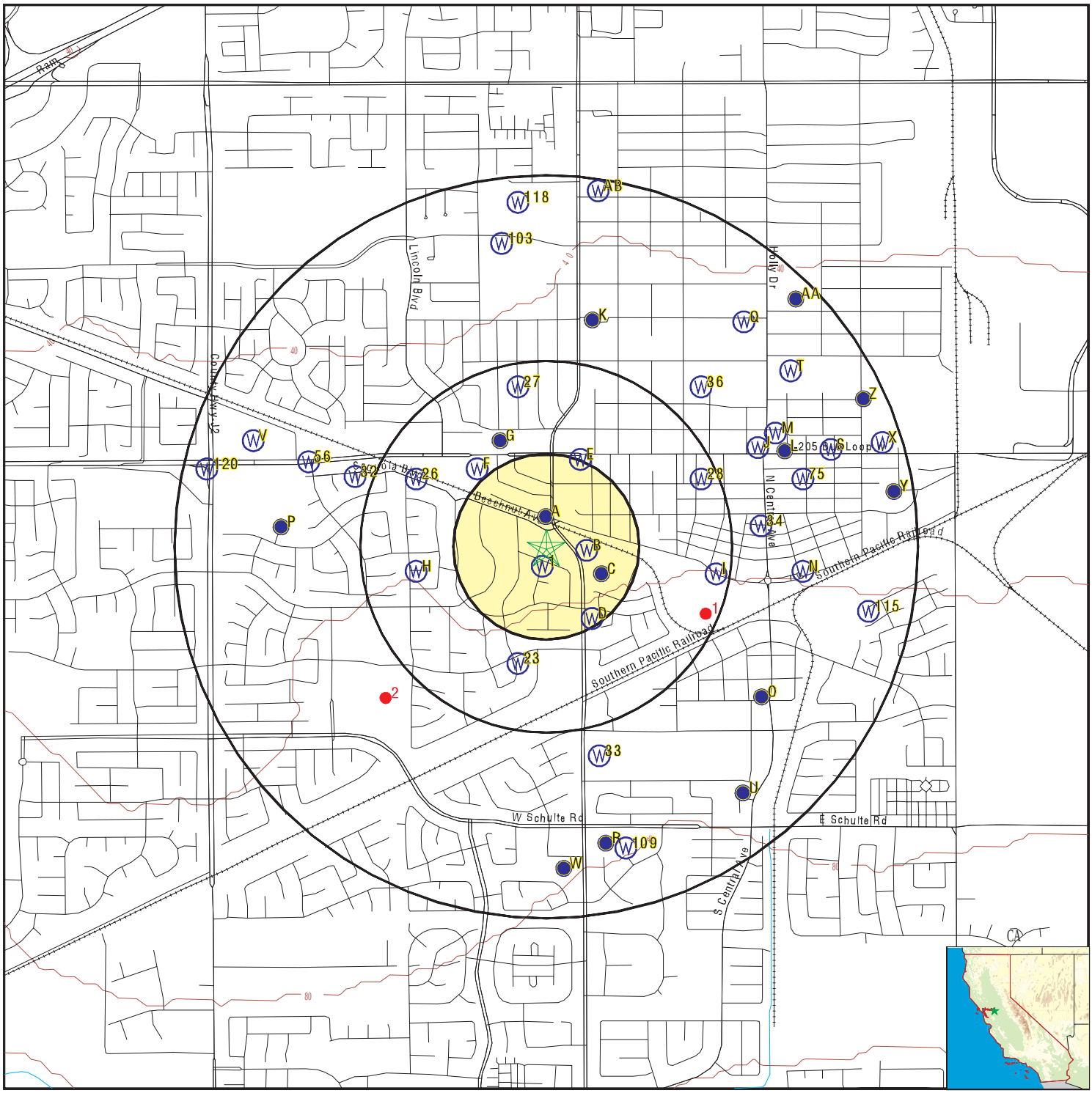
MAP ID	WELL ID	LOCATION FROM TP
1	CAOG15000002647	1/4 - 1/2 Mile ESE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	CAOG15000007220	1/2 - 1 Mile SW

PHYSICAL SETTING SOURCE MAP - 7485571.2s



County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

0 1/4 1/2 1 Miles

Groundwater Flow Direction
GI Indeterminate Groundwater Flow at Location
GV Groundwater Flow Varies at Location
HD Closest Hydrogeological Data
Oil, gas or related wells

N

SITE NAME:	Beechnut Transit Facility	CLIENT:	Nelson Enviro, LLC
ADDRESS:	800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT:	Mike Nelson
		INQUIRY #:	7485571.2s
LAT/LONG:	37.736059 / 121.43661	DATE:	October 31, 2023 9:01 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
1 **ESE** **1/4 - 1/2 Mile**	Click here for full text details	**OIL_GAS**	**CAOG15000002647**
2 **SW** **1/2 - 1 Mile**	Click here for full text details	**OIL_GAS**	**CAOG15000007220**
1 **SSW** **0 - 1/8 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000087528**
A2 **North** **0 - 1/8 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000047238**
B3 **ENE** **0 - 1/8 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000003325**
A4 **NW** **0 - 1/8 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000142482**
A5 **NNE** **0 - 1/8 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185258**
B6 **ESE** **0 - 1/8 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000082423**
B7 **East** **0 - 1/8 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000084582**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
B8 **East** **0 - 1/8 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000087126**
B9 **East** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000124677**
C10 **ESE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185233**
C11 **ESE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000022356**
C12 **ESE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CALLNL000000606**
D13 **SSE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**23173**
D14 **SSE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**2473**
D15 **SSE** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**2475**
E16 **NNE** **1/8 - 1/4 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000037500**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
E17 **NNE** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000143235**
E18 **NNE** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000097833**
F19 **NW** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR9000037405**
F20 **NW** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000032081**
G21 **NNW** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185286**
G22 **NNW** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000013831**
23 **SSW** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000003888**
H24 **West** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000032584**
H25 **West** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000010768**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
26 **WNW** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000009093**
27 **North** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000006950**
28 **ENE** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000035484**
I29 **East** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000085832**
I30 **East** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000004891**
I31 **East** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAEDF0000133733**
32 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR9000037402**
33 **SSE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000000736**
34 **East** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185252**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
J35 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000004425**
36 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000020181**
J37 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000058857**
J38 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000046711**
J39 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000126863**
J40 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000055683**
J41 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000133374**
J42 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000002275**
J43 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000142605**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
J44 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000010037**
K45 **NNE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00012640**
J46 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000095310**
K47 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185319**
J48 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000058172**
J49 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000091446**
J50 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000006298**
J51 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000123065**
J52 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000110371**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
L53 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FRDS PWS**	**CA3900701**
J54 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000102250**
L55 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000068591**
56 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185277**
L57 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000107864**
L58 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000139344**
L59 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000057283**
L60 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000003058**
M61 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000013231**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
L62 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000122608**
L63 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000122510**
L64 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000000360**
M65 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000037900**
N66 **East** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000001643**
N67 **East** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000002054**
L68 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000031249**
L69 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000057395**
L70 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000074411**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
O71 **SE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185201**
O72 **SE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAUSGSN00010729**
L73 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000139152**
P74 **West** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00007071**
75 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000014914**
L76 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000116240**
P77 **West** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185253**
L78 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000023286**
Q79 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000078662**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
R80 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000000324**
S81 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000107493**
Q82 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000093217**
S83 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000100033**
Q84 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000008527**
R85 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR9000037319**
Q86 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000124200**
S87 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000007546**
Q88 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000091615**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
T89 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00006004**
T90 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGS000002020**
S91 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000103912**
S92 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000048410**
Q93 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000061366**
T94 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000009778**
T95 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000025954**
S96 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000052885**
S97 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000041977**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
Q98 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000004590**
S99 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000057968**
S100 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000118551**
R101 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000001099**
Q102 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000069000**
103 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADPR0000002141**
R104 **SSE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185174**
U105 **SE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR9000037338**
V106 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR9000037418**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
V107 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR9000037419**
V108 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR9000037417**
109 **SSE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAUSGSN00011933**
U110 **SE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185182**
W111 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185163**
W112 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR9000037312**
W113 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CADWR0000021148**
W114 **South** **1/2 - 1 Mile** **Higher**	Click here for full text details	**CA WELLS**	**CAUSGSN00003582**
115 **ESE** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS40000185228**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
X116 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000000446**
Y117 **East** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000001894**
118 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADWR0000013656**
X119 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000050733**
120 **WNW** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185273**
X121 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000041148**
Z122 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185294**
Z123 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00012677**
X124 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000125969**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
AA125 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185327**
AA126 **NE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00006134**
Y127 **East** **1/2 - 1 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS40000185261**
X128 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000017575**
Y129 **East** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAUSGSN00017978**
AB130 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**23174**
AB131 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**23172**
AB132 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**2463**
AB133 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**2465**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
AB134 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**2464**
X135 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000131444**
X136 **ENE** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CAEDF0000081043**
AB137 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000008110**
AB138 **North** **1/2 - 1 Mile** **Lower**	Click here for full text details	**CA WELLS**	**CADDW0000006351**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95376	17	1

Federal EPA Radon Zone for SAN JOAQUIN County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95376

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	2.200 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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Appendix E:

Regulatory File Review

29 October 2018

Michael N. Oliphant
Chevron Environmental Management Company
6001 Bollinger Canyon Road
P.O. Box 6012
San Ramon, CA 94583

NO FURTHER ACTION REQUIRED, TAOC TRACY PUMP STATION (880 BEECHNUT AVENUE) HISTORICAL CRUDE OIL PIPELINES AND PUMP STATION, TRACY, SAN JOAQUIN COUNTY

Chevron Environmental Management Company (Chevron) submitted a *No Further Action Required Request Report* (Report), dated 28 September 2007. The Report summarized the various investigations and human health and ecological screening evaluations in support of the request for the former Old Valley Pipeline (OVP) and Tidewater Associated Oil Company (TAOC) pipelines in the 880 Beechnut Avenue area of Tracy (Site).

Chevron also submitted the *Addendum to the Human Health Risk Assessment* (Addendum) dated 6 May 2014, to evaluate the vapor intrusion pathway with respect to potential future on-Site buildings or structures. The Addendum was submitted as an amendment to the *Human Health Risk Assessment* dated 30 June 2005 and the Report. The Central Valley Regional Water Quality Control Board staff (Staff) reviewed the Report and documents submitted. In a review letter dated 23 September 2015, Staff determined that no further investigation was required, and a No Further Action letter would be considered once the public notice process was completed, and a Soil and Groundwater Management Plan (SGMP) was submitted. A Background, Case History summary, and No Further Action justification sections are contained in this letter.

Background
The Site is south of Beechnut Avenue and North Tracy Boulevard, and east of Forest Hills Drive in Central Tracy, California. From the early 1900s to mid-1960s, the Chevron predecessor of TAOC operated an oil pipeline/pump station at the Site which transported crude oil from Kern County to San Francisco area refineries. The pump station features, and associated pipeline(s) have been removed. Leaks of petroleum hydrocarbons from the TAOC pipeline(s) at the pump station were responsible for the soil and groundwater impacts at the Site.

The depth to groundwater at the Site is approximately 15 feet below ground surface (bgs), but due to drought conditions in recent years, the depth may currently be greater than 15 feet bgs. The direction of groundwater flow beneath the Site is north-northwest.

Soil and shallow groundwater have been impacted to various degrees by crude oil associated with leaks from the former pipelines. Chevron will remain the responsible party for any

post-closure soil/groundwater conditions that may be encountered that are determined to be associated with the Site.

Domestic use of shallow groundwater is prohibited by a City of Tracy ordinance, and requires that any new developments connect with the City water system. In addition, a San Joaquin County ordinance requires a minimum 50-foot sanitary seal at the top of any public water supply well.

Case History
Site investigations conducted between 1985 and 2014 delineated the vertical and lateral extent of the impacts to soil and groundwater. Soil and groundwater have been affected by total petroleum hydrocarbons quantified as crude oil (TPHc), low concentrations of certain polynuclear aromatic hydrocarbon (PAH) compounds, and benzene, toluene, ethylbenzene, and xylenes (BTEX). Soil vapor samples collected did not indicate the presence of BTEX compounds.

Chevron's consultant conducted removal of separate phase crude oil from two wells at the site, between 1988 and 2007. A total of 79.36 gallons of crude oil were removed from the groundwater wells, which is equivalent to removal of approximately 663 pounds of hydrocarbons. Groundwater monitoring wells associated with the Site were properly abandoned in 2008 in accordance with State regulations and under a permit from San Joaquin County.

Chevron conducted a health risk Screening Level Risk Assessment (SLRA) in June 2005. In 2014, Chevron conducted additional soil vapor sampling. A revised SLRA was prepared in 2014, incorporating the soil vapor data. The revised SLRA report determined that the cancer risk for a hypothetical future onsite commercial worker was 8E-06, which is less than the accepted risk management level of 1E-5 for the Site, [redacted] The non-cancer hazard estimate is 0.04, which is well below the de minimis value of 1.0.

Chevron's consultant also queried the California Natural Diversity Database maintained by the California Department of Fish and Game for sensitive ecological receptors. It was determined that no threat appears to exist to sensitive ecological receptors.

Chevron submitted a *Soil and Groundwater Management Plan* (SGMP) on 7 June 2016, which was provided to affected property owners. The SGMP designates Chevron and Central Valley Water Board Staff contact information if future activities encounter crude oil impacted soil or groundwater determined to be related to the project.

A public notice *Fact Sheet* dated 31 July 2018 that summarized the Site assessment activities was provided to property owners in the affected area. Comments on the Central Valley Water Board's proposed determination of No Further Action at the Site were requested to be submitted within a 30-day period.

Comments were received from the Union Pacific Railroad (UPRR) in a letter dated 24 August 2018. UPRR requested that language in the Chevron's SGMP be modified. Staff disagreed with UPRR's request in a letter dated 28 September 2018 and requested UPRR reply by 12 October 2018. No response was received.

A second comment was received by telephone on 30 August 2018 from a property owner who was concerned about the future use of a vacant lot which encompasses a portion of the Site. The property owners' concerns were resolved during the telephone conversation.

No Further Action Justification

Based on results of the Site investigations, including the SLRA, the residual crude oil and associated hydrocarbon compounds leaked to soil/groundwater and soil vapor do not appear to pose an unacceptable risk to human health or the environment, when considering future use as commercial/industrial. Dissolved petroleum hydrocarbons detected in groundwater and residual crude oil remaining in soil should naturally degrade with time. Shallow groundwater at the Site is not considered a source of drinking water, and an alternative drinking water supply is available.

Provided the information Chevron has submitted to this agency is accurate and representative, a No Further Action determination is appropriate for the above referenced Site. Please be advised that this letter does not relieve Chevron of any liability under the California Water Code or Health and Safety Code for past, present, or future operations at the Site. Also, as described in the SGMP, Chevron remains the responsible party, and not relieved of any responsibility to clean up existing, additional, or previously unidentified conditions at the Site related to the crude oil leak, that cause or threaten to cause degradation or nuisance or otherwise pose a threat to water quality or public health.

Any person aggrieved by this action may petition the State Water Resources Control Board (State Water Board) to review the action in accordance with Water Code section 13320 and California Code of Regulations, Title 23, sections 2050 and following.

If you have any questions or comments, please contact Brian Hitz at (559) 445-5170 or by email at Brian.Hitz@waterboards.ca.gov.

Clay L. Rodgers

for Patrick Pulupa
Executive Officer

cc: San Joaquin County EHD, Stockton
Michael Hurd, Leidos Inc., Oakland
Lauren Manusco, Union Pacific Railroad, Oakland

CALIFORNIA Water Boards

Edmund G. Brown Jr.
Governor

Matthew Rodriquez
Secretary for
Environmental Protection

Central Valley Regional Water Quality Control Board

26 June 2017

Michael N. Oliphant
Chevron Environmental Management Company
6001 Bollinger Canyon Road
P.O. Box 6012
San Ramon, CA 94583

NO FURTHER ACTION REQUIRED, 990 BEECHNUT AVENUE, FORMER OLD VALLEY PIPELINE AND TIDEWATER ASSOCIATED OIL COMPANY HISTORICAL CRUDE OIL PIPELINES, TRACY, SAN JOAQUIN COUNTY

Chevron Environmental Management Company (Chevron) submitted a *Proposed No Further Action Required Request Report, 990 Beechnut Avenue* (Report), dated 13 April 2016. The Report summarized the various investigations and human health and ecological screening evaluations in support of the request for the former Old Valley Pipeline (OVP) and Tidewater Associated Oil Company (TAOC) pipelines in the 990 Beechnut Avenue area of Tracy (Site). The Central Valley Regional Water Quality Control Board staff (Staff) reviewed the Report and documents submitted. A case history summary and details regarding the closure justification are contained in the enclosed memorandum.

Chevron remains the responsible party for post-closure soil/groundwater conditions that may be encountered that are associated with the Site. The Site, currently a vacant lot, consists of three areas of affected soil and one area of affected groundwater, in total covering an area of approximately two acres, which had facilities that were decommissioned over 50 years ago. The Site included a portion of the Union Pacific Railroad right-of-way easement, and areas along Beechnut Avenue, Forest Hills Drive, and Palm Circle which contained the historical pipelines.

Soils and shallow groundwater have been impacted to various degrees by crude oil leaks associated with the former oil pipelines. Assessments between 1985 and 2014 delineated the vertical and lateral extent of the impacts to soil and groundwater. Approximately 4,000 tons of hydrocarbon impacted soil was excavated in 2010, and removed from the Site. Groundwater sampling and analysis determined that dissolved petroleum hydrocarbons were detected at a groundwater sample location either at or less than analytical detection limits, and not significant.

Domestic use of the shallow groundwater is prohibited by a City of Tracy ordinance, and requires that any new developments connect with the City water system. In addition, a San Joaquin County ordinance requires a minimum 50-foot sanitary seal at the top of any public water supply well.

Results of a 2014 Screening Level Risk Assessment (SLRA) determined that:

1. After soil remediation was accomplished in 2010 and a soil vapor investigation was accomplished in 2014, a determination was made that shallow soil at the Site is suitable for direct contact for commercial/industrial and residential use.

2. Dissolved petroleum hydrocarbon constituents were generally not detected in groundwater at greater than reporting limits, and therefore groundwater was determined not to be impacted and not evaluated in the SLRA.

3. Soil vapor sample results determined that no constituents of potential concern were detected, and analytical reporting limits were sufficiently less than vapor intrusion screening levels. Onsite vapor measurements, compared to Environmental Screening Levels, are protective of future residential development and should not result in unacceptable risk to human health.

4. Sensitive ecological receptors are not threatened based on Chevron's evaluation of data provided in the 2015 California Natural Diversity Database.

Based on results of the Site investigations, including risk assessment, the residual crude oil and associated hydrocarbon compounds leaked to soil and soil vapor, do not appear to pose an unacceptable risk to human health or the environment considering [redacted]. Insignificant amounts of dissolved petroleum hydrocarbons detected in groundwater and residual amounts of crude oil in soils should naturally degrade over a period of years.

Chevron submitted a *Soil and Groundwater Management Plan* (SGMP) on 22 April 2016, which was provided to affected property owners. The SGMP provides Chevron and Staff contact information if future activities encounter crude oil impacted soil or groundwater identified as related to the project.

A public notice *Fact Sheet* dated 21 March 2017 that summarized the Site assessment activities was provided to property owners in the affected area. Comments on the Central Valley Water Board's intention to issue a no further action required determination were requested to be submitted within a 30 day review period. Three comments were received by telephone from property owners on 22 March and 23 March 2017. Each comment was addressed by Staff by telephone, which included discussions of health risks and Chevron's SGMP, and the property owners were informed how they could contact Chevron for additional information. The enclosed memorandum outlines the closure justification.

Provided the information Chevron has submitted to this agency was accurate and representative, a no further action required determination is appropriate for the above referenced Site. Please be advised that this letter does not relieve Chevron of any liability under the California Water Code or Health and Safety Code for past, present, or future operations at the Site. Also Chevron is not relieved of any responsibility to clean up existing, additional, or previously unidentified conditions at the Site that cause or threaten to cause degradation or nuisance or otherwise pose a threat to water quality or public health.

Any person aggrieved by this action may petition the State Water Resources Control Board (State Water Board) to review the action in accordance with Water Code section 13320 and California Code of Regulations, Title 23, sections 2050 and following.

If you have any questions or comments, please contact Scott Moore at (559) 445-5170 or by email at Scott.Moore@waterboards.ca.gov.

Clay L. Rodgers

for Pamela C. Creedon
Executive Officer

Enclosure: Staff Memorandum

cc: San Joaquin County EHD, Stockton
Michael Hurd, Leidos Inc., Oakland

Appendix F:

Vapor Encroachment Evaluation

Beechnut Transit Facility
800, 990, and 1000 Beechnut Avenue
Tracy, CA 95376

Inquiry Number: 7485571.2s
November 1, 2023

EDR Vapor Encroachment Screen

Prepared using EDR's Vapor Encroachment Worksheet

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Primary Map	**2**
Secondary Map	**3**
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Record Sources and Currency	**GR-1**

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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The EDR Vapor Encroachment Worksheet enables EDR's customers to make certain online modifications that effects maps, text and calculations contained in this Report. As a result, maps, text and calculations contained in this Report may have been so modified. EDR has not taken any action to verify any such modifications, and this report and the findings set forth herein must be read in light of this fact. Environmental Data Resources shall not be responsible for any customer's decision to include or not include in any final report any records determined to be within the relevant minimum search distances.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by EDR. The report was designed to assist parties seeking to meet the search requirements of the ASTM Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions (E 2600).

STANDARD ENVIRONMENTAL RECORDS	Default Area of Concern (Miles)*	property	1/10	> 1/10
Lists of Federal NPL (Superfund) sites	1.0	0	0	0
Lists of Federal Delisted NPL sites	1.0	0	0	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders	0.5	0	0	0
Lists of Federal CERCLA sites with NFRAP	0.5	0	0	0
Lists of Federal RCRA facilities undergoing Corrective Action	1.0	0	0	0
Lists of Federal RCRA TSD facilities	0.5	0	0	0
Lists of Federal RCRA generators	0.25	0	0	0
Federal institutional controls / engineering controls registries	0.5	0	0	0
Federal ERNS list	0.001	0	0	-
Lists of state- and tribal (Superfund) equivalent sites	1.0	0	1	0
Lists of state- and tribal hazardous waste facilities	1.0	0	1	1
Lists of state and tribal landfills and solid waste disposal facilities	0.5	0	0	0
Lists of state and tribal leaking storage tanks	0.5	2	2	0
Lists of state and tribal registered storage tanks	0.25	0	0	0
State and tribal institutional control / engineering control registries	not searched	-	-	-
Lists of state and tribal voluntary cleanup sites	0.5	0	0	0
Lists of state and tribal brownfield sites	0.5	0	0	0

ADDITIONAL ENVIRONMENTAL RECORDS				
Local Brownfield lists	0.5	0	0	0
Local Lists of Landfill / Solid Waste Disposal Sites	0.5	0	0	0
Local Lists of Hazardous waste / Contaminated Sites	1.0	0	1	0
Local Lists of Registered Storage Tanks	0.25	0	0	0
Local Land Records	0.5	0	0	0
Records of Emergency Release Reports	0.5	0	0	0
Other Ascertainable Records	1.0	3	2	0

EDR HIGH RISK HISTORICAL RECORDS				
EDR Exclusive Records	1.0	0	0	0
Exclusive Recovered Govt. Archives	0.001	0	0	-

EXECUTIVE SUMMARY

EDR RECOVERED GOVERNMENT ARCHIVES

EDR Exclusive Records	1.0	0	0	0
Exclusive Recovered Govt. Archives	0.001	0	0	-

*The Default Area of Concern may be adjusted by the environmental professional using experience and professional judgement. Each category may include several databases, and each database may have a different distance. A list of individual databases is provided at the back of this report.

EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

BEECHNUT TRANSIT FACILITY
800, 990, AND 1000 BEECHNUT AVENUE
TRACY, CA 95376

COORDINATES

Latitude (North):	37.736059 - 37° 44′ 9.806213″
Longitude (West):	121.43661 - 121° 26′ 11.786499″
Elevation:	56 ft. above sea level

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records.

Site	Database(s)
RENOWN ENTERPRISES 990 BEACHNUT TRACY, CA 95376	CERS CPS-SLIC Facility Status: Completed - Case Closed Global Id: SLT5S2383277
990 BEECHNUT EXCAVATION 990 BEECHNUT AVENUE TRACY, CA 95376	NPDES Facility Status: CERS CPS-SLIC Facility Status: PA Facility Status: Completed - Case Closed Global Id: SL0607735443
CHEVRON 990 BEECHNUT (RENOWN) TRACY 990 BEECHNUT AVE TRACY, CA 95376	FINDS Registry ID:: 110065493763

EXECUTIVE SUMMARY

SEARCH RESULTS

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
RENOWN ENTERPRISES CERS: CERS CPS-SLIC: CPS-SLIC	990 BEACHNUT	Property	▲ A1	9
990 BEECHNUT EXCAVATION NPDES: NPDES CERS: CERS CPS-SLIC: CPS-SLIC	990 BEECHNUT AVENUE	Property	▲ A2	9
CHEVRON, TAOC TRACY PUMP STATION, (880 BEECHNUT), TRACY CERS: CERS CPS-SLIC: CPS-SLIC	880 BEECHNUT	<1/10 WNW	◆ 4	9
RENOWN HOMES ENVIROSTOR: ENVIROSTOR RESPONSE: RESPONSE HIST Cal-Sites: HIST CAL-SITES	CORNER OF TRACY BLVD AND BEECHNUT AVE	<1/10 NE	◆ A5	10
TRACY CITY Cortese: CORTESE EMI: EMI CERS: CERS LUST: LUST HIST CORTESE: HIST CORTESE	560 TRACY BLVD	<1/10 SE	▲ 6	10
ALDEN PARK ENVIROSTOR: ENVIROSTOR	525 PALM CIRCLE	1/10 - 1/3 WSW	▲ 7	10

ADDITIONAL ENVIRONMENTAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
RENOWN ENTERPRISES CERS: CERS CPS-SLIC: CPS-SLIC	990 BEACHNUT	Property	▲ A1	9
990 BEECHNUT EXCAVATION NPDES: NPDES CERS: CERS CPS-SLIC: CPS-SLIC	990 BEECHNUT AVENUE	Property	▲ A2	9
CHEVRON 990 BEECHNUT (RENOWN) TRACY FINDS: FINDS	990 BEECHNUT AVE	Property	▲ A3	9
CHEVRON, TAOC TRACY PUMP STATION, (880 BEECHNUT), TRACY CERS: CERS CPS-SLIC: CPS-SLIC	880 BEECHNUT	<1/10 WNW	◆ 4	9

EXECUTIVE SUMMARY

Name	Address	Dist/Dir	Map ID	Page
RENOWN HOMES	CORNER OF TRACY BLVD AND BEECHNUT AVE	<1/10 NE	◆ A5	10
ENVIROSTOR: ENVIROSTOR RESPONSE: RESPONSE HIST Cal-Sites: HIST CAL-SITES				
TRACY CITY	560 TRACY BLVD	<1/10 SE	▲ 6	10
Cortese: CORTESE EMI: EMI CERS: CERS LUST: LUST HIST CORTESE: HIST CORTESE				

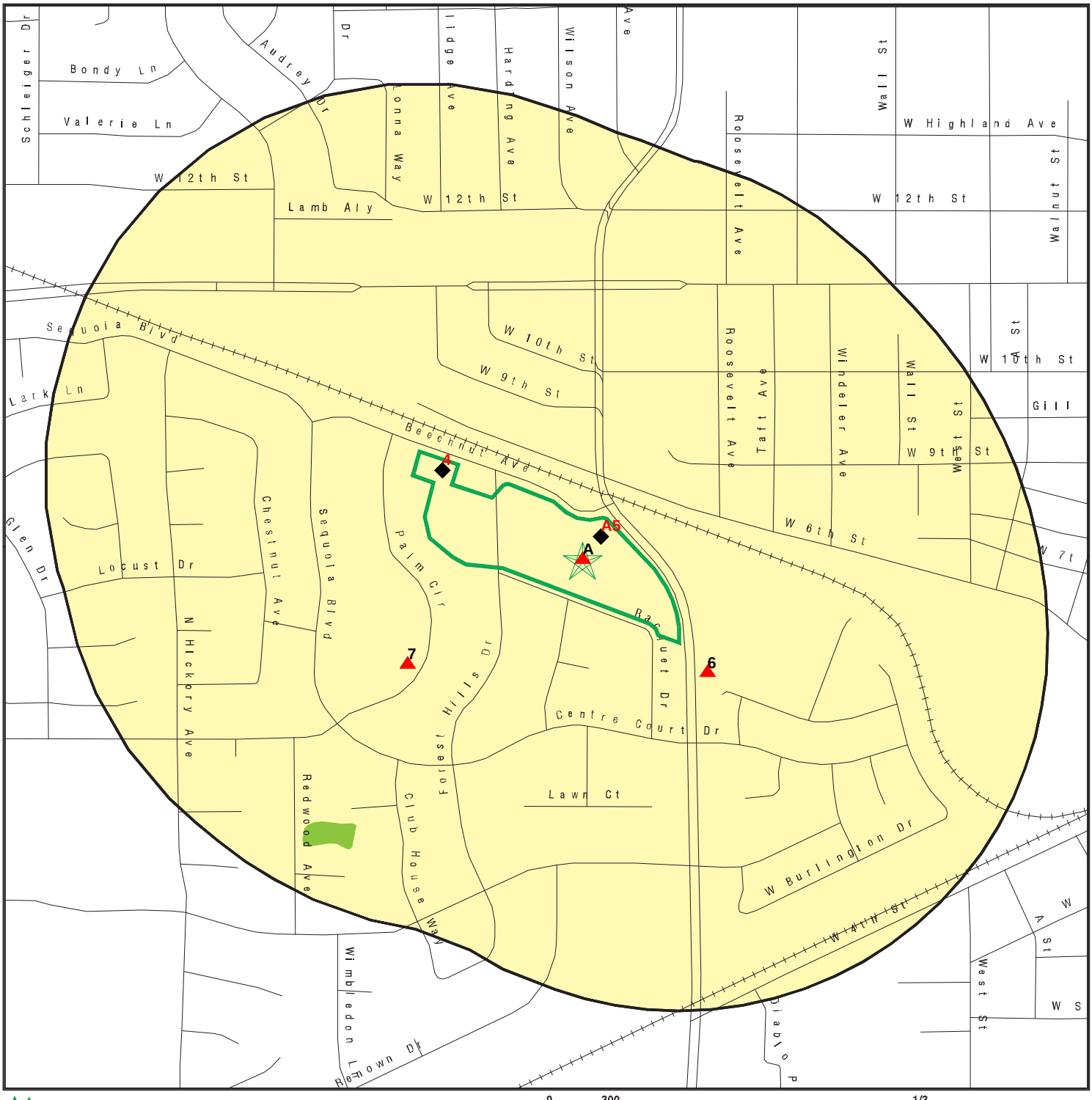
EDR HIGH RISK HISTORICAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

EDR RECOVERED GOVERNMENT ARCHIVES

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

PRIMARY MAP - 7485571.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 300 1/3 1/2 Miles

Indian Reservations BIA

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

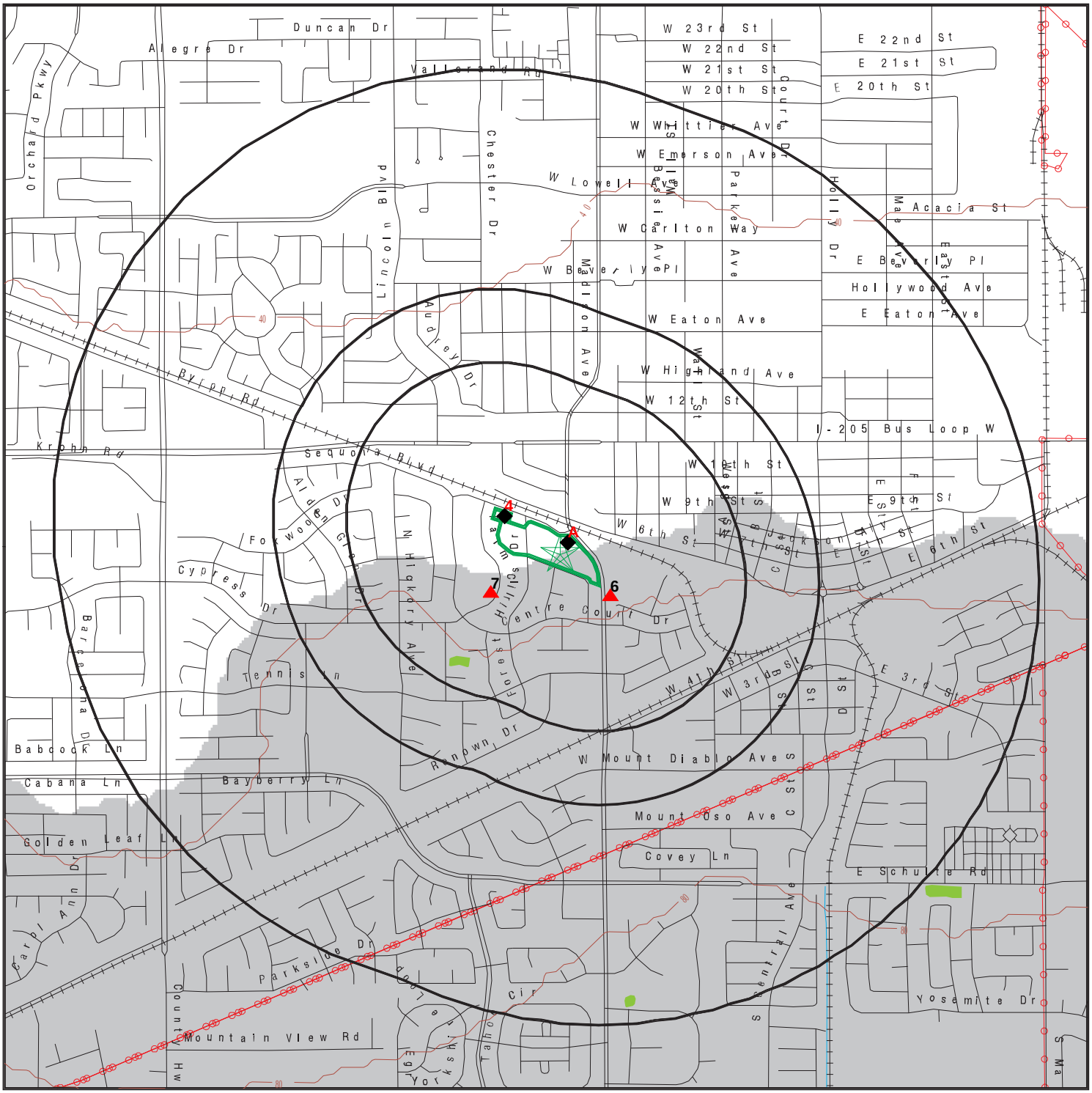
Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Beechnut Transit Facility	CLIENT:	Nelson Enviro, LLC
ADDRESS:	800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT:	Mike Nelson
LAT/LONG:	37.736059 / 121.43661	INQUIRY #:	7485571.2s
		DATE:	October 31, 2023 9:00 pm

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SECONDARY MAP - 7485571.2S



0 1/3 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Upgradient Area
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Beechnut Transit Facility	CLIENT:	Nelson Enviro, LLC
ADDRESS:	800, 990, and 1000 Beechnut Avenue Tracy CA 95376	CONTACT:	Mike Nelson
LAT/LONG:	37.736059 / 121.43661	INQUIRY #:	7485571.2s
		DATE:	October 31, 2023 9:00 pm

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MAP FINDINGS

LEGEND

FACILITY NAME **FACILITY ADDRESS, CITY, ST, ZIP**		EDR SITE ID NUMBER
◆ **MAP ID#**	Direction Distance Range (Distance feet / miles) Relative Elevation Feet Above Sea Level	ASTM 2600 Record Sources found in this report. Each database searched has been assigned to one or more categories. For detailed information about categorization, see the section of the report Records Searched and Currency.

Worksheet:

Comments:
Comments may be added on the online Vapor Encroachment Worksheet.

DATABASE ACRONYM: Applicable categories (A hoverbox with database description).

RENOWN ENTERPRISES 990 BEACHNUT, TRACY, CA, 95376		S106486526
▲ A1	Target Property 56 ft. Above Sea Level	Lists of state and tribal leaking storage tanks Other Ascertainable Records

Worksheet:

Impact on Target Property: VEC does not exist

990 BEECHNUT EXCAVATION 990 BEECHNUT AVENUE, TRACY, CA, 95376		S105556834
▲ A2	Target Property 56 ft. Above Sea Level	Lists of state and tribal leaking storage tanks Other Ascertainable Records

Worksheet:

Impact on Target Property: VEC does not exist

CHEVRON 990 BEECHNUT (RENOWN) TRACY 990 BEECHNUT AVE, TRACY, CA, 95376		1027539285
▲ A3	Target Property 56 ft. Above Sea Level	Other Ascertainable Records

Worksheet:

Impact on Target Property: VEC does not exist

CHEVRON, TAOC TRACY PUMP STATION, (880 BEECHNUT), TRACY 880 BEECHNUT, TRACY, CA, 95376		S106483642
◆ 4	WNW <1/10 (0 ft. / 0 mi.) 1 ft. Lower Elevation 55 ft. Above Sea Level	Lists of state and tribal leaking storage tanks Other Ascertainable Records

Worksheet:

Impact on Target Property: VEC does not exist
Conditions:

Not Applicable: YES
Groundwater Flow Gradient:

Crossgradient: YES

RENOWN HOMES CORNER OF TRACY BLVD AND BEECHNUT AVE, TRACY, CA, 95376			S100184173
◆ A5	NE <1/10	(0 ft. / 0 mi.)	Lists of state- and tribal (Superfund) equivalent sites Lists of state- and tribal hazardous waste facilities Local Lists of Hazardous waste / Contaminated Sites
	1 ft. Lower Elevation	55 ft. Above Sea Level	

Worksheet:

Impact on Target Property: VEC does not exist
Conditions:

Not Applicable: YES
Groundwater Flow Gradient:

Hydrogeologically: YES

Crossgradient: YES

TRACY CITY 560 TRACY BLVD, TRACY, CA, 95376			S103665019
▲ 6	SE <1/10	(197 ft. / 0.037 mi.)	Lists of state and tribal leaking storage tanks Other Ascertainable Records
	2 ft. Higher Elevation	58 ft. Above Sea Level	

Worksheet:

Impact on Target Property: VEC does not exist
Conditions:

Petroleum Hydrocarbon Chemicals of Concern: YES
Groundwater Flow Gradient:

Upgradient or Indeterminate: YES

Hydrogeologically: YES

ALDEN PARK 525 PALM CIRCLE, TRACY, CA, 95376			S101482157
▲ 7	WSW 1/10 - 1/3	(554 ft. / 0.105 mi.)	Lists of state- and tribal hazardous waste facilities
	2 ft. Higher Elevation	58 ft. Above Sea Level	

Worksheet:

Impact on Target Property: VEC does not exist
Conditions:

Petroleum Hydrocarbon Chemicals of Concern: YES
Groundwater Flow Gradient:

MAP FINDINGS

Upgradient or Indeterminate: YES

Hydrogeologically: YES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
ENVIRONMENTAL RECORDS						
Federal NPL site list						
US	NPL	National Priority List	EPA	09/19/2023	10/03/2023	10/19/2023
US	Proposed NPL	Proposed National Priority List Sites	EPA	09/19/2023	10/03/2023	10/19/2023
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
Federal CERCLIS list						
US	SEMS	Superfund Enterprise Management System	EPA	09/19/2023	10/03/2023	10/19/2023
Federal RCRA CORRACTS facilities list						
US	CORRACTS	Corrective Action Report	EPA	07/24/2023	07/31/2023	08/14/2023
Federal RCRA TSD facilities list						
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
Federal RCRA generators list						
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	RCRA-VSQG	RCRA - Very Small Quantity Generators (Formerly Conditionall	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
Federal institutional controls / engineering controls registries						
US	LUCIS	Land Use Control Information System	Department of the Navy	08/03/2023	08/07/2023	10/10/2023
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	05/22/2023	05/23/2023	07/24/2023
US	US INST CONTROLS	Institutional Controls Sites List	Environmental Protection Agency	05/22/2023	05/23/2023	07/24/2023
Federal ERNS list						
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	06/12/2023	06/20/2023	08/14/2023
State and tribal - equivalent NPL						
CA	RESPONSE	State Response Sites	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
State and tribal - equivalent CERCLIS						
CA	ENVIROSTOR	EnviroStor Database	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
State and tribal landfill / solid waste disposal						
CA	SWF/LF (SWIS)	Solid Waste Information System	Department of Resources Recycling and Recover	08/07/2023	08/08/2023	10/26/2023
State and tribal leaking storage tank lists						
CA	LUST REG 6L	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	09/09/2003	09/10/2003	10/07/2003
CA	LUST REG 9	Leaking Underground Storage Tank Report	California Regional Water Quality Control Boa	03/01/2001	04/23/2001	05/21/2001
CA	LUST REG 8	Leaking Underground Storage Tanks	California Regional Water Quality Control Boa	02/14/2005	02/15/2005	03/28/2005
CA	LUST REG 7	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	02/26/2004	02/26/2004	03/24/2004
CA	LUST REG 5	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	07/01/2008	07/22/2008	07/31/2008
CA	LUST REG 4	Underground Storage Tank Leak List	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	LUST REG 3	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	05/19/2003	05/19/2003	06/02/2003

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	LUST REG 2	Fuel Leak List	California Regional Water Quality Control Boa	09/30/2004	10/20/2004	11/19/2004
CA	LUST	Leaking Underground Fuel Tank Report (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	LUST REG 6V	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	06/07/2005	06/07/2005	06/29/2005
CA	LUST REG 1	Active Toxic Site Investigation	California Regional Water Quality Control Boa	02/01/2001	02/28/2001	03/29/2001
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	04/26/2023	05/09/2023	07/14/2023
US	INDIAN LUST R5	Leaking Underground Storage Tanks on Indian Land	EPA, Region 5	04/14/2023	05/09/2023	07/14/2023
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	04/19/2023	05/09/2023	07/14/2023
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	04/20/2023	05/09/2023	07/14/2023
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	04/25/2023	05/09/2023	07/14/2023
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	04/19/2023	05/09/2023	07/14/2023
CA	CPS-SLIC	Statewide SLIC Cases (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	SLIC REG 1	Active Toxic Site Investigations	California Regional Water Quality Control Boa	04/03/2003	04/07/2003	04/25/2003
CA	SLIC REG 2	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board San Fran	09/30/2004	10/20/2004	11/19/2004
CA	SLIC REG 3	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	05/18/2006	05/18/2006	06/15/2006
CA	SLIC REG 4	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Region Water Quality Control Board Los Angele	11/17/2004	11/18/2004	01/04/2005
CA	SLIC REG 5	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board Central	04/01/2005	04/05/2005	04/21/2005
CA	SLIC REG 6V	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board, Victorv	05/24/2005	05/25/2005	06/16/2005
CA	SLIC REG 6L	SLIC Sites	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	SLIC REG 7	SLIC List	California Regional Quality Control Board, Co	11/24/2004	11/29/2004	01/04/2005
CA	SLIC REG 8	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Region Water Quality Control Board	04/03/2008	04/03/2008	04/14/2008
CA	SLIC REG 9	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	09/10/2007	09/11/2007	09/28/2007
State and tribal registered storage tank lists						
CA	UST	Active UST Facilities	SWRCB	06/05/2023	06/05/2023	08/28/2023
CA	MILITARY UST SITES	Military UST Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	UST CLOSURE	Proposed Closure of Underground Storage Tank (UST) Cases	State Water Resources Control Board	05/31/2023	06/02/2023	08/23/2023
CA	AST	Aboveground Petroleum Storage Tank Facilities	California Environmental Protection Agency	07/06/2016	07/12/2016	09/19/2016
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	04/19/2023	05/09/2023	07/14/2023
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	04/20/2023	05/09/2023	07/14/2023
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	04/14/2023	05/09/2023	07/14/2023
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	04/26/2023	05/09/2023	07/14/2023
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	04/25/2023	05/09/2023	07/14/2023
US	FEMA UST	Underground Storage Tank Listing	FEMA	03/08/2023	03/09/2023	05/30/2023
State and tribal voluntary cleanup sites						
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	07/27/2015	09/29/2015	02/18/2016
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
CA	VCP	Voluntary Cleanup Program Properties	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
State and tribal Brownfields sites						
CA	BROWNFIELDS	Considered Brownfieds Sites Listing	State Water Resources Control Board	06/14/2023	06/14/2023	09/06/2023
Other Records						
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	06/30/2023	07/19/2023	10/10/2023
US	ROD	Records Of Decision	EPA	09/19/2023	10/03/2023	10/19/2023
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	09/19/2023	10/03/2023	10/19/2023
CA	HIST CAL-SITES	Calsites Database	Department of Toxic Substance Control	08/08/2005	08/03/2006	08/24/2006
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
CA	SWRCY	Recycler Database	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	CA FID UST	Facility Inventory Database	California Environmental Protection Agency	10/31/1994	09/05/1995	09/29/1995
CA	HIST UST	Hazardous Substance Storage Container Database	State Water Resources Control Board	10/15/1990	01/25/1991	02/12/1991
CA	SAN FRANCISCO AST	Aboveground Storage Tank Site Listing	San Francisco County Department of Public Hea	08/04/2023	08/08/2023	10/25/2023
CA	SWEEPS UST	SWEEPS UST Listing	State Water Resources Control Board	06/01/1994	07/07/2005	08/11/2005
US	FUSRAP	Formerly Utilized Sites Remedial Action Program	Department of Energy	03/03/2023	03/03/2023	06/09/2023
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	07/30/2021	02/03/2023	02/10/2023
US	2020 COR ACTION	2020 Corrective Action Program List	Environmental Protection Agency	09/30/2017	05/08/2018	07/20/2018
US	LEAD SMELTER 1	Lead Smelter Sites	Environmental Protection Agency	09/19/2023	10/03/2023	10/19/2023
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	01/12/2017	03/05/2019	11/11/2019
US	LEAD SMELTER 2	Lead Smelter Sites	American Journal of Public Health	04/05/2001	10/27/2010	12/02/2010
US	EPA WATCH LIST	EPA WATCH LIST	Environmental Protection Agency	08/30/2013	03/21/2014	06/17/2014
US	US AIRS MINOR	Air Facility System Data	EPA	10/12/2016	10/26/2016	02/03/2017
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	09/13/2019	11/06/2019	02/10/2020
US	US AIRS (AFS)	Aerometric Information Retrieval System Facility Subsystem (	EPA	10/12/2016	10/26/2016	02/03/2017
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	05/22/2023	05/23/2023	07/10/2023
US	COAL ASH DOE	Steam-Electric Plant Operation Data	Department of Energy	12/31/2021	04/14/2023	07/10/2023
US	US FIN ASSUR	Financial Assurance Information	Environmental Protection Agency	06/19/2023	06/20/2023	08/14/2023
US	Delisted NPL	National Priority List Deletions	EPA	09/19/2023	10/03/2023	10/19/2023
US	SEMS-ARCHIVE	Superfund Enterprise Management System Archive	EPA	09/19/2023	10/03/2023	10/19/2023
US	RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated	Environmental Protection Agency	07/24/2023	07/31/2023	08/14/2023
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	06/19/2023	06/23/2023	09/20/2023
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	01/02/2020	01/28/2020	04/17/2020
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	05/22/2023	05/23/2023	07/10/2023
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	04/06/2023	04/13/2023	04/19/2023
US	DOD	Department of Defense Sites	USGS	06/07/2021	07/13/2021	03/09/2022
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	04/02/2018	04/11/2018	11/06/2019
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	08/07/2023	08/15/2023	10/10/2023
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	08/30/2019	11/15/2019	01/28/2020
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	US MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	05/01/2023	05/24/2023	07/24/2023
US	MINES VIOLATIONS	MSHA Violation Assessment Data	DOL, Mine Safety & Health Admi	07/05/2023	07/05/2023	09/25/2023
US	US MINES 2	Ferrous and Nonferrous Metal Mines Database Listing	USGS	01/07/2022	02/24/2023	05/17/2023
US	US MINES 3	Active Mines & Mineral Plants Database Listing	USGS	04/14/2011	06/08/2011	09/13/2011
US	PRP	Potentially Responsible Parties	EPA	09/19/2023	10/03/2023	10/19/2023
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2021	02/16/2023	05/02/2023
US	TSCA	Toxic Substances Control Act	EPA	12/31/2020	06/14/2022	03/24/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	SSTS	Section 7 Tracking Systems	EPA	07/17/2023	07/18/2023	10/10/2023
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	11/18/2016	11/23/2016	02/10/2017
US	PADS	PCB Activity Database System	EPA	03/20/2023	04/04/2023	06/09/2023
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	07/20/2023	09/01/2023	09/20/2023
US	RADINFO	Radiation Information Database	Environmental Protection Agency	07/01/2019	07/01/2019	09/23/2019
US	FINDS	Facility Index System/Facility Registry System	EPA	05/04/2023	05/25/2023	07/24/2023
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RMP	Risk Management Plans	Environmental Protection Agency	05/09/2023	06/29/2023	09/25/2023
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2021	03/09/2023	03/20/2023
US	PWS	Public Water System Data	EPA	12/17/2013	01/09/2014	10/15/2014
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2014	07/14/2015	01/10/2017
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008
US	IHS OPEN DUMPS	Open Dumps on Indian Land	Department of Health & Human Serivces, Indian	04/01/2014	08/06/2014	01/29/2015
US	ABANDONED MINES	Abandoned Mines	Department of Interior	06/13/2023	06/14/2023	08/14/2023
CA	CA BOND EXP. PLAN	Bond Expenditure Plan	Department of Health Services	01/01/1989	07/27/1994	08/02/1994
CA	CDL	Clandestine Drug Labs	Department of Toxic Substances Control	12/31/2020	11/30/2022	02/09/2023
CA	CHMIRS	California Hazardous Material Incident Report System	Office of Emergency Services	06/01/2023	07/18/2023	10/05/2023
CA	CORTESE	"Cortese" Hazardous Waste & Substances Sites List	CAL EPA/Office of Emergency Information	06/14/2023	06/14/2023	09/06/2023
CA	CUPA LIVERMORE-PLEASANTON	CUPA Facility Listing	Livermore-Pleasanton Fire Department	03/31/2023	05/08/2023	07/31/2023
CA	DEED	Deed Restriction Listing	DTSC and SWRCB	05/25/2023	05/25/2023	08/14/2023
CA	DRYCLEANERS	Cleaner Facilities	Department of Toxic Substance Control	08/27/2021	09/01/2021	11/19/2021
CA	DRYCLEAN FEATHER RIVER DIST	Feather River Air Quality Management District Drycleaner Fac	Feather River Air Quality Management District	03/08/2023	03/09/2023	06/05/2023
CA	DRYCLEAN SAN DIEGO CO DIST	San Diego County Air Pollution Control District Drycleaner F	San Diego County Air Pollution Control Distri	08/08/2023	08/09/2023	10/26/2023
CA	DRYCLEAN SAN LUIS OB CO DIST	San Luis Obispo County Air Pollution Control District Drycle	San Luis Obispo County Air Pollution Control	07/26/2023	07/27/2023	10/13/2023
CA	DRYCLEAN GLENN CO DIST	Glenn County Air Pollution Control District Drycleaner Facil	Glenn County Air Pollution Control District	05/02/2023	05/03/2023	07/25/2023
CA	DRYCLEAN AMADOR	Amador Air District Drycleaner Facility Listing	Amador Air Quality Management District	04/26/2023	04/27/2023	07/13/2023
CA	DRYCLEAN SOUTH COAST	South Coast Air Quality Management District Drycleaner Listi	South Coast Air Quality Management District	05/17/2023	05/18/2023	08/09/2023
CA	DRYCLEAN VENTURA CO DIST	Drycleaner Facility Listing	Ventura County Air Pollution Control District	04/16/2019	04/17/2019	05/01/2023
CA	DRYCLEAN SACRAMENTO METO DIST	Sacramento Metropolitan Air Quality Management DistrictDrycl	Sacramento Metropolitan Air Quality Managemen	04/25/2023	04/28/2023	07/19/2023
CA	DRYCLEAN SAN JOAQ VAL DIST	San Joaquin Valley Air Pollution Control District District D	San Joaquin Valley Air Pollution Control Dist	05/24/2023	05/30/2023	08/21/2023
CA	DRYCLEAN EAST KERN DIST	Eastern Kern Air Pollution Control District District Dryclea	Eastern Kern Air Pollution Control District	01/12/2023	04/26/2023	07/14/2023
CA	DRYCLEAN IMPERIAL CO DIST	Imperial County Air Pollution Control District Drycleaner Fa	Imperial County Air Pollution Control Distric	04/25/2023	04/26/2023	07/14/2023
CA	DRYCLEAN MENDO CO DIST	Mendocino County Air Quality Management District Drycleaner	Mendocino County Air Quality Management Distr	04/27/2023	04/28/2023	07/14/2023
CA	DRYCLEAN MOJAVE DESERT DIST	Mojave Desert Air Quality Management District Drycleaner Fac	Mojave Desert Air Quality Management District	04/26/2023	04/27/2023	07/14/2023
CA	DRYCLEAN MONTEREY BAY DIST	Monterey Bay Air Quality Management District Drycleaner Faci	Monterey Bay Air Quality Management District	04/25/2023	04/26/2023	07/14/2023
CA	DRYCLEAN SHASTA CO DIST	Shasta County Air Quality Management District District Drycl	Shasta County Air Quality Management District	04/26/2023	04/27/2023	07/14/2023
CA	DRYCLEAN YOLO-SOLANO DIST	Yolo-Solano Air Quality Management District Drycleaner Facil	Yolo-Solano Air Quality Management District	04/25/2023	04/27/2023	07/14/2023
CA	DRYCLEAN AVAQMD	Antelope Valley Air Quality Management District Drycleaner L	Antelope Valley Air Quality Management Distri	05/22/2023	05/24/2023	08/14/2023
CA	DRYCLEAN PLACER CO DIST	Placer County Air Quality Management District Drycleaner Fac	Placer County Air Quality Management District	05/15/2023	05/17/2023	08/14/2023
CA	DRYCLEAN BAY AREA DIST	Bay Area Air Quality Management District Drycleaner Facility	Bay Area Air Quality Management District	02/20/2019	05/30/2019	05/01/2023
CA	DRYCLEAN BUTTE CO DIST	Butte County Air Quality Management DistrictDrycleaner Facil	Butte County Air Quality Management District	12/31/2018	04/23/2019	05/01/2023
CA	DRYCLEAN CALAVERAS CO DIST	Calaveras County Environmental Management Agency Drycleaner	Calaveras County Environmental Management Age	06/17/2019	06/19/2019	05/01/2023
CA	DRYCLEAN GRANT	Grant Recipients List	California Air Resources Board	12/31/2020	02/04/2021	05/01/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	DRYCLEAN LAKE CO DIST	Lake County Air Quality Management District Drycleaner Facil	Lake County Air Quality Management District	04/29/2019	05/07/2019	05/01/2023
CA	DRYCLEAN NO COAST UNIFIED DIST	North Coast Unified Air Quality Management District Dryclean	North Coast Unified Air Quality Management Di	11/30/2016	04/19/2019	05/01/2023
CA	DRYCLEAN NO SIERRA DIST	Northern Sierra Air Quality Management District Drycleaner F	Northern Sierra Air Quality Management Distri	05/07/2019	05/07/2019	05/01/2023
CA	DRYCLEAN NO SONOMA CO DIST	Norther Sonoma County County Air Pollution Control District	Santa Barbara County Air Pollution Control Di	04/17/2019	04/17/2019	05/01/2023
CA	DRYCLEAN SANTA BARB CO DIST	Santa Barbara County Air Pollution Control District Dryclean	Santa Barbara County Air Pollution Control Di	02/19/2019	04/17/2019	05/01/2023
CA	DRYCLEAN TEHAMA CO DIST	Tehama County Air Pollution Control District Drycleaner Faci	Tehama County Air Pollution Control District	04/24/2019	04/24/2019	05/01/2023
CA	EMI	Emissions Inventory Data	California Air Resources Board	12/31/2021	06/09/2023	08/30/2023
CA	ENF	Enforcement Action Listing	State Water Resoruces Control Board	07/17/2023	07/18/2023	10/05/2023
CA	Financial Assurance 1	Financial Assurance Information Listing	Department of Toxic Substances Control	09/13/2023	09/14/2023	09/21/2023
CA	Financial Assurance 2	Financial Assurance Information Listing	California Integrated Waste Management Board	05/04/2023	05/25/2023	08/16/2023
CA	HAULERS	Registered Waste Tire Haulers Listing	Integrated Waste Management Board	11/16/2022	11/22/2022	02/13/2023
CA	HAZNET	Facility and Manifest Data	California Environmental Protection Agency	12/31/2021	07/05/2022	09/19/2022
CA	HIST CORTESE	Hazardous Waste & Substance Site List	Department of Toxic Substances Control	04/01/2001	01/22/2009	04/08/2009
CA	HWP	EnviroStor Permitted Facilities Listing	Department of Toxic Substances Control	05/15/2023	05/16/2023	08/09/2023
CA	HWT	Registered Hazardous Waste Transporter Database	Department of Toxic Substances Control	06/29/2023	06/29/2023	09/19/2023
CA	ICE	Inspection, Compliance and Enforcement	Department of Toxic Subsances Control	05/15/2023	05/16/2023	08/09/2023
CA	LDS	Land Disposal Sites Listing (GEOTRACKER)	State Water Qualilty Control Board	06/05/2023	06/05/2023	08/25/2023
CA	LIENS	Environmental Liens Listing	Department of Toxic Substances Control	06/06/2023	06/07/2023	08/25/2023
CA	MCS	Military Cleanup Sites Listing (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/25/2023
CA	MINES	Mines Site Location Listing	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	MWMP	Medical Waste Management Program Listing	Department of Public Health	05/08/2023	05/25/2023	08/16/2023
CA	NPDES	NPDES Permits Listing	State Water Resources Control Board	08/07/2023	08/08/2023	10/26/2023
CA	PEST LIC	Pesticide Regulation Licenses Listing	Department of Pesticide Regulation	05/25/2023	05/25/2023	08/16/2023
CA	PROC	Certified Processors Database	Department of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	NOTIFY 65	Proposition 65 Records	State Water Resources Control Board	06/06/2023	06/07/2023	08/25/2023
CA	SAN JOSE HAZMAT	Hazardous Material Facilities	City of San Jose Fire Department	11/03/2020	11/05/2020	01/26/2021
CA	SCH	School Property Evaluation Program	Department of Toxic Substances Control	07/24/2023	07/25/2023	10/11/2023
CA	SANTA CRUZ CO SITE MITI	Site Mitigation Listing	Santa Cruz Environmental Health Services	12/03/2018	06/23/2023	07/13/2023
CA	SPILLS 90	SPILLS90 data from FirstSearch	FirstSearch	06/06/2012	01/03/2013	02/22/2013
CA	TOXIC PITS	Toxic Pits Cleanup Act Sites	State Water Resources Control Board	07/01/1995	08/30/1995	09/26/1995
CA	UIC	UIC Listing	Deaprtment of Conservation	06/02/2023	06/02/2023	08/23/2023
CA	WASTEWATER PITS	Oil Wastewater Pits Listing	RWQCB, Central Valley Region	02/11/2021	07/01/2021	09/29/2021
CA	WDS	Waste Discharge System	State Water Resources Control Board	06/19/2007	06/20/2007	06/29/2007
CA	WIP	Well Investigation Program Case List	Los Angeles Water Quality Control Board	07/03/2009	07/21/2009	08/03/2009
CA	WMUDS/SWAT	Waste Management Unit Database	State Water Resources Control Board	04/01/2000	04/10/2000	05/10/2000
CA	AQUEOUS FOAM	Former Fire Training Facility Assessments Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
CA	CERS	CalEPA Regulated Site Portal Data	California Environmental Protection Agency	07/17/2023	07/18/2023	10/06/2023
CA	CERS HAZ WASTE	California Environmental Reporting System Hazardous Waste	CalEPA	07/17/2023	07/18/2023	10/06/2023
CA	CERS TANKS	California Environmental Reporting System (CERS) Tanks	California Environmental Protection Agency	07/17/2023	07/18/2023	10/06/2023
CA	PROJECT	Project Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	SAMPLING POINT	Sampling Point ? Public Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
CA	UIC GEO	Underground Injection Control Sites (GEOTRACKER)	State Water Resource Control Board	06/05/2023	06/05/2023	08/28/2023
CA	WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
US	ECHO	Enforcement & Compliance History Information	Environmental Protection Agency	06/24/2023	06/29/2023	09/25/2023
CA	WDR	Waste Discharge Requirements Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
CA	OTHER OIL GAS	Other Oil & Gas Projects Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
US	PFAS ECHO FIRE TRAINING	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	NON-CASE INFO	Non-Case Information Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
US	PFAS PART 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023
US	PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	07/05/2023	07/05/2023	09/25/2023
CA	MILITARY PRIV SITES	Military Privatized Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
US	PFAS TSCA	PFAS Manufacture and Imports Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	FUELS PROGRAM	EPA Fuels Program Registered Listing	EPA	08/14/2023	08/15/2023	10/19/2023
CA	HWTS	Hazardous Waste Tracking System	Department of Toxic Substances Control	08/04/2023	08/09/2023	10/26/2023
US	UXO	Unexploded Ordnance Sites	Department of Defense	11/09/2021	10/20/2022	01/10/2023
CA	PFAS	PFAS Contamination Site Location Listing	State Water Resources Control Board	06/02/2023	06/02/2023	08/23/2023
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	06/23/2023	06/23/2023	09/20/2023
CA	CIWQS	California Integrated Water Quality System	State Water Resources Control Board	05/25/2023	05/25/2023	08/14/2023
US	BIOSOLIDS	ICIS-NPDES Biosolids Facility Data	Environmental Protection Agency	07/16/2023	07/18/2023	08/28/2023
CA	PROD WATER PONDS	Produced Water Ponds Sites (GEOTRACKER)	State Water Resources Control Board	06/05/2023	06/05/2023	08/28/2023
US	PFAS NPDES	Clean Water Act Discharge Monitoring Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS FEDERAL SITES	Federal Sites PFAS Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS WQP	Ambient Environmental Sampling for PFAS	Environmental Protection Agency	09/23/2023	10/03/2023	10/10/2023
US	AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing	Environmental Protection Agency	07/05/2023	07/06/2023	09/25/2023
US	PFAS TRIS	List of PFAS Added to the TRI	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
CA	CHROME PLATING	Chrome Plating Facilities Listing	State Water Resources Control Board	06/08/2023	06/08/2023	09/26/2023
US	PFAS NPL	Superfund Sites with PFAS Detections Information	Environmental Protection Agency	07/05/2023	07/05/2023	10/02/2023
US	DOCKET HWC	Hazardous Waste Compliance Docket Listing	Environmental Protection Agency	05/06/2021	05/21/2021	08/11/2021
US	PFAS ATSDR	PFAS Contamination Site Location Listing	Department of Health & Human Services	06/24/2020	03/17/2021	11/08/2022
US	MINES MRDS	Mineral Resources Data System	USGS	08/23/2022	11/22/2022	02/28/2023
HISTORICAL USE RECORDS						
US	EDR MGP	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	EDR Hist Auto	EDR Exclusive Historical Auto Stations	EDR, Inc.			
US	EDR Hist Cleaner	EDR Exclusive Historical Cleaners	EDR, Inc.			
CA	RGA LF	Recovered Government Archive Solid Waste Facilities List	Department of Resources Recycling and Recover		07/01/2013	01/13/2014
CA	RGA LUST	Recovered Government Archive Leaking Underground Storage Tan	State Water Resources Control Board		07/01/2013	12/30/2013
COUNTY RECORDS						
CA	CS ALAMEDA	Contaminated Sites	Alameda County Environmental Health Services	01/09/2019	01/11/2019	03/05/2019
CA	UST ALAMEDA	Underground Tanks	Alameda County Environmental Health Services	06/27/2023	06/28/2023	09/14/2023
CA	CUPA AMADOR	CUPA Facility List	Amador County Environmental Health	04/27/2023	04/27/2023	07/13/2023
CA	CUPA BUTTE	CUPA Facility Listing	Public Health Department	04/21/2017	04/25/2017	08/09/2017
CA	CUPA CALVERAS	CUPA Facility Listing	Calveras County Environmental Health	06/27/2023	06/28/2023	09/14/2023
CA	CUPA COLUSA	CUPA Facility List	Health & Human Services	04/06/2020	04/23/2020	07/10/2020
CA	SL CONTRA COSTA	Site List	Contra Costa Health Services Department	07/05/2023	07/20/2023	10/05/2023
CA	CUPA DEL NORTE	CUPA Facility List	Del Norte County Environmental Health Divisio	08/02/2023	08/03/2023	10/19/2023
CA	CUPA EL DORADO	CUPA Facility List	El Dorado County Environmental Management Dep	08/08/2022	08/09/2022	09/01/2022
CA	CUPA FRESNO	CUPA Resources List	Dept. of Community Health	06/28/2021	12/21/2021	03/03/2022
CA	CUPA GLENN	CUPA Facility List	Glenn County Air Pollution Control District	01/22/2018	01/24/2018	03/14/2018
CA	CUPA HUMBOLDT	CUPA Facility List	Humboldt County Environmental Health	08/12/2021	08/12/2021	11/08/2021
CA	CUPA IMPERIAL	CUPA Facility List	San Diego Border Field Office	07/11/2023	07/12/2023	09/26/2023
CA	CUPA INYO	CUPA Facility List	Inyo County Environmental Health Services	04/02/2018	04/03/2018	06/14/2018

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	CUPA KERN	CUPA Facility List	Kern County Public Health	07/26/2023	07/27/2023	08/09/2023
CA	UST KERN	Underground Storage Tank Sites & Tank Listing	Kern County Environment Health Services Depar	07/26/2023	07/27/2023	08/03/2023
CA	CUPA KINGS	CUPA Facility List	Kings County Department of Public Health	12/03/2020	01/26/2021	04/14/2021
CA	CUPA LAKE	CUPA Facility List	Lake County Environmental Health	04/26/2023	04/27/2023	05/31/2023
CA	CUPA LASSEN	CUPA Facility List	Lassen County Environmental Health	07/31/2020	08/21/2020	11/09/2020
CA	AOCONCERN	Key Areas of Concerns in Los Angeles County		03/30/2009	03/31/2009	10/23/2009
CA	HMS LOS ANGELES	HMS: Street Number List	Department of Public Works	06/21/2023	06/28/2023	09/14/2023
CA	LF LOS ANGELES	List of Solid Waste Facilities	La County Department of Public Works	07/10/2023	07/10/2023	09/27/2023
CA	LF LOS ANGELES CITY	City of Los Angeles Landfills	Engineering & Construction Division	12/31/2022	01/12/2023	03/29/2023
CA	LOS ANGELES AST	Active & Inactive AST Inventory	Los Angeles Fire Department	06/01/2019	06/25/2019	08/22/2019
CA	LOS ANGELES CO LF METHANE	Methane Producing Landfills	Los Angeles County Department of Public Works	04/13/2023	07/13/2023	09/27/2023
CA	LOS ANGELES HM	Active & Inactive Hazardous Materials Inventory	Los Angeles Fire Department	06/20/2023	06/22/2023	08/09/2023
CA	LOS ANGELES UST	Active & Inactive UST Inventory	Los Angeles Fire Department	06/20/2023	06/22/2023	09/12/2023
CA	SITE MIT LOS ANGELES	Site Mitigation List	Community Health Services	03/02/2023	04/18/2023	07/07/2023
CA	UST EL SEGUNDO	City of El Segundo Underground Storage Tank	City of El Segundo Fire Department	01/21/2017	04/19/2017	05/10/2017
CA	UST LONG BEACH	City of Long Beach Underground Storage Tank	City of Long Beach Fire Department	04/22/2019	04/23/2019	06/27/2019
CA	UST TORRANCE	City of Torrance Underground Storage Tank	City of Torrance Fire Department	04/12/2023	05/02/2023	06/13/2023
CA	CUPA MADERA	CUPA Facility List	Madera County Environmental Health	08/10/2020	08/12/2020	10/23/2020
CA	UST MARIN	Underground Storage Tank Sites	Public Works Department Waste Management	09/26/2018	10/04/2018	11/02/2018
CA	UST MENDOCINO	Mendocino County UST Database	Department of Public Health	09/22/2021	11/18/2021	11/22/2021
CA	CUPA MERCED	CUPA Facility List	Merced County Environmental Health	07/25/2023	08/03/2023	10/19/2023
CA	CUPA MONO	CUPA Facility List	Mono County Health Department	02/22/2021	03/02/2021	05/19/2021
CA	CUPA MONTEREY	CUPA Facility Listing	Monterey County Health Department	10/04/2021	10/06/2021	12/29/2021
CA	LUST NAPA	Sites With Reported Contamination	Napa County Department of Environmental Manag	01/09/2017	01/11/2017	03/02/2017
CA	UST NAPA	Closed and Operating Underground Storage Tank Sites	Napa County Department of Environmental Manag	09/05/2019	09/09/2019	10/31/2019
CA	CUPA NEVADA	CUPA Facility List	Community Development Agency	07/21/2023	07/25/2023	10/11/2023
CA	IND_SITE ORANGE	List of Industrial Site Cleanups	Health Care Agency	05/15/2023	07/31/2023	08/09/2023
CA	LUST ORANGE	List of Underground Storage Tank Cleanups	Health Care Agency	05/15/2023	07/31/2023	08/09/2023
CA	UST ORANGE	List of Underground Storage Tank Facilities	Health Care Agency	04/01/2023	05/18/2023	06/14/2023
CA	MS PLACER	Master List of Facilities	Placer County Health and Human Services	08/26/2022	08/29/2022	11/15/2022
CA	CUPA PLUMAS	CUPA Facility List	Plumas County Environmental Health	03/31/2019	04/23/2019	06/26/2019
CA	LUST RIVERSIDE	Listing of Underground Tank Cleanup Sites	Department of Environmental Health	07/10/2023	07/11/2023	09/26/2023
CA	UST RIVERSIDE	Underground Storage Tank Tank List	Department of Environmental Health	07/10/2023	07/11/2023	09/26/2023
CA	CS SACRAMENTO	Toxic Site Clean-Up List	Sacramento County Environmental Management	11/07/2022	12/21/2022	03/16/2023
CA	ML SACRAMENTO	Master Hazardous Materials Facility List	Sacramento County Environmental Management	11/07/2022	12/09/2022	03/01/2023
CA	CUPA SAN BENITO	CUPA Facility List	San Benito County Environmental Health	05/02/2023	05/04/2023	07/25/2023
CA	PERMITS SAN BERNARDINO	Hazardous Material Permits	San Bernardino County Fire Department Hazardo	05/09/2023	05/10/2023	08/01/2023
CA	HMMD SAN DIEGO	Hazardous Materials Management Division Database	Hazardous Materials Management Division	05/25/2023	05/25/2023	08/16/2023
CA	LF SAN DIEGO	Solid Waste Facilities	Department of Health Services	04/04/2023	04/05/2023	06/27/2023
CA	SAN DIEGO CO LOP	Local Oversight Program Listing	Department of Environmental Health	07/22/2021	10/19/2021	01/13/2022
CA	SAN DIEGO CO SAM	Environmental Case Listing	San Diego County Department of Environmental	03/23/2010	06/15/2010	07/09/2010
CA	CUPA SAN FRANCISCO CO	CUPA Facility Listing	San Francisco County Department of Environmen	08/04/2023	08/08/2023	10/26/2023
CA	LUST SAN FRANCISCO	Local Oversite Facilities	Department Of Public Health San Francisco Cou	09/19/2008	09/19/2008	09/29/2008
CA	UST SAN FRANCISCO	Underground Storage Tank Information	Department of Public Health	08/04/2023	08/08/2023	10/25/2023
CA	SAN FRANCISCO MAHER	Maher Ordinance Property Listing	San Francisco Planning	07/17/2023	07/18/2023	10/05/2023
CA	UST SAN JOAQUIN	San Joaquin Co. UST	Environmental Health Department	06/22/2018	06/26/2018	07/11/2018
CA	CUPA SAN LUIS OBISPO	CUPA Facility List	San Luis Obispo County Public Health Departme	08/09/2023	08/10/2023	10/27/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	BI SAN MATEO	Business Inventory	San Mateo County Environmental Health Service	02/20/2020	02/20/2020	04/24/2020
CA	LUST SAN MATEO	Fuel Leak List	San Mateo County Environmental Health Service	03/29/2019	03/29/2019	05/29/2019
CA	CUPA SANTA BARBARA	CUPA Facility Listing	Santa Barbara County Public Health Department	09/08/2011	09/09/2011	10/07/2011
CA	CUPA SANTA CLARA	Cupa Facility List	Department of Environmental Health	05/10/2023	05/11/2023	07/31/2023
CA	HIST LUST SANTA CLARA	HIST LUST - Fuel Leak Site Activity Report	Santa Clara Valley Water District	03/29/2005	03/30/2005	04/21/2005
CA	LUST SANTA CLARA	LOP Listing	Department of Environmental Health	03/03/2014	03/05/2014	03/18/2014
CA	CUPA SANTA CRUZ	CUPA Facility List	Santa Cruz County Environmental Health	01/21/2017	02/22/2017	05/23/2017
CA	CUPA SHASTA	CUPA Facility List	Shasta County Department of Resource Manageme	06/15/2017	06/19/2017	08/09/2017
CA	LUST SOLANO	Leaking Underground Storage Tanks	Solano County Department of Environmental Man	06/04/2019	06/06/2019	08/13/2019
CA	UST SOLANO	Underground Storage Tanks	Solano County Department of Environmental Man	09/15/2021	09/16/2021	12/09/2021
CA	CUPA SONOMA	Cupa Facility List	County of Sonoma Fire & Emergency Services De	07/02/2021	07/06/2021	07/14/2021
CA	LUST SONOMA	Leaking Underground Storage Tank Sites	Department of Health Services	06/30/2021	06/30/2021	09/24/2021
CA	CUPA STANISLAUS	CUPA Facility List	Stanislaus County Department of Ennvironmenta	02/08/2022	02/10/2022	05/04/2022
CA	UST SUTTER	Underground Storage Tanks	Sutter County Environmental Health Services	08/03/2023	08/24/2023	09/12/2023
CA	CUPA TEHAMA	CUPA Facility List	Tehama County Department of Environmental Hea	08/01/2023	08/02/2023	10/19/2023
CA	CUPA TRINITY	CUPA Facility List	Department of Toxic Substances Control	07/11/2023	07/12/2023	09/26/2023
CA	CUPA TULARE	CUPA Facility List	Tulare County Environmental Health Services D	10/07/2022	10/07/2022	12/21/2022
CA	CUPA TUOLUMNE	CUPA Facility List	Divison of Environmental Health	04/23/2018	04/25/2018	06/25/2018
CA	BWT VENTURA	Business Plan, Hazardous Waste Producers, and Operating Unde	Ventura County Environmental Health Division	06/26/2023	07/20/2023	10/03/2023
CA	LF VENTURA	Inventory of Illegal Abandoned and Inactive Sites	Environmental Health Division	12/01/2011	12/01/2011	01/19/2012
CA	LUST VENTURA	Listing of Underground Tank Cleanup Sites	Environmental Health Division	05/29/2008	06/24/2008	07/31/2008
CA	MED WASTE VENTURA	Medical Waste Program List	Ventura County Resource Management Agency	06/26/2023	07/25/2023	10/13/2023
CA	UST VENTURA	Underground Tank Closed Sites List	Environmental Health Division	05/26/2023	06/02/2023	06/14/2023
CA	UST YOLO	Underground Storage Tank Comprehensive Facility Report	Yolo County Department of Health	04/03/2023	04/18/2023	06/13/2023
CA	CUPA YUBA	CUPA Facility List	Yuba County Environmental Health Department	07/24/2023	07/26/2023	10/11/2023

STREET AND ADDRESS INFORMATION

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Appendix G:

Qualifications

Qualification(s) of Environmental Professional(s)

The Code of Federal Regulations (40 CFR.10, Part 312) spells out the definition of an Environmental Professional (EP). I meet the stated qualifications, as highlighted below.

DEFINITION OF ENVIRONMENTAL PROFESSIONAL, PURSUANT TO 40 CFR.10

Environmental Professional means:
(1) a person who possesses sufficient specific education, training, and experience necessary to exercise professional judgment to develop opinions and conclusions regarding conditions indicative of releases or threatened releases (see §312.1(c)) on, at, in, or to a property, sufficient to meet the objectives and performance factors in §312.20(e) and (f).
(2) Such a person must: (i) hold a current Professional Engineer's or Professional Geologist's license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three (3) years of full-time relevant experience; or (ii) be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in §312.21 and have the equivalent of three (3) years of full-time relevant experience; or (iii) have a Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five (5) years of full-time relevant experience; or (iv) have the equivalent of ten (10) years of full-time relevant experience.
(3) An environmental professional should remain current in his or her field through participation in continuing education or other activities.
(4) The definition of environmental professional provided above does not preempt state professional licensing or registration requirements such as those for a professional geologist, engineer, or site remediation professional. Before commencing work, a person should determine the applicability of state professional licensing or registration laws to the activities to be undertaken as part of the inquiry identified in §312.21(b).
(5) A person who does not qualify as an environmental professional under the foregoing definition may assist in the conduct of all appropriate inquiries in accordance with this part if such person is under the supervision or responsible charge of a person meeting the definition of an environmental professional provided above when conducting such activities.

Bachelor of Science, Crop Science - California State Polytechnic University, San Luis Obispo, California, 1980

Certified Environmental Hazardous Materials Technician - Merced College, Merced, CA, 1994

Certified Hazardous Materials Technician - California Specialized Training Institute, 1995

Contaminant Vapor Migration and Intrusion Course - The Northwest Environmental Training Center, 2008

ASTM International Training on Phase I and Phase II – Environmental Site Assessments for Commercial Real Estate, 2016

ASTM International Training on Screening for Vapor Encroachment onto Property Involved in Real Estate Transactions, 2018

Professional Member, The Risk Management Association

Registered Environmental Property Assessor, National Registry of Environmental Professionals, REAP #899052

Appendix H:

Additional Documentation

No documents have been associated with this appendix.

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APPENDIX C: NOISE STUDY

Environmental Noise Assessment

Tracy Transit Maintenance Facility

City of Tracy, California

March 29, 2024

Project #230519

Prepared for:

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

Prepared by:

Saxelby Acoustics LLC

Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering (INCE)

(916) 760-8821
www.SaxNoise.com | Luke@SaxNoise.com
915 Highland Pointe Drive, Suite 250
Roseville, CA 95678

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INTRODUCTION

The Transit Maintenance Facility project site (project site) is located within four parcels, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, in the City of Tracy, San Joaquin County, California.

The City of Tracy intends to acquire the property and seek Federal FTA grant funds to design and build the four project site parcels located at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue. The project site is located approximately ¾ miles from the existing Tracy Transit Station. This location is in a central part of Tracy, directly across the street from the City of Tracy Public Works Yard.

The proposed project would include development of the Transit Maintenance Facility (proposed project), which would include a Public Works building, a Maintenance building, and Administration building, as well as parking lots for buses and passenger vehicles, and various fueling areas. The proposed project is anticipated to include both hydrogen fueling and electric vehicle charging. Covered bus parking stalls would be provided, and on-site solar photovoltaic (PV) would be located on parking lot canopy. The project is needed to facilitate the continued operation and growth of the TRACER Bus System for the City of Tracy.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

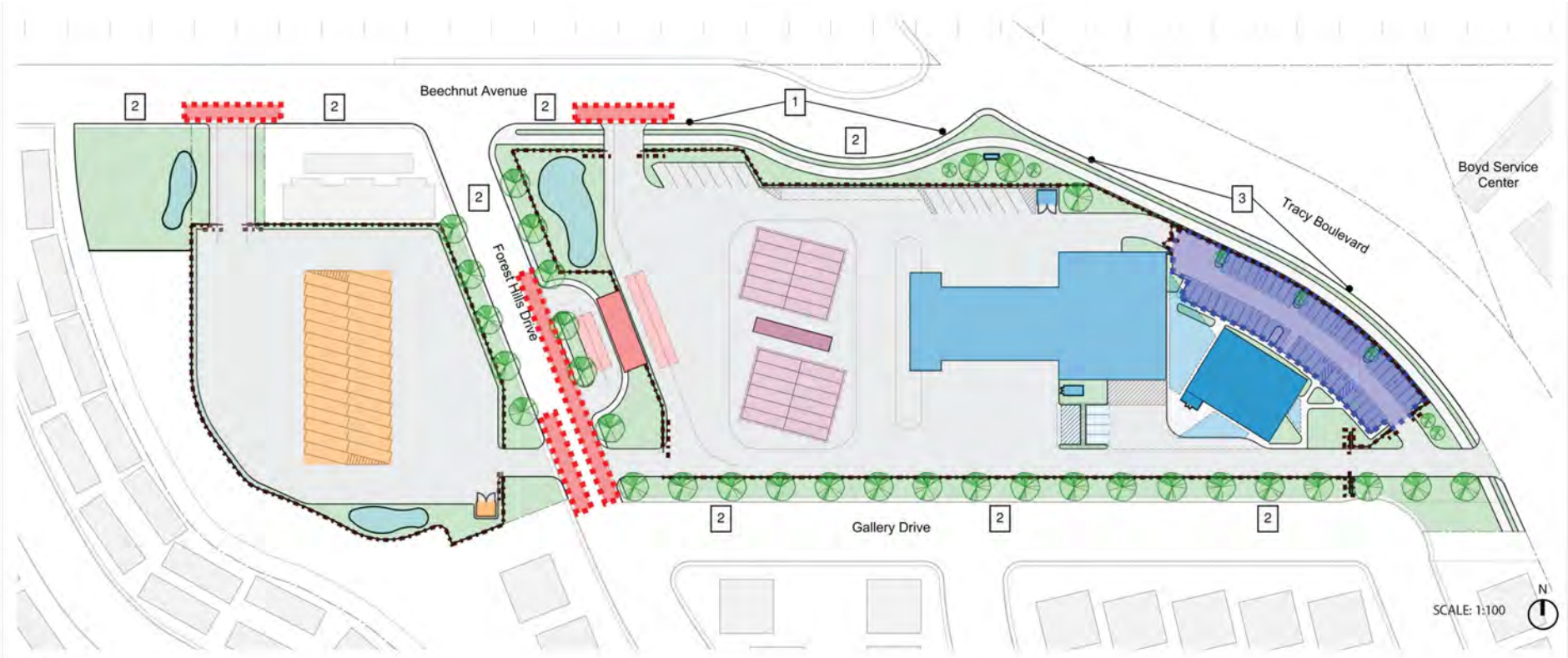
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

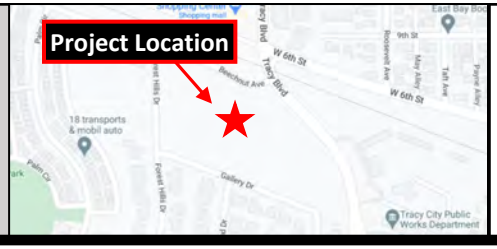


Tracy Transit Facility

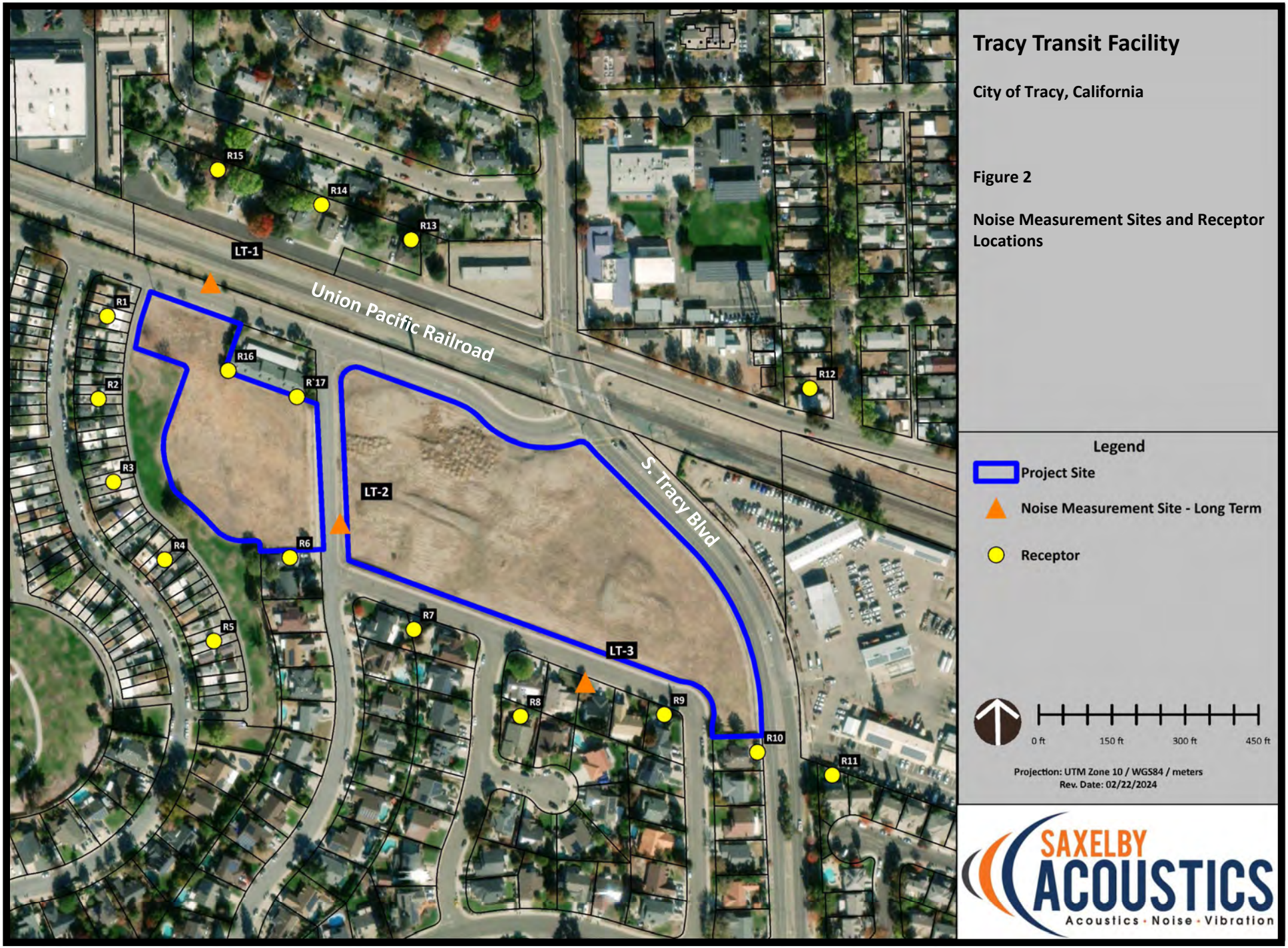
City of Tracy, California

Figure 1

Project Site Plan



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Tracy Transit Facility

City of Tracy, California

Figure 2

Noise Measurement Sites and Receptor Locations

Legend

- Project Site
- Noise Measurement Site - Long Term
- Receptor

0 ft 150 ft 300 ft 450 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 02/22/2024

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

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

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include residences to the north, west, and south of the project.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by Union Pacific Railroad (UPRR) operations on the existing rail line located north of the project site, as well as traffic noise from the local roadway network. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at three locations on the project site. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

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

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

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	6/14/23	67	62	50	83	61	44	82
LT-2	6/14/23	57	57	49	78	49	45	71
LT-3	6/14/23	57	53	50	72	51	46	66

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2023.*

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

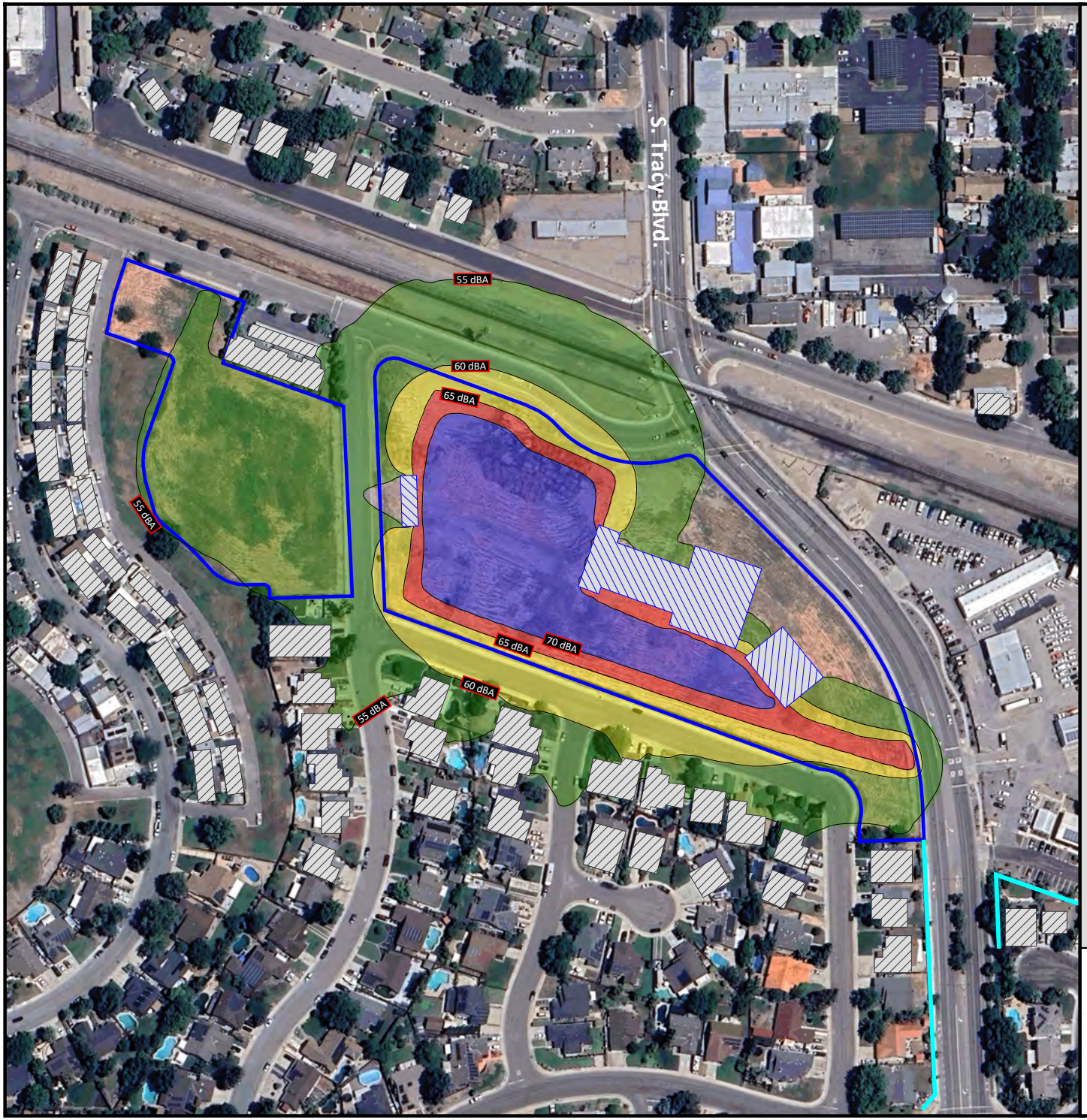
Saxelby Acoustics followed the Federal Transit Administration (FTA) guidelines for calculating the project noise generation. Predicted noise levels were compared to the applicable City of Tracy exterior noise standards. Noise levels were mapped using the SoundPLAN noise model. The following is a list of assumptions used for the noise modeling.

Bus Operating Center: 15 buses per hour were assumed to access the facility and be serviced and cleaned for each hour from 4:00 a.m. to 11:30 p.m. A sound exposure level (SEL) of 114 dBA at 50 feet was assumed based on FTA guidance. The SEL of 111 dBA was adjusted down from the default 100 buses accessing the facility and 30 buses being serviced in a peak hour to 15 per hour each, as noted above. The resulting average noise level (Leq) of 73.5 dBA at 50 feet was used for the noise modeling.

Overflow Storage Yard: 3 buses per hour were assumed to access the overflow parking facility for each hour from 7 a.m. to 10:00 p.m. A sound exposure level (SEL) of 111 dBA at 50 feet was assumed based on FTA guidance. The SEL of 111 dBA was adjusted down from the default 100 buses accessing the facility to 3 per hour, as noted above. The resulting average noise level (Leq) of 60.2 dBA at 50 feet was used for the noise modeling. It should be noted that use of this site as a public works facility would be expected to generate lower noise levels than using the site for overflow bus parking. Therefore, this analysis is considered to be a conservative assessment of project-related noise levels.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

Based upon the above stated assumptions, **Figure 3** shows the predicted peak hour (L_{eq}) noise exposure from the project. **Figure 4** shows the predicted peak hour (L_{eq}) noise exposure without development of the western parcel.



Tracy Transit Facility

City of Tracy, CA

Figure 3

Proposed Project (Leq) dBA

Noise Level, dB(A)

55 <	<=	60
60 <	<=	65
65 <	<=	70
70 <		

Legend

- Project Building
- Existing Building
- Project Site
- Sound Wall

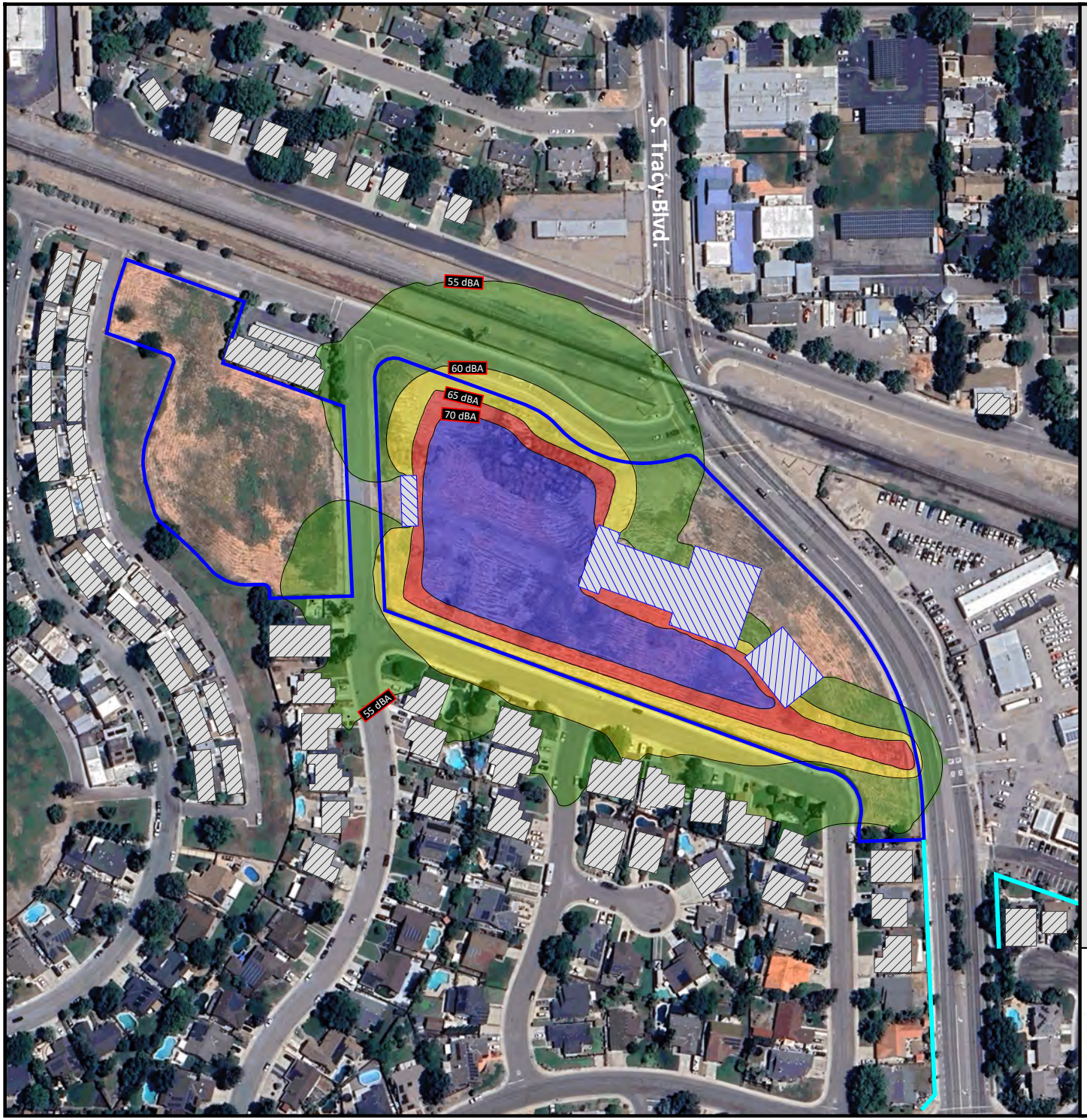
Scale 1:227

0 45 90 180 270 360 feet

N

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City of Tracy, CA

Figure 4
Proposed Project (Leq) - East only dBA

Noise Level, dB(A)

55 <	<=	60
60 <	<=	65
65 <	<=	70
70 <		

Legend

- Project Building
- Existing Building
- Project Site
- Sound Wall

Scale 1:227

0 45 90 180 270 360 feet

N

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CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 3: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 4** shows the typical vibration levels produced by construction equipment.

TABLE 4: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed below under the Thresholds of Significance section.

LOCAL

City of Tracy General Plan

Policies

P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn}.

P6. For new multi-family residential land uses, noise from external sources shall not cause the community outdoor recreation areas to exceed 65 L_{dn}. This policy shall not apply to balconies.

P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in **Table 5** (Figure 9-3).

TABLE 5: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT (FIGURE 9-3)

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code

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

Policies

P2. Mitigation measures shall be required for new development projects that exceed the following criteria:

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

Source: Develop Code Section 16.60.040, Standards.

P4. All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

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

City of Tracy Municipal Code

4.12.750 - General sound level limits.

Except for exempted activities and sounds as provided in this chapter or exempted properties as referenced in Section 4.12.800, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable Base District Zone on which the sound is produced exceeds the applicable limits set forth below (**Table 6**):

TABLE 6: GENERAL SOUND LEVEL LIMITS AT BASE DISTRICT ZONE

Base District Zone	Sound Level Limits (Decibels)
1. Residential Districts RE (Residential Estate) LDR (Low Density) MDR/MDC (Medium Density) HDR (High Density) RMH (Mobile Home)	55
2. Commercial Districts MO (Medical Office) POM (Professional Office and Medical) NS (Neighborhood Shopping) CBD (Central Business District) GHC (General Highway) H-s (Highway Service)	65
3. Industrial Districts M-1 (Light Industrial) M-2 (Heavy Industrial)	75
4. A (Agricultural)	75
5. AMO Aggregate Mineral Overlay Zone	75

(Prior code § 4-3.1004)

Summary of Applicable Noise Level Criteria

Table 5 shows the City of Tracy Land Use Compatibility Chart. The table indicates that residential uses is "Normally Acceptable" where the ambient noise level is 60 dBA L_{dn} or less. Ambient noise level ranging from 65 dB to 75 dB is considered "Conditionally Acceptable". Ambient noise level exceeding 70 dBA L_{dn} is considered "Unacceptable." Mitigation measures shall be required where project noise levels cause the day-night average to increase by 3 dB or more and exceed the "normally acceptable" level or increase 5 dB or more and remain "normally acceptable".

Table 6 shows the noise level standard of a one-hour average sound level permitted at any point on or beyond the boundaries of the property. The table indicates the proposed project shall not produce non-transportation noise levels of 55 dBA L_{eq} at adjacent noise sensitive receptors.

CRITERIA FOR ACCEPTABLE VIBRATION

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

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to

perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 7**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 7 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 7: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

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

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

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

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within two miles of a public or private airport, therefore item "c" is not discussed any further in this study.

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The City of Tracy General Plan Noise Element specifies criteria for determination of significant noise impacts in Policy P2. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

Based on Policy P2, an increase in the traffic noise level of 3 dB or more and exceed the "normally acceptable" level would be significant, or 5 dB or more and remain "normally acceptable". Extending this concept to lower noise levels, new noise levels that exceed the City of Tracy Noise Ordinance limits would be significant. The rationale for the Policy P2 criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Tracy Municipal Code, construction activities operating between 7:00 p.m. and 7:00 a.m. or daylight hours, which create a noise disturbance at the property boundary of a residence are prohibited and would be considered a significant impact.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Operational Noise at Existing Sensitive Receptors

As shown on **Figure 3**, the project is predicted to expose nearby residences to noise levels up to approximately 60 dBA L_{eq} at the nearest residential property lines The predicted project noise levels would exceed the City of Tracy Municipal Code noise level standard of 55 dBA, L_{eq}.

Based on **Table 8** data, the proposed project will result in up to an 7.4 increase in the ambient noise level of nearby noise-sensitive receptors. As stated in the City of Tracy General Plan Policy P2, mitigation measures shall be required for new development projects under the following conditions:

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

TABLE 8: PROJECT OPERATIONAL NOISE INCREASES AT SENSITIVE RECEPTORS

Noise Sensitive Receptor	Existing Noise Level, L_{dn}	Existing + Project Noise Level, L_{dn}[1]	Change	Existing + Project Noise Level (w/out Western Parcel), L_{dn}[1]	Change
R1	47.6	47.7	0.1	47.7	0.1
R2	43.1	43.8	0.7	43.7	0.6
R3	38.9	40.6	1.7	40.5	1.6
R4	40.0	43.7	3.7	43.7	3.7
R5	36.1	38.5	2.4	38.5	2.4
R6	56.7	**61.5**	**4.8**	**61.5**	**4.8**
R7	55.6	**63.0**	**7.4**	**63.0**	**7.4**
R8	44.2	50.3	**6.1**	50.3	**6.1**
R9	58.0	**61.6**	**3.6**	**61.6**	**3.6**
R10	57.8	59.5	1.7	59.5	1.7
R11	53.5	54.1	0.6	54.1	0.6
R12	53.6	54.8	1.2	54.8	1.2
R13	52.6	52.8	0.2	52.8	0.2
R14	53.5	53.6	0.1	53.6	0.1

R15	54.9	54.9	0.0	54.9	0.0
R16	53.7	59.4	**5.7**	58.3	4.6
R17	53.7	**60.5**	**6.8**	59.8	**6.1**

Notes:

- *[1]Assumes 15 buses per hour accessing the main site from 4:00 a.m. to 11:30 p.m. and 15 buses per hour being serviced and cleanred during the same time period. Bus storage on the western parcel (prior to public works building) was assumed to include 3 buses per hour between 7:00 a.m. to 10:00 p.m.*
- *Bold indicates a noise level exceeding the City's 60 dBA Ldn normally acceptable standard and/or an increase exceeding the General Plan Policy P2 limits.*

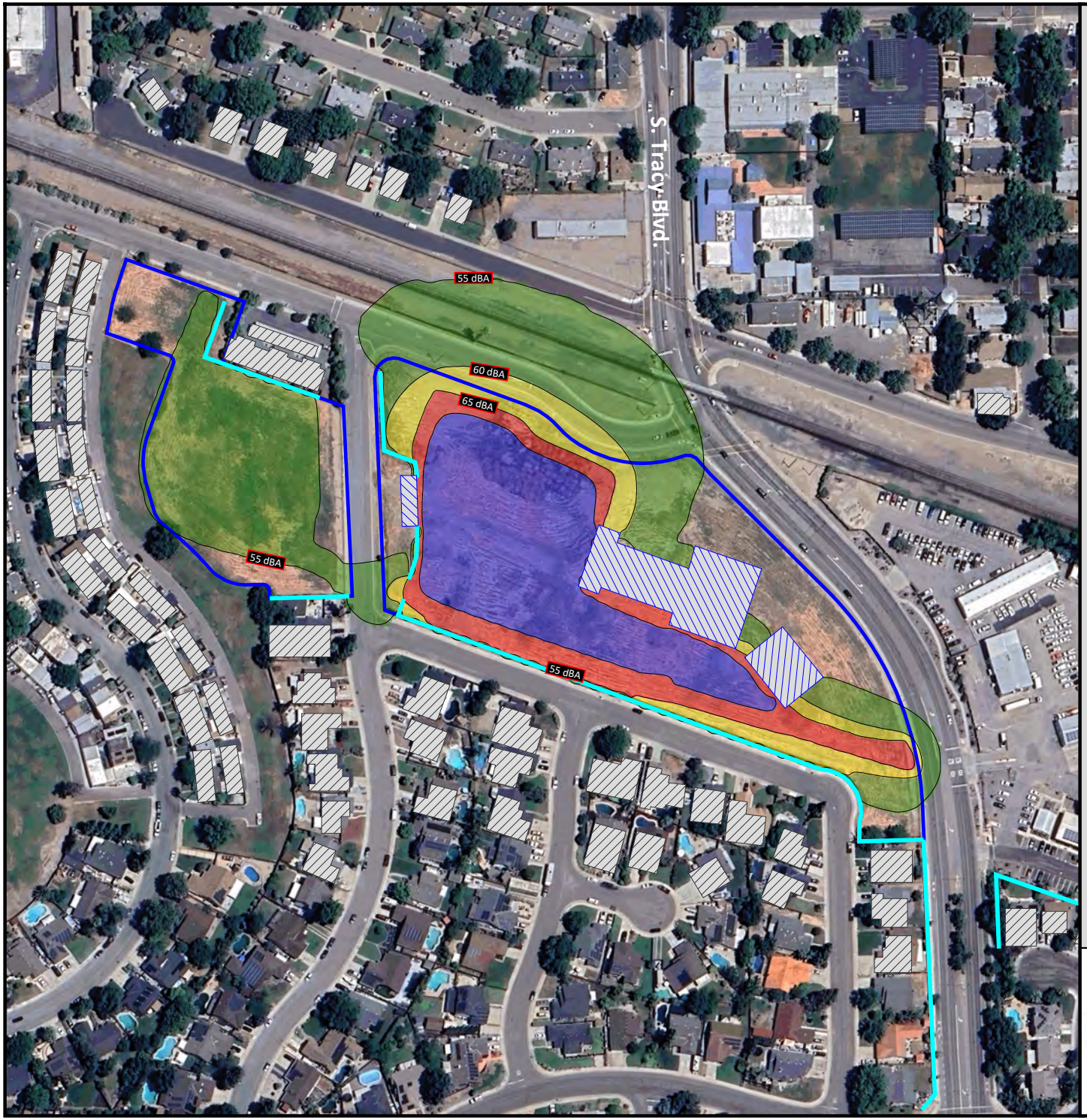
The predicted project noise levels are predicted to exceed the City of Tracy General Plan Policy P2 limits with noise increases of up to 7.4 dBA. Additionally, the project is predicted to generate exterior noise levels exceeding the City's Noise Ordinance limit of 55 dBA L_{eq}. In order to reduce exterior noise levels to meet the City's standards, Saxelby Acoustics elevated noise control options, as discussed below. The results of the noise control measures are shown on **Figure 5-6.**

Noise Control Measures

1. During development of the main eastern parcel, construct a property line sound wall 8-feet in height along the southern and western boundaries of the main project site. **Figure 7** shows the sound wall locations.
2. During development of the western parcel, construct a property line sound wall 8-feet in height along the northern boundary of the western parcel, adjacent to the existing multi-family residential uses. The wall also extends along the east side of the northern access route to Beechnut Avenue. **Figure 7** shows the sound wall locations.
3. During development of the western parcel, construct a property line sound wall 8-feet in height along the southern boundary of the western parcel, adjacent to the existing residential use to the south. **Figure 7** shows the sound wall location.
4. Limit main site bus activity to 4:00 a.m. to 10:00 p.m.
5. Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.

As shown on **Figure 7**, with the above-outlined noise control measures the project is predicted to comply with the City of Tracy Municipal Code noise level standard of 55 dBA, $L_{eq.}$

Based on **Table 9** data, the proposed project will result in up to a 2.2 dBA increase in the ambient noise level of nearby noise-sensitive receptors, with the outlined noise control measures. Increases of less than 5 dBA are acceptable where exterior noise levels will remain within the City's normally acceptable 60 dBA L_{dn} noise standard.



Tracy Transit Facility

City of Tracy, CA

Figure 5

Proposed Project with Noise Control (Leq), dBA

Noise Level, dB(A)

55 <		<=	60
60 <		<=	65
65 <		<=	70
70 <			

Legend

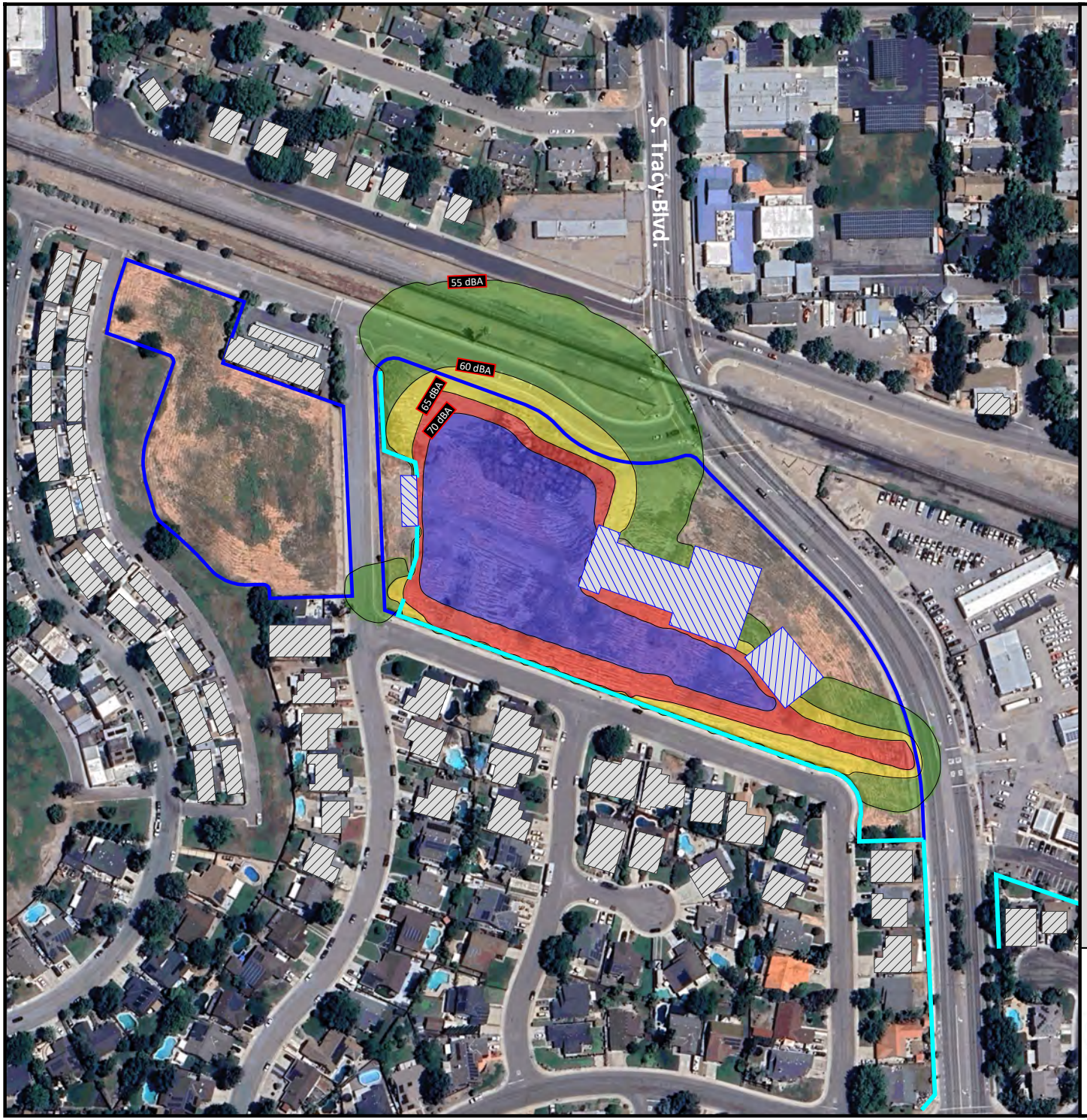
- Project Building
- Existing Building
- Project Site
- Sound Wall

Scale 1:227

0 45 90 180 270 360 feet

N

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration



Tracy Transit Facility

City of Tracy, CA

Figure 6

Proposed Project East Only - with Noise Control (Leq) dBA

Noise Level, dB(A)

55 <	<=	60
60 <	<=	65
65 <	<=	70
70 <		

Legend

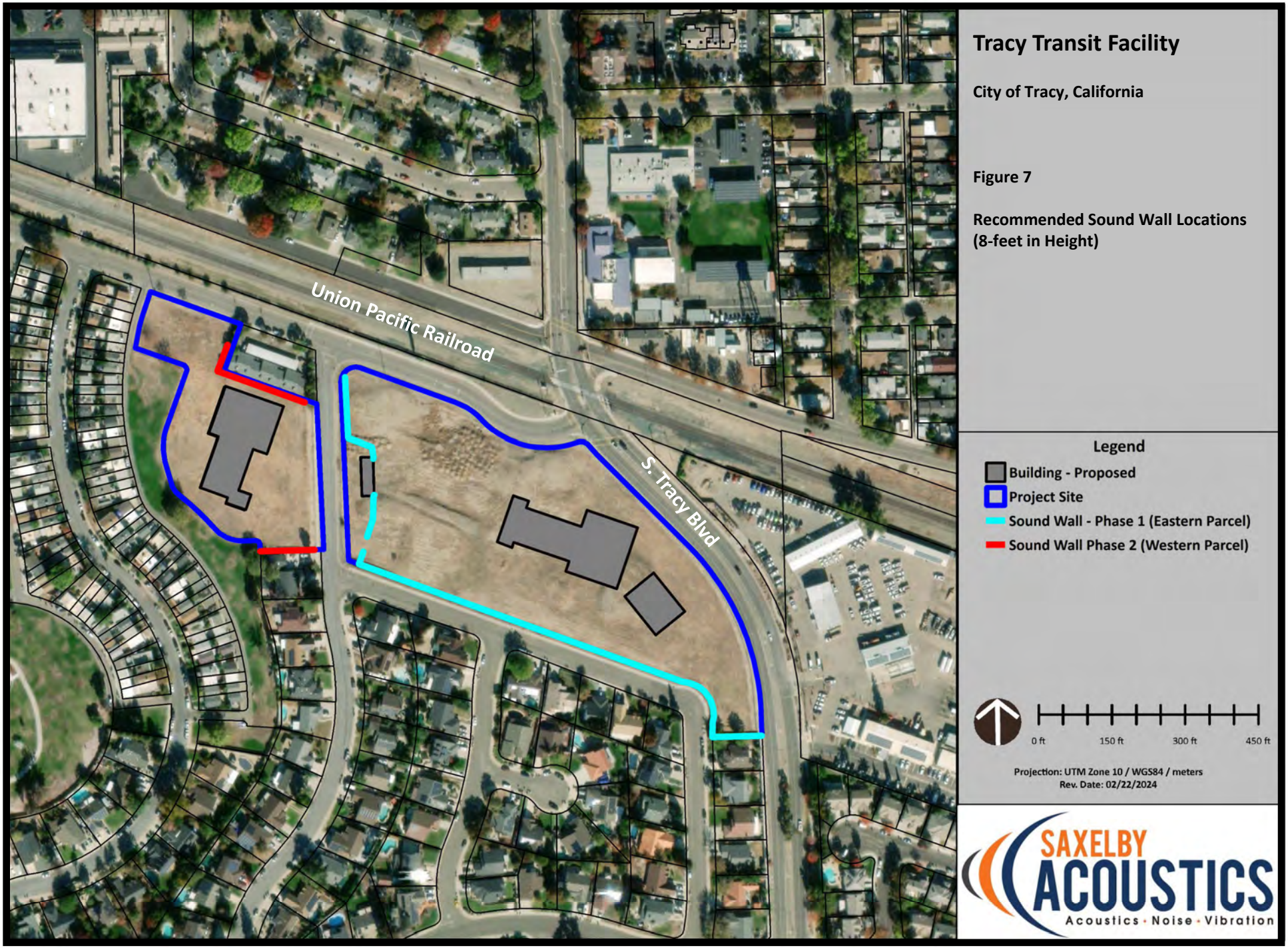
- Project Building
- Existing Building
- Project Site
- Sound Wall

Scale 1:227

0 45 90 180 270 360 feet

N

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Tracy Transit Facility

City of Tracy, California

Figure 7

Recommended Sound Wall Locations (8-feet in Height)

Legend

- Building - Proposed
- Project Site
- Sound Wall - Phase 1 (Eastern Parcel)
- Sound Wall Phase 2 (Western Parcel)

0 ft 150 ft 300 ft 450 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 02/22/2024

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TABLE 9: PROJECT OPERATIONAL NOISE INCREASES AT SENSITIVE RECEPTORS (WITH NOISE CONTROL)

Noise Sensitive Receptor	Existing Noise Level, L_{dn}	Existing + Project Noise Level, L_{dn}[1] – with Noise Control	Change	Existing + Project Noise Level (w/out Western Parcel), L_{dn}[1] – with Noise Control	Change
R1	47.6	47.6	0.0	47.6	0.0
R2	43.1	43.5	0.4	43.5	0.4
R3	38.9	39.8	0.9	39.7	0.8
R4	40.0	41.3	1.3	41.5	1.5
R5	36.1	37.8	1.7	37.7	1.6
R6	56.7	56.2	-0.5	57.8	1.1
R7	55.6	56.2	0.6	56.1	0.5
R8	44.2	46.4	2.2	46.4	2.2
R9	58.0	55.3	-2.7	55.3	-2.7
R10	57.8	55.6	-2.2	55.6	-2.2
R11	53.5	53.9	0.4	53.9	0.4
R12	53.6	54.5	0.9	54.5	0.9
R13	52.6	52.7	0.1	52.7	0.1
R14	53.5	53.4	-0.1	53.4	-0.1
R15	54.9	54.9	0.0	54.9	0.0
R16	53.7	50.4	-3.3	54.6	0.9
R17	53.7	53.4	-0.3	53.4	-0.3

Notes:

- *[1]Assumes 15 buses per hour accessing the main site from 4:00 a.m. to 10:00 p.m. and 15 buses per hour being serviced and cleanred during the same time period. Bus storage on the western parcel (prior to public works building) was assumed to include 3 buses per hour between 7:00 a.m. to 10:00 p.m. and sound walls as shown on **Figure 7**.*
- *Bold indicates a noise level exceeding the City's 60 dBA Ldn normally acceptable standard and/or an increase exceeding the General Plan Policy P2 limits.*

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5,** activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

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

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

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 3**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 200 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 78 dBA. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be approximately 72 dBA L_{max}, resulting in a 6 dB increase. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

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

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

Mitigation Measures

1(a) During development of the eastern parcel, a property line sound wall 8-feet in height shall be constructed along the southern and western boundary of the main project site. ***Figure 7*** *shows the sound wall location.*

1(b) During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the northern boundary, adjacent to the existing multi-family residential uses. The wall should also extend along the east side of the northern access route to Beechnut Avenue. ***Figure 7*** *shows the sound wall location.*

1(c) During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the southern boundary, adjacent to the existing residential use to the south. ***Figure 7*** *shows the sound wall location.*

1(d) Limit main site bus activity to 4:00 a.m. to 10:00 p.m.

1(e) Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.

1(f) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*

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

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Tracy Community Development Services Department

Implementation of mitigation measures 1(a)-1(f) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Impact 2: Would the project generate excessive groundborne vibration or groundborne noise levels?

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

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from the main site but less than 26 feet from construction activities at the western parcel. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Therefore, use of vibratory compactors within 26 feet of the adjacent residential buildings at the west parcel could cause vibrations in excess of 0.2 in/sec. Therefore, this is a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a ***less-than-significant*** level.

2(a) Any compaction required less than 26 feet from the adjacent residential structures should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

Impact 3: ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Ambient Noise Measurement Results

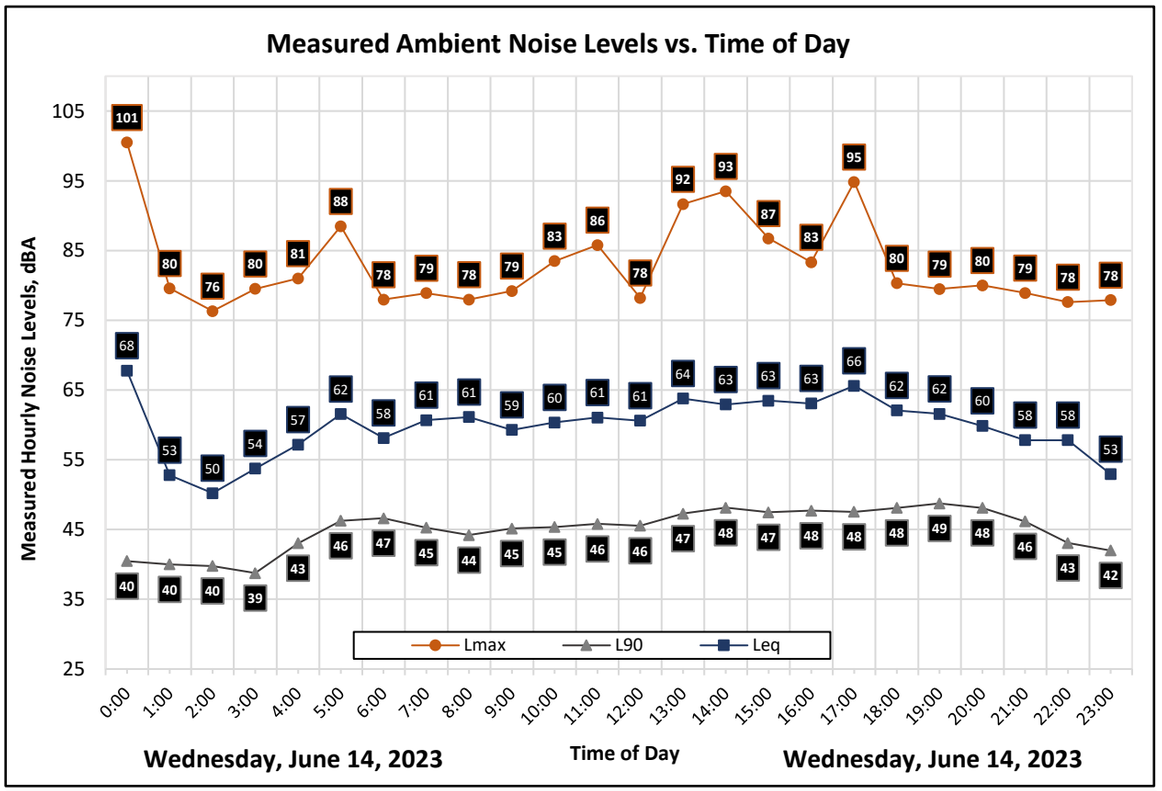


Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Tracy Transit Facility MND
Meter: LDL 820-4
Location: North Western Project Boundary
Calibrator: CAL200
Coordinates: (37.7375365, -121.4388729)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Wednesday, June 14, 2023	0:00	68	101	42	40
Wednesday, June 14, 2023	1:00	53	80	42	40
Wednesday, June 14, 2023	2:00	50	76	41	40
Wednesday, June 14, 2023	3:00	54	80	41	39
Wednesday, June 14, 2023	4:00	57	81	46	43
Wednesday, June 14, 2023	5:00	62	88	48	46
Wednesday, June 14, 2023	6:00	58	78	49	47
Wednesday, June 14, 2023	7:00	61	79	48	45
Wednesday, June 14, 2023	8:00	61	78	48	44
Wednesday, June 14, 2023	9:00	59	79	48	45
Wednesday, June 14, 2023	10:00	60	83	48	45
Wednesday, June 14, 2023	11:00	61	86	49	46
Wednesday, June 14, 2023	12:00	61	78	49	46
Wednesday, June 14, 2023	13:00	64	92	51	47
Wednesday, June 14, 2023	14:00	63	93	52	48
Wednesday, June 14, 2023	15:00	63	87	51	47
Wednesday, June 14, 2023	16:00	63	83	52	48
Wednesday, June 14, 2023	17:00	66	95	51	48
Wednesday, June 14, 2023	18:00	62	80	52	48
Wednesday, June 14, 2023	19:00	62	79	51	49
Wednesday, June 14, 2023	20:00	60	80	51	48
Wednesday, June 14, 2023	21:00	58	79	48	46
Wednesday, June 14, 2023	22:00	58	78	46	43
Wednesday, June 14, 2023	23:00	53	78	44	42

Statistics	Leq	Lmax	L50	L90
Day Average	62	83	50	47
Night Average	61	82	44	42
Day Low	58	78	48	44
Day High	66	95	52	49
Night Low	50	76	41	39
Night High	68	101	49	47
Ldn	67	Day %		72
CNEL	67	Night %		28



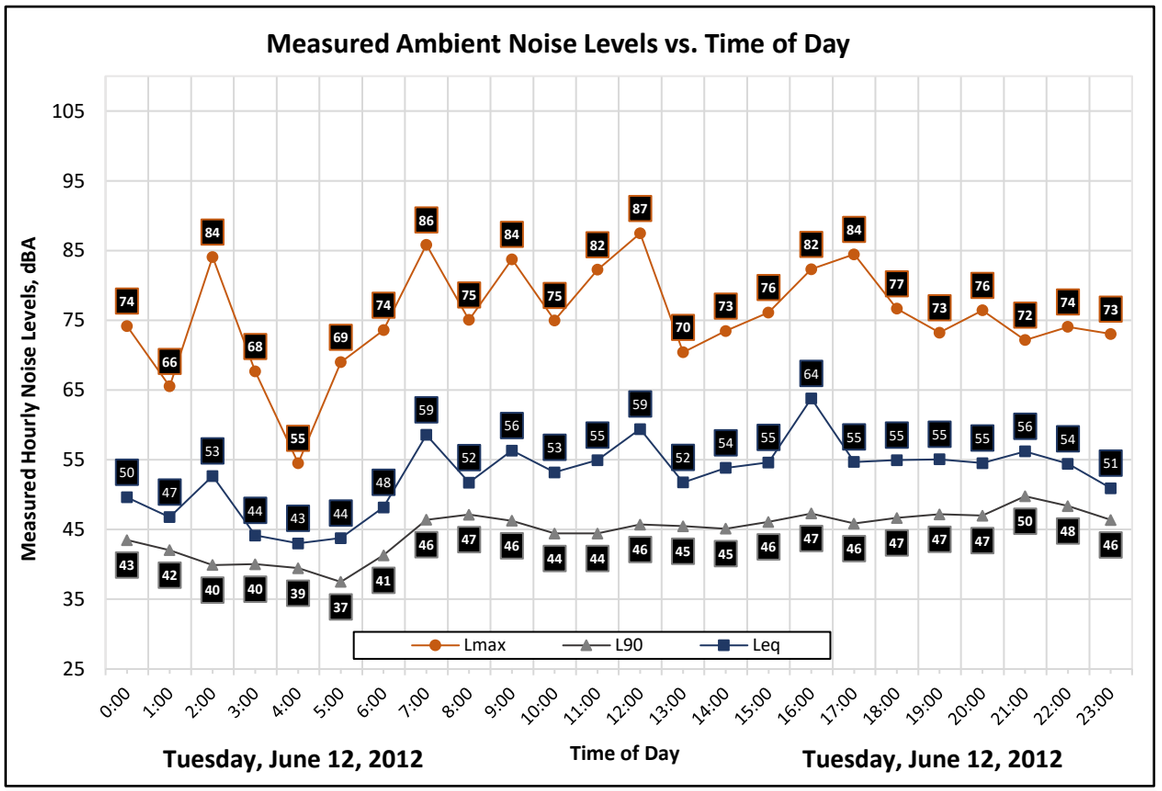


Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Tracy Transit Facility MND
Location: Western Project Boundary
Coordinates: (37.7361657, -121.4379818)
Meter: LDL 820-8
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Tuesday, June 12, 2012	0:00	50	74	45	43
Tuesday, June 12, 2012	1:00	47	66	44	42
Tuesday, June 12, 2012	2:00	53	84	42	40
Tuesday, June 12, 2012	3:00	44	68	42	40
Tuesday, June 12, 2012	4:00	43	55	42	39
Tuesday, June 12, 2012	5:00	44	69	40	37
Tuesday, June 12, 2012	6:00	48	74	45	41
Tuesday, June 12, 2012	7:00	59	86	48	46
Tuesday, June 12, 2012	8:00	52	75	49	47
Tuesday, June 12, 2012	9:00	56	84	49	46
Tuesday, June 12, 2012	10:00	53	75	48	44
Tuesday, June 12, 2012	11:00	55	82	47	44
Tuesday, June 12, 2012	12:00	59	87	48	46
Tuesday, June 12, 2012	13:00	52	70	48	45
Tuesday, June 12, 2012	14:00	54	73	48	45
Tuesday, June 12, 2012	15:00	55	76	49	46
Tuesday, June 12, 2012	16:00	64	82	53	47
Tuesday, June 12, 2012	17:00	55	84	49	46
Tuesday, June 12, 2012	18:00	55	77	50	47
Tuesday, June 12, 2012	19:00	55	73	50	47
Tuesday, June 12, 2012	20:00	55	76	50	47
Tuesday, June 12, 2012	21:00	56	72	54	50
Tuesday, June 12, 2012	22:00	54	74	51	48
Tuesday, June 12, 2012	23:00	51	73	49	46

Statistics	Leq	Lmax	L50	L90
Day Average	57	78	49	46
Night Average	49	71	45	42
Day Low	52	70	47	44
Day High	64	87	54	50
Night Low	43	55	40	37
Night High	53	84	51	48
Ldn	57	Day %		93
CNEL	58	Night %		7



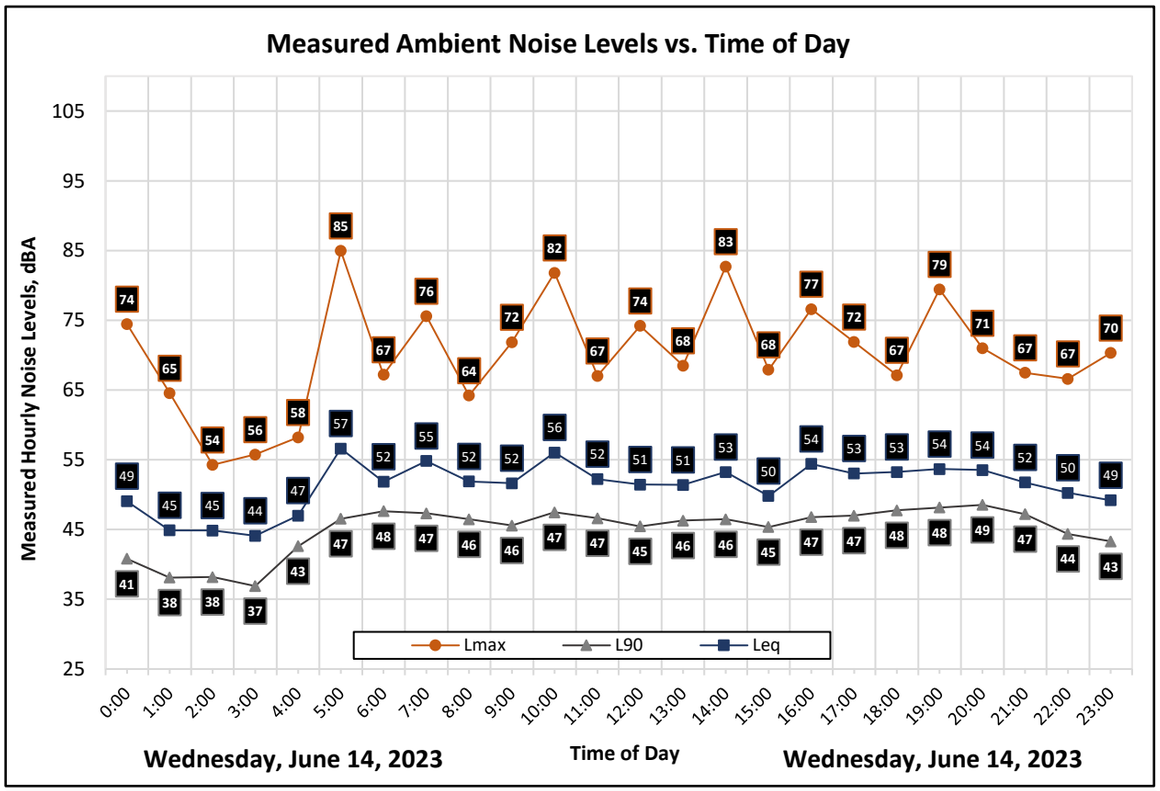


Appendix B3: Continuous Noise Monitoring Results

Site: LT-3
Project: Tracy Transit Facility MND
Location: Southern Project Boundary
Coordinates: (37.7352453, -121.4362608)
Meter: LDL 820-7
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Wednesday, June 14, 2023	0:00	49	74	45	41
Wednesday, June 14, 2023	1:00	45	65	42	38
Wednesday, June 14, 2023	2:00	45	54	43	38
Wednesday, June 14, 2023	3:00	44	56	42	37
Wednesday, June 14, 2023	4:00	47	58	46	43
Wednesday, June 14, 2023	5:00	57	85	50	47
Wednesday, June 14, 2023	6:00	52	67	50	48
Wednesday, June 14, 2023	7:00	55	76	51	47
Wednesday, June 14, 2023	8:00	52	64	50	46
Wednesday, June 14, 2023	9:00	52	72	49	46
Wednesday, June 14, 2023	10:00	56	82	50	47
Wednesday, June 14, 2023	11:00	52	67	49	47
Wednesday, June 14, 2023	12:00	51	74	48	45
Wednesday, June 14, 2023	13:00	51	68	49	46
Wednesday, June 14, 2023	14:00	53	83	50	46
Wednesday, June 14, 2023	15:00	50	68	48	45
Wednesday, June 14, 2023	16:00	54	77	50	47
Wednesday, June 14, 2023	17:00	53	72	50	47
Wednesday, June 14, 2023	18:00	53	67	51	48
Wednesday, June 14, 2023	19:00	54	79	51	48
Wednesday, June 14, 2023	20:00	54	71	52	49
Wednesday, June 14, 2023	21:00	52	67	51	47
Wednesday, June 14, 2023	22:00	50	67	49	44
Wednesday, June 14, 2023	23:00	49	70	47	43

Statistics	Leq	Lmax	L50	L90
Day Average	53	72	50	47
Night Average	51	66	46	42
Day Low	50	64	48	45
Day High	56	83	52	49
Night Low	44	54	42	37
Night High	57	85	50	48
Ldn	57	Day %		77
CNEL	57	Night %		23





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RESOLUTION 2024-_____

PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF THE GENERAL PLAN MAP AMENDMENT and REZONE FOR FOUR PARCELS CONTAINING 9.88 ACRES, AT 800 BEECHNUT AVENUE, 990 BEECHNUT AVENUE, 1000 BEECHNUT AVENUE, AND AN ADDITIONAL SMALL PARCEL JUST SOUTH OF AND ADJACENT TO 800 BEECHNUT AVENUE, ASSESSOR'S PARCEL NUMBERS 234-070-04, 234-070-06, 234-070-01, AND 234-170-45. APPLICATION NUMBER GPA24-0004 and R24-0004

WHEREAS, An application was submitted for a General Plan Amendment from Residential Low and Residential Medium to Public Facilities and a Rezone from Low Density Residential and Medium Density Residential to Light Industrial (M-1) for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue; and

WHEREAS, The subject property has existing zoning designation of Low Density Residential (LDR) and Medium Density Residential (MDR) and a General Plan designation of Residential Low and Residential Medium; and

WHEREAS, The proposed Light Industrial (M-1) Zone of the site is consistent with the General Plan designation of Public Facilities; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024; and

WHEREAS, The analysis within the Initial Study/Mitigated Negative Declaration determined that mitigation measures were feasible to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level; and

WHEREAS, A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements; and

WHEREAS, Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. Therefore, in accordance with CEQA Guidelines Section 15074, a Mitigated Negative Declaration (MND) is proposed for adoption concurrently with this Resolution; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on December 4, 2024 and recommended that the City Council adopt a resolution to approve the General Plan Amendment and Rezone; and

WHEREAS, The Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration, as the appropriate environmental document; and

WHEREAS, The Planning Commission further recommends that the City Council authorize the City Manager to file a Notice of Determination with the San Joaquin County Clerk after execution, and together, this will complete the environmental document process for the Project, in compliance with CEQA.

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission recommends that the City Council take the following actions:

(1) City Council approval of a General Plan Amendment modifying the land use of the property from Residential Medium and Residential Low to Public Facilities. (Exhibit 1)

(2) City Council approval of a Rezone of the property from Medium Density Residential to Light Industrial (M-1). (Exhibit 2)

(3) City Council adopt an initial study/mitigated negative declaration and Mitigation Monitoring and Reporting Program for the project and determine that based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. (Exhibit 3)

(4) City Council authorize the City Manager to file a Notice of Determination with the San Joaquin County Clerk after execution, and together, this will complete the environmental document process for the Project, in compliance with CEQA.

* *

The foregoing Resolution 2024-_____ was adopted by the Planning Commission on the 4th day of December 2024 by the following vote:

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

_____
Chair

ATTEST:

_____
Staff Liaison

Exhibit 1 – General Plan Amendment Resolution
Exhibit 2 – Rezone Ordinance
Exhibit 3 – CEQA and MMRP Resolution

EXHIBIT 1

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

APPROVING A GENERAL PLAN MAP AMENDMENT FROM RESIDENTIAL LOW AND RESIDENTIAL MEDIUM TO PUBLIC FACILITIES FOR FOUR PARCELS CONTAINING 9.88 ACRES, AT 800 BEECHNUT AVENUE, 990 BEECHNUT AVENUE, 1000 BEECHNUT AVENUE, AND AN ADDITIONAL SMALL PARCEL JUST SOUTH OF AND ADJACENT TO 800 BEECHNUT AVENUE, ASSESSOR'S PARCEL NUMBERS 234-070-04, 234-070-06, 234-070-01, AND 234-170-45 (APPLICATION NUMBER GPA24-0004 and R24-0004).

WHEREAS, An application was submitted for a General Plan Amendment from Residential Low and Residential Medium to Public Facilities for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45. Application Number R24-0004; and

WHEREAS, The subject property has existing zoning designation of Low Density Residential (LDR) and Medium Density Residential (MDR) and a General Plan designation of Residential Low and Residential Medium; and

WHEREAS, An application to rezone the subject property from Low Density Residential and Medium Density Residential to Light Industrial (M-1) was also submitted and is addressed separately through a City Council Ordinance; and

WHEREAS, The proposed Light Industrial (M-1) Zone of the site is consistent with the General Plan designation of Public Facilities; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024; and

WHEREAS, The analysis within the Initial Study/Mitigated Negative Declaration determined that mitigation measures were feasible to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level; and

WHEREAS, A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the

implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements; and

WHEREAS, Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. Therefore, in accordance with CEQA Guidelines Section 15074, a Mitigated Negative Declaration (MND) is proposed for adoption concurrently with this Resolution; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on December 4, 2024 and recommended that the City Council adopt a resolution to approve the General Plan Amendment; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on January 21, 2025.

NOW THEREFORE, BE IT RESOLVED: The City Council hereby approves the General Plan Map Amendment from Residential Low and Residential Medium to Public Facilities for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45, Exhibit 1.

* * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council on the 21st day of January 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

Date of Attestation: _____

Attachments:

Attachment 1 – Existing and Proposed General Plan Map Designations

ATTACHMENT 1

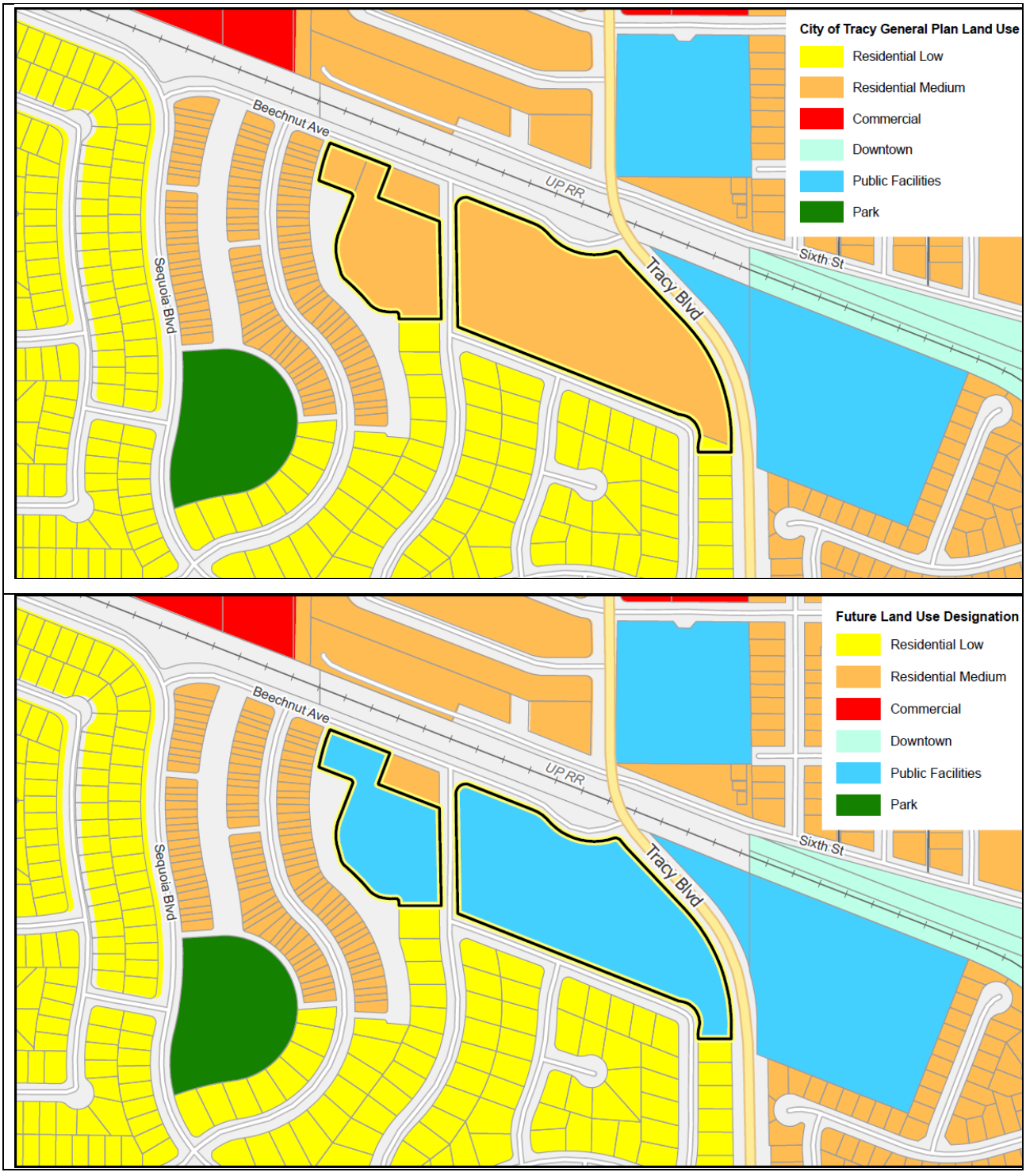


EXHIBIT 2

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TRACY AMENDING THE ZONING MAP FROM MEDIUM DENSITY RESIDENTIAL (MDR) ZONE TO LIGHT INDUSTRIAL (M-1) ZONE FOR FOUR PARCELS CONTAINING 9.88 ACRES, AT 800 BEECHNUT AVENUE, 990 BEECHNUT AVENUE, 1000 BEECHNUT AVENUE, AND AN ADDITIONAL SMALL PARCEL JUST SOUTH OF AND ADJACENT TO 800 BEECHNUT AVENUE, ASSESSOR'S PARCEL NUMBERS 234-070-04, 234-070-06, 234-070-01, AND 234-170-45 (APPLICATION NUMBER GPA24-0004 and R24-0004).

WHEREAS, An application was submitted for a rezone from Medium Density Residential Zone to Light Industrial (M-1) Zone for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45. Application Number R24-0004; and

WHEREAS, The subject property has existing zoning of Medium Density Residential (MDR) and a General Plan designation of Residential Medium; and

WHEREAS, An application was also submitted to amend the General Plan designation of the subject property from Residential Medium to Public Facilities (Application Number GPA24-0004) and this General Plan Amendment has been approved separately through a City Council Resolution; and

WHEREAS, The proposed Light Industrial (M-1) Zone of the site is consistent with the General Plan designation of Public Facilities; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024; and

WHEREAS, The analysis within the Initial Study/Mitigated Negative Declaration determined that mitigation measures were feasible to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level; and

WHEREAS, A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements; and

WHEREAS, Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. Therefore, in accordance with CEQA Guidelines Section 15074, a Mitigated Negative Declaration (MND) is proposed for adoption concurrently with this Ordinance; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on December 4, 2024 and recommended that the City Council introduce and adopt an ordinance to approve the rezone; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on January 21, 2025;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:

SECTION 1: The Zone District of four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45, is hereby amended from Medium Density Residential (MDR) Zone to Light Industrial (M-1) Zone and the City's Zoning Map is hereby amended to show this property zoned as M-1 as indicated in Attachment 1.

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

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

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 21st day of January, 2025, and finally adopted on the ____ day of DECEMBER, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
DAN ARRIOLA

Mayor of the City of Tracy, California

ATTEST:_____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the City of Tracy
Date of Attestation: _____

Attachments:

Attachment 1 – Existing and Proposed Zoning Districts of the Subject Property

Attachment 1 to Exhibit 2

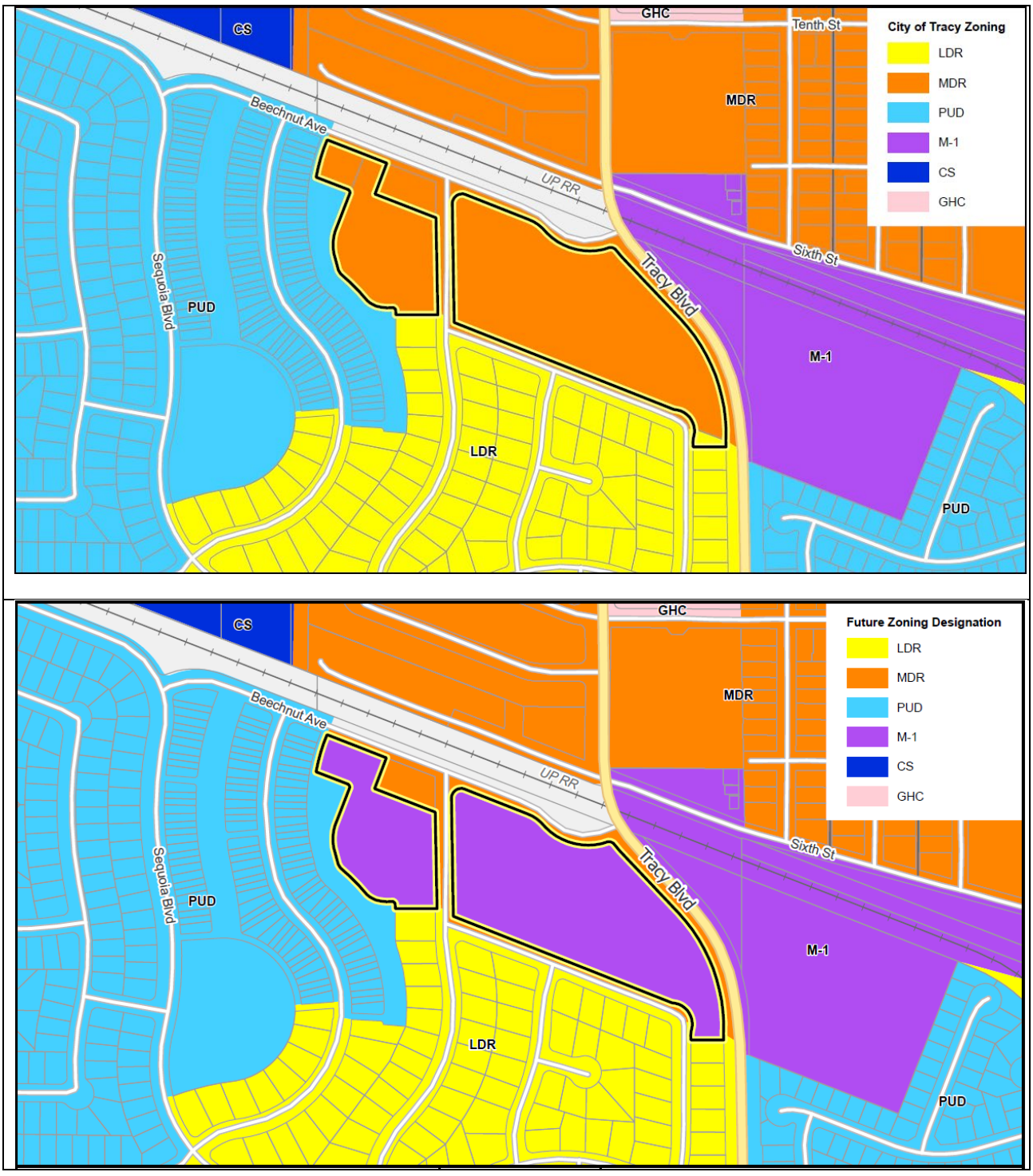


EXHIBIT 3

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE APPROVAL OF THE GENERAL PLAN MAP AMENDMENT AND REZONE FOR FOUR PARCELS CONTAINING 9.88 ACRES, AT 800 BEECHNUT AVENUE, 990 BEECHNUT AVENUE, 1000 BEECHNUT AVENUE, AND AN ADDITIONAL SMALL PARCEL JUST SOUTH OF AND ADJACENT TO 800 BEECHNUT AVENUE, ASSESSOR'S PARCEL NUMBERS 234-070-04, 234-070-06, 234-070-01, AND 234-170-45 (APPLICATION NUMBER GPA24-0004 and R24-0004), IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, BASED ON THE FINDINGS, PURSUANT TO PUBLIC RESOURCES CODE SECTIONS § 21064.5 AND 21080(C).

WHEREAS, An application was submitted for a General Plan Amendment from Residential Low and Residential Medium to Public Facilities and a Rezone from Low Density Residential and Medium Density Residential to Light Industrial (M-1) for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45. Application Number GPA24-0004 andR24-0004; and

WHEREAS, The subject property has existing zoning designation of Low Density Residential (LDR) and Medium Density Residential (MDR) and a General Plan designation of Residential Low and Residential Medium; and

WHEREAS, The proposed Light Industrial (M-1) Zone of the site is consistent with the General Plan designation of Public Facilities; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration was prepared by the City's environmental consultant, De Novo Planning Group, and circulated for a 30-day public comment period from August 30, 2024 to September 30, 2024; and

WHEREAS, The analysis within the Initial Study/Mitigated Negative Declaration determined that mitigation measures were feasible to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level; and

WHEREAS, A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements; and

WHEREAS, Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures. Therefore, in accordance with CEQA Guidelines Section 15074, a Mitigated Negative Declaration (MND) is proposed for adoption; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on December 4, 2024 and recommended that the City Council approve a resolution to adopt the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, the Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration, as the appropriate environmental document; and

WHEREAS, the Planning Commission further recommends that the City Council authorize the City Manager to file a Notice of Determination with the San Joaquin County Clerk after execution, and together, this will complete the environmental document process for the Project, in compliance with CEQA; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on January 21, 2025;

WHEREAS, the City Council has made its decision to adopt the Mitigated Negative Declaration in the light of all the testimony and evidence presented at or prior to the close of the public hearing, including letters, reports, comments, analyses, etc., which the City Council after review and comment by its staff, critically reviewed, corrected, and augmented where necessary, as set forth in the record and procedural findings on this Project; and

NOW THEREFORE, be it

RESOLVED: That the City Council of the City of Tracy hereby incorporates, as findings, the recitals set forth above as if restated herein in their entirety; and be it further

RESOLVED: That the City Council is making its decision to adopt the Mitigated Negative Declaration for this Project in light of the record as a whole as set forth in these findings; and be it further

RESOLVED: That the City Council, in adopting the Negative Declaration for this Project, of which the findings set forth in this Resolution are a part, did so through the exercise of their independent judgment and analysis after finding substantial evidence, in light of the record as a whole, including the proposed Project, the Mitigated Negative Declaration and Initial Study for the General Plan Amendment from Residential Low and Residential Medium to Public Facilities and a Rezone from Low Density Residential and Medium Density Residential to Light Industrial (M-1) for four parcels containing 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-

170-45. Application Number GPA24-0004 and R24-0004 ; and be it further

RESOLVED: That the City Council finds, in support of adoption of the Mitigated Negative Declaration, pursuant to Public Resources Code Sections § 21064.5 and 21080(c), that revisions to the Project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) There is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment; and be it further

RESOLVED: That based on the findings set forth in this Resolution, and on the record of the public hearing, the City Council hereby approves and adopts the Mitigated Negative Declaration for the Project, as presented to Council and set forth in the staff report and certifies that the Mitigated Negative Declaration is an adequate and complete document prepared in compliance with the California Environmental Quality Act, as amended, and the State and Local Guidelines promulgated there under; and be it further

RESOLVED: That the City Council hereby authorizes and directs the City Manager to file a Notice of Determination within five (5) working days after approval of this Resolution, and be it further

RESOLVED: That the City Council hereby adopts a Mitigation Monitoring and Reporting Program to monitor and enforce the mitigation measures described in the Mitigated Negative Declaration and included as Exhibit 1.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council on the 21st day of January 2025, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

Date of Attestation: _____

Attachments:

Attachment 1 – Mitigation Monitoring and Reporting Program (MMRP) for 9.88 acres, at 800 Beechnut Avenue, 990 Beechnut Avenue, 1000 Beechnut Avenue, and an additional small parcel just south of and adjacent to 800 Beechnut Avenue, Assessor's Parcel Numbers 234-070-04, 234-070-06, 234-070-01, and 234-170-45. Application Number GPA24-0004 and R24-0004.

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Transit Maintenance Facility Project in the City of Tracy. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the Mitigated Negative Declaration (MND) has identified potentially significant adverse impacts, and measures have been identified to mitigate those impacts to a less-than significant-level.

MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the Transit Maintenance Facility Project MND.

The City of Tracy will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the project.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures**: The mitigation measures are taken from the MND in the same order they appear in the MND.
- **Mitigation Timing**: Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility**: Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification**: This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
AIR QUALITY				
a) Conflict with or obstruct implementation of the applicable air quality plan? b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	***Mitigation Measure AIR-1:*** *Prior to the commencement of grading activities, the contractor hired to complete the grading activities shall prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.* ***Mitigation Measure AIR-2:*** *The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:* • *Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.* • *Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.* • *Reduce speed on unpaved roads to less than 5 miles per hour.* • *Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.* • *Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the City.* • *Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).*	SJVAPCD SJVAPCD	Prior to the commence-ment of grading activities During all phases of Project grading and construction	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	• *Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.* *Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.* ***Mitigation Measure AIR-3:*** *Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:* • *20 percent of construction-exhaust nitrogen oxides;* • *45 percent of construction-exhaust PM10;* • *33 percent of operational nitrogen oxides over 10 years; and* • *50 percent of operational PM10 over 10 years.* *The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.*	SJVAPCD	Prior to the issuance of building permits	
BIOLOGICAL RESOURCES				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the	***Mitigation Measure BIO-1:*** *Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then the*	SJCOG Qualified biologist	Prior to the commence-ment of grading activities or other ground disturbing activities on the	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
California Department of Fish and Game or U.S. Fish and Wildlife Service?	*following shall be implemented:* • *During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).* • *During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)* *Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.* ***Mitigation Measure BIO-2:** Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to*	SJCOG	Project site Prior to commence-ment of any grading activities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	*Implement **Mitigation Measure BIO-2***	See Mitigation Measure BIO-2	See Mitigation Measure BIO-2	
CULTURAL RESOURCES				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5? b) Cause a substantial adverse change in the significance of an	***Mitigation Measure CUL-1:** If any prehistoric or historic artifacts, human remains or other indications of archaeological or paleontological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*	City of Tracy Qualified archaeologist meeting the Secretary of the Interior's	If any prehistoric or historic artifacts, human remains or other indications of	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
archaeological resource pursuant to Section 15064.5? c) Disturb any human remains, including those interred outside of formal cemeteries?	• *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.* • *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.* • *If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.*	Professional Qualifications Standards in prehistoric or historical archaeology	archaeological or paleontological resources are found during grading and construction activities	
GEOLOGY AND SOILS				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction? c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? d) Be located on expansive soil, as defined in Table 18-1-B of the	***Mitigation Measure GEO-1:*** *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.* ***Mitigation Measure GEO-2:*** *Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.*	City of Tracy City of Tracy	Prior to the development of the Project site During the grading plan stage of development	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	***Mitigation Measure GEO-3:*** *If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Tracy or San Joaquin County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*	City of Tracy or San Joaquin County Qualified paleontologist	If paleontological resources are discovered during the course of construction	
HAZARDS AND HAZARDOUS MATERIALS				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	***Mitigation Measure HAZ-1:*** *A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.* ***Mitigation Measure HAZ-2:*** *Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).*	San Joaquin County Department of Environmental Health San Joaquin County Department of Environmental Health	Prior to the issuance of a grading permit Prior to bringing hazardous materials onsite	
NOISE				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise	***Mitigation Measure NOISE-1:*** *The City of Tracy Development Services Department shall establish the following as conditions of approval for development of the proposed Project, prior to approval of grading and/or building permits.* • *During development of the eastern parcel, a property line sound*	City of Tracy	Prior to approval of grading and/or building permits and during	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
ordinance, or applicable standards of other agencies?	*wall 8-feet in height shall be constructed along the southern and western boundary of the main project site. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.* • *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the northern boundary, adjacent to the existing multi-family residential uses. The wall should also extend along the east side of the northern access route to Beechnut Avenue. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.* • *During development of the western parcel, a property line sound wall 8-feet in height shall be constructed along the southern boundary, adjacent to the existing residential use to the south. Figure 7 of the Environmental Noise Assessment prepared by Saxelby Acoustics (March 29, 2024) shows the sound wall location.* • *Limit main site bus activity to 4:00 a.m. to 10:00 p.m.* • *Limit bus storage on western parcel to a maximum of 3 buses per hour from 7:00 a.m. to 10:00 p.m.* • *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:* o *Construction shall be limited to 7:00 a.m. to 7:00 p.m.* o *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.* • *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.* • *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so*		construction activities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	that emitted noise is directed away from sensitive receptors nearest the project site. • *Unnecessary idling of internal combustion engines is prohibited.* • *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*			
b) Generation of excessive groundborne vibration or groundborne noise levels?	***Mitigation Measure NOISE-2:*** *Any compaction required less than 26 feet from the adjacent residential structures should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.*	City of Tracy	During construction activities	
TRIBAL CULTURAL RESOURCES				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? ii) A resource determined by the lead agency, in its discretion and	*Implement* ***Mitigation Measure CUL-1***	See Mitigation Measure CUL-1	See Mitigation Measure CUL-1	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.				

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PLANNING COMMISSION STAFF REPORT
Item No. 1.B

DATE	December 4, 2024
TITLE	Two-Story Building Addition at Montessori Elementary and Middle School
LOCATION	120 Murrieta Way (APN: 248-470-28)
APPLICATION TYPE	Amendment to the Conditional Use Permit (CUP24-0005), and Development Review Permit (D24-0011)
CEQA STATUS	Categorically Exempt CEQA Guidelines Section 15301
PROJECT PLANNER	Martin E. Vargas (209) 831-6438 martin.e.vargas@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a Resolution:

(1) Granting an amendment to the Conditional Use Permit, Application Number CUP24-0005, to expand the existing private school located at 120 Murrieta Way, Assessor's Parcel Number 248-470-28;

(2) approving a Development Review Permit, Application Number D24-0011, for the construction of a two-story building addition to an existing private school and related site improvements on a 3.99-acre developed site; and

(3) determining that this project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, pertaining to additions to existing structures.

The applicant is Grow Builders, Inc. c/of Jeff Antrim, and the property owner is TR 120 LLC.

PROJECT DESCRIPTION

Background

The project site consists of 3.99 acres located at 120 Murrieta Way, the southeast corner of Murrieta Way and Holmes Court (Attachment A: Location Map). The project site is designated Industrial in the General Plan and zoned General Industrial in the Industrial Areas Specific Plan (ISP). The project site consists of one, single-story building that is utilized for private school related uses. This includes eight classrooms, administrative offices, storage areas, indoor multi-purpose room, and an outdoor playground area with open turf and nature garden all of which are conditionally permitted in the ISP.

A Conditional Use Permit (Application Number CUP15-0002) and Development Review Permit (Application Number D15-0006) was granted by Planning Commission on June 24, 2015, to permit the existing private school and related site improvements (Resolution 2015-008). The Conditional Use Permit allowed for a single-story building that is approximately 30,500 square feet for a private elementary school, outdoor play area, nature garden, and parking area improvements at the southeast corner of Murrieta Way and Holmes Court. The approval included eight classrooms. The existing school has approximately 240 students.

Proposed Project

The proposed amendment to the Conditional Use Permit (Application Number CUP24-0005), and Development Review Permit (Application Number D24-0011) would allow for the expansion of a two-story building addition which includes four additional classrooms for elementary and middle school students (Attachment B: Plan Set). The proposed project would be an expansion of the previous approval. These four classrooms will add approximately 120 additional students to the existing school which in total will be approximately 360 students.

The proposed project includes the construction of a two-story building addition located on the south portion of the existing single-story building. The two-story building addition includes four classrooms, three storage areas, an interior elevator, an elevator equipment room, an interior staircase, two exterior staircases, and four exterior awnings to provide additional shade along the new two-story building addition.

The two-story building addition is proposed to be 4,753 square feet in size. The dimensions are proposed to be 156 feet in length, approximately 32 feet in width, and 30 feet in height. The exterior is comprised of cement plaster that will be painted in an ash grey color to match the existing single-story portion of the building. Multiple glass windows will be installed on the west, south and east portion of the two-story building addition to allow natural lighting to enter in the classrooms and hallways. There will be four entrances on the south portion, two entrances on the west portion (one on the 1st floor and one on the 2nd floor), and two entrances on the east portion (one on the 1st floor and one on the 2nd floor) to allow multiple egress/ingress options throughout the two-story building addition. In addition, all eight doors of the entrances will be comprised of metal material and painted in an ash grey color to match the adjacent cement plaster wall.

The two exterior stairs are proposed to be 13 feet in height. One exterior staircase will be located on the west portion and one exterior staircase will be located on the east portion of the two-story building addition. The exterior staircases will be comprised of steel material and painted in an ash grey color to match the adjacent cement plaster wall. In addition, the exterior staircases will have perforated aluminum panels that will be painted in an ash grey color and utilized as handrails. In addition, one exterior awning will be located on the west portion, one exterior awning will be located on the east portion, and two exterior awnings will be located on the south portion of the two-story building addition.

Additionally, enhanced lighting will be installed on the adjacent wall on the west, south and east portion of the two-story building addition to increase a sense of safety and visibility on site.

Parking and Circulation

The project meets the Tracy Municipal Code (TMC) off-street parking and landscaping requirements and provides sufficient vehicular and pedestrian circulation. A one-way drive aisle lined with parking has been designed to allow ingress from Holmes Court and egress to Murrieta Way. The landscaping is comprised of trees, shrubs and grass that is planted throughout the parking area and along the street frontage of the site. There are currently a total of 45 parking spaces provided at the property. There are 24 parking spaces required for the school use (based on the TMC requirement of 2 parking spaces per classroom), which total includes the minimum parking requirement for the existing school as well as the proposed expansion. As such, no changes will need to be made on the parking area or the landscaped areas for this proposed project.

REQUIRED FINDINGS FOR APPROVAL OF CONDITIONAL USE PERMIT

Conditional Use Permits (CUPs) and amendments to CUPs must meet the requirements set forth in TMC Sections 10.08.4250-10.08.4330. Pursuant to TMC Section 10.08.4290, the Planning Commission will conduct a noticed public hearing, consider the application materials, and pertinent evidence and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Upon conclusion of the public hearing and consideration of the entire record, the Planning Commission may approve the amendment to the CUP if the record supports all of the following findings:

(a) That there are circumstances or conditions applicable to the land, structure, or use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right;

(b) That the proposed location of the conditional use is in accordance with the objectives of TMC Chapter 10.08 – Zoning Regulations and the purposes of the zone in which the site is located;

(c) That the proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity; and

(d) That the proposed use will comply with each of the applicable provisions of TMC Chapter 10.08 – Zoning Regulations.

Therefore, staff recommends that the Planning Commission make the following requisite findings for an amendment to the Conditional Use Permit based on the evidence in the record, including, without limitation, the following:

(a) There are circumstances applicable to the use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right because the two-story building addition will provide an additional four classrooms for the expansion of the Montessori Elementary and Middle School as well as exterior improvements such as staircases and canopies to the overall site which will allow the school to grow and increase its existing service to the community and which is permitted subject to the granting of a Conditional Use Permit as provided in Tracy Municipal Code, Chapter 10.08.2240 (b).

(b) The proposed location of the use and the conditions under which it would be operated or maintained is in accordance with the objectives of Tracy Municipal Code Chapter 10.08, and the purposes of the zone in which the site is located because the two-story building addition will be added to an existing school that is located in an industrial zone that conditionally permits school uses. The two-story building addition is consistent with the requirements and policies of the City of Tracy Design Goals and Standards, the General Plan designation of Industrial, and the zoning designation of the Industrial Areas Specific Plan (ISP), in which it is located.

(c) The project will not, under the circumstances of the particular case or as conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the City because the two-story building addition and related site improvements, as designed and conditioned, will be harmonious with the properties and improvements in the vicinity and therefore will not have significant negative effects on the property in the vicinity. The design of the two-story building addition and related site improvements are compatible with the surrounding area and all design aspects have been reviewed through the Development Review Permit, Application Number D24-0011. The impact to the site is minimal as the site is already developed with additional parking than required, which allows this two-story building addition without any needed changes to the on-site circulation and parking. Furthermore, the two-story building addition and related site improvements will meet the requirements of the California Building Code, and applicable provisions of the Tracy Municipal Code.

(d) The project is consistent with the zoning and other elements of the Tracy Municipal Code, the City of Tracy General Plan, the Design Goals and Standards, City Standards, and the project has met all requirements of the Industrial Areas Specific Plan (ISP).

REQUIRED FINDINGS FOR APPROVAL OF DEVELOPMENT PERMIT

Development Review Permits must meet the requirements set forth in Tracy TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the Planning Commission must review application materials and public comments submitted prior to or at the public hearing, and consider the following several site-specific factors set forth in TMC 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- appropriateness of exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After the consideration of the entire record, under TMC 10.08.3960 the Planning Commission may approve the Development Review Permit if the facts on the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to the Zoning Regulations of Tracy Municipal Code Chapter 10.08, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, staff recommends that the Planning Commission make the requisite findings for the Development Review Permit based on the evidence in the record, including, without limitation, the following:

(a) The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed two-story building addition will be constructed with complementary materials and colors to the existing Montessori Elementary and Middle School. Additionally, the proposed exterior stairs and canopies attached to the two-story addition provides visual interest and aids in sustaining the project site.

(b) The proposal, as conditioned, conforms to the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes. The project has met all city requirements for both the land use and physical improvements that are proposed. The use is conditionally permitted in the General Industrial zone of the Industrial Areas Specific Plan (ISP). High quality materials are proposed and will be painted to be complimentary to the existing school and related site improvements. The two-story building addition is proposed to be constructed on the south side of the existing school on a fully developed site and there will be no change to the site's current circulation or parking area.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS

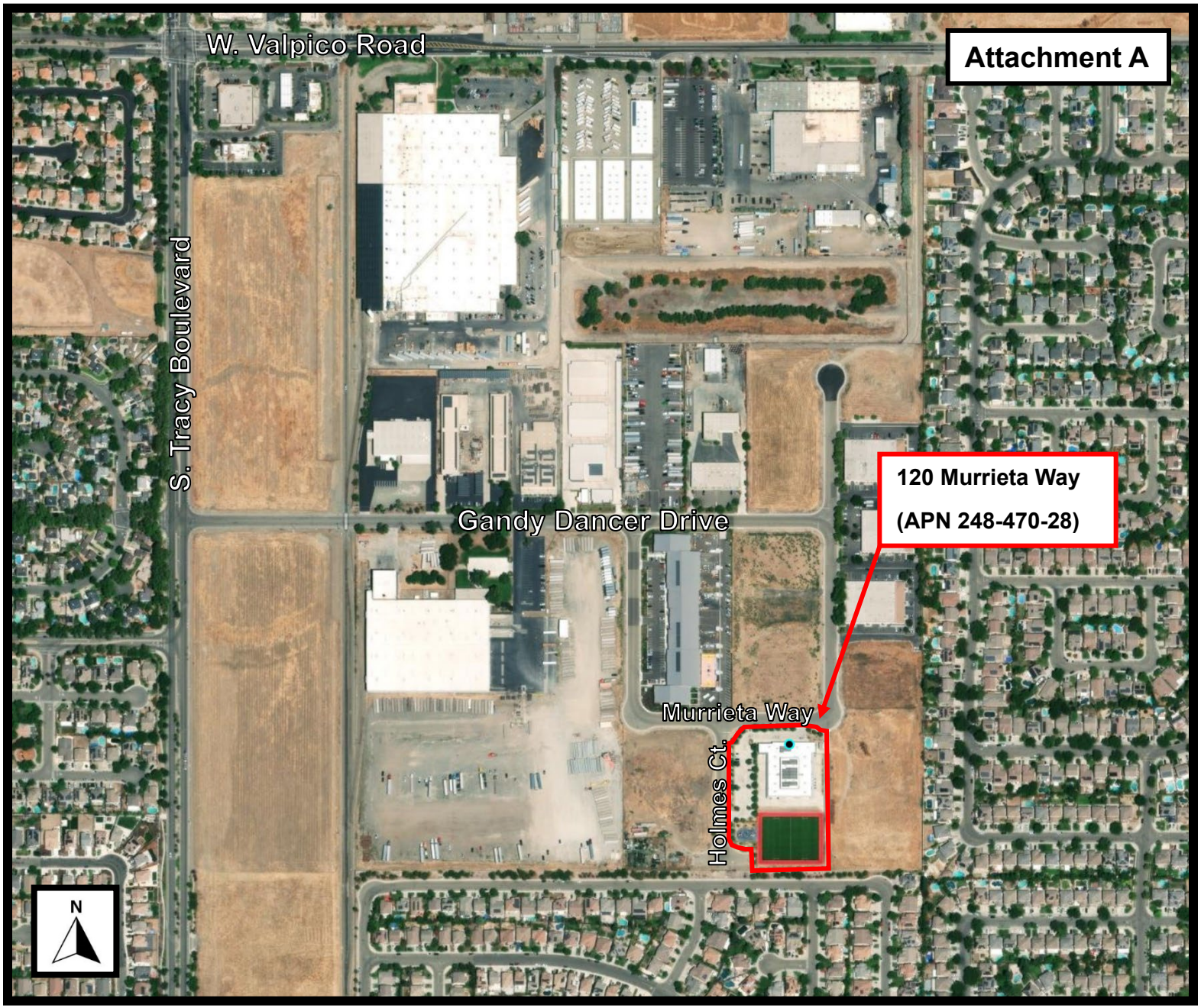
The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, pertaining to additions to existing structures because the addition will not result in an increase of more than 10,000 square feet and the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive.

SUMMARY

The requested amendment to the Conditional Use Permit (CUP24-0005), and the Development Review Permit (D24-0011) would allow for the construction of a two-story building addition at an existing school and related site improvements on a 3.99-acre site located at 120 Murrieta Way. The two-story building addition will create four additional classrooms which in total will be twelve classrooms at the Montessori Elementary and Middle School. Staff recommends approval of the project.

ATTACHMENTS

A – Location Map
B – Plan Set
C – Planning Commission Resolution:
Exhibit 1 – Findings
Exhibit 2 – Conditions of Approval


Attachment A
W. Valpico Road
S. Tracy Boulevard
Gandy Dancer Drive
120 Murrieta Way
(APN 248-470-28)
Murrieta Way
Holmes Ct.
N

Attachment B

RECEIVED
September 9, 2024
City of Tracy
Community and Economic Development

Montessori School
120 Murrieta Way
Tracy, California 95377



Vicinity Map

PROJECT DESCRIPTION:

THIS PROJECT IS AN ADDITION TO AN EXISTING ELEMENTARY SCHOOL FOR K-8TH GRADE STUDENTS. IT WILL PROVIDE 4 NEW CLASSROOMS IN A 2 STORY BUILDING WITH INTERIOR AND EXTERIOR STAIRS AND NEW CANOPIES. IT WILL ALSO INCLUDE AN ELEVATOR AND STORAGE SPACE. ALL NEW EXTERIOR MATERIAL WILL MATCH THE EXISTING BUILDING.

PROJECT INFO

ASSESSOR'S PARCEL NO.	248-470-28 1
STREET ADDRESS:	120 MURRIETA WAY
CITY:	TRACY, CA
OCCUPANCY:	GROUP E
CONSTRUCTION TYPE:	V-B 1
HEIGHT:	30'-0"
SITE AREA:	173, 912 S.F.
EXISTING BUILDING AREA:	30,363 S.F.
NEW ADDITION AREA	4,753 S.F.
GENERAL LAND USE:	INDUSTRIAL SPECIFIC PLAN (ISP)
ADJACENT LAND USE:	INDUSTRIAL
ZONING:	M-1 1
FIRE PROTECTION:	FULLY-SPRINKLERED BUILDING WITH FIRE ALARM VOICE EVAC SYSTEM

INDEX

ARCHITECTURAL

A0 COVER SHEET
A1 SITE PLAN
A1.1 FIRE ACCESS PLAN
A2 OVERALL 1ST FLOOR PLAN
A3 OVERALL 2ND FLOOR PLAN
A4 ROOF PLAN
A5 ELEVATIONS
A6 SECTION
A7 CONTEXT PHOTOS

CIVIL

P1 COVER SHEET
P2 SITE PLAN
P3 OFFSITE TEMPORARY WORK, FIRE LANE
P4 DETAILS AND SECTIONS
P5 STORM TREATMENT PLAN
P6 TOPOGRAPHICAL SURVEY

PROJECT TEAM

ARCHITECTURAL

PERKINS, WILLIAMS & COTTERILL, INC.
3320 DATA DRIVE, SUITE 200
RANCHO CORDOVA, CALIFORNIA 95670
(916) 851-1400

CIVIL

CULLEN-SHERRY & ASSOCIATES, INC.
1090 ADAMS STREET, SUITE A - P.O. BOX 591
BENICIA, CALIFORNIA 94510
(707) 745-3219

1 NOTE: NO COMBUSTIBLE MATERIALS MAY BE DELIVERED TO THE SITE UNTIL A FIRE PROTECTION WATER SUPPLY IS AVAILABLE TO SERVE THE SITE.

PERKINS, WILLIAMS & COTTERILL, INC.
ARCHITECTS
3320 Data Drive, Suite 200 • Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Cover Sheet

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	*Date:*	5-6-2024
Scale:	NO SCALE		

1 PLAN CHECK 7-3-24

A0

HOLMES CT

MURRIETA WAY

PROPERTY LINE

PUBLIC WAY

(E) TOW AWAY SIGNAGE SEE

(E) 10' P.U.E.

(E) MONUMENT SIGN

30'-0"

LANDSCAPE

17'-0"

17'-0"

5'-0"

12" CONC STEP OUT, TYP.

FIRE TRUCK TURN RADIUS

45 EXISTING PARKING STALLS

(E) CONCRETE FLATWORK

9'-0" TYP.

28'-0"

LINE OF VEHICLE OVERHANG

(E) CONC. SIDEWALK

105'-0"

(E) ADA ACCESSIBLE PARKING

(E) TRANSFORMER

(E) STEEL PICKET FENCE, TYP.

138'-0"

5'-0"

17'-3 3/4"

LANDSCAPE

6'-0"

(E) 48" WIDE DOORS W/ PANIC HARDWARE SEE

RD

63'-0"

(E) CONCRETE FLATWORK

EDGE OF EXISTING CONCRETE WALK

(N) EDGE OF NEW CONCRETE WALK

4'1-11"

(E) CANOPY ABOVE

CONC. SIDEWALK

230'-2"

10'-3"

10'-0"

28'-0"

15'-0"

AC PAVING

EXISTING TURF PLAY AREA

NEW 2-STORY ADDITION

10'-0"

(E) STREET LIGHT

(E) SWALE

EXISTING 30,363 SQ. FT. BUILDING

(E) WALL TO REMAIN

(N) WALK TO FIELD

(E) 2 BIKE RACKS FOR 7 BIKES EA.

45° MIN.

EXIT ONLY

32'-0"

PROPERTY LINE

(E) BIKE LOCKERS

44'-3 1/4"

45° MIN.

RD

(E) CANOPY ABOVE

(E) CONCRETE FLATWORK

120'-0"

62'-4"

(E) 48" WIDE DOORS W/ PANIC HARDWARE

(E) SIDEWALK TO PUBLIC WAY

LANDSCAPE

(E) TRASH ENCLOSURE

49'-8 1/2"

(E) BLACK VINYL COATED CHAIN LINK FENCE ALONG EAST PROPERTY LINE

20'-0"

R30'-0"

(E) FIRE ACCESS LANE - GRAVEL

20'-3 1/4"

AC PAVING

LANDSCAPE

LANDSCAPE

LANDSCAPE

PROPERTY LINE

(E) FIRE DEPT ACCESS GATE & OPTICOM OVERRIDE & KNOX KEY ENTRY.

(E) FIRE HYDRANT

70'-0"

NEW FIRE DEPARTMENT TRUCK TURN AROUND

NEW FENCE TO MATCH EXISTING AROUND FIRE TRUCK TURN AROUND

26'-0"

NORTH

Site Plan

SCALE: 1" = 20'

PARKING ANALYSIS

PER TRACY MUNICIPAL CODE (TMC) ARTICLE 26, ELEMENTARY SCHOOLS REQUIRES 2 PARKING STALLS PER CLASSROOM.

THE PROPOSED BUILDING HAS 12 CLASSROOMS.

24 PARKING STALLS REQUIRED
45 PARKING STALLS PROVIDED

Montessori School

120 Murrieta Way Tracy, California 95377

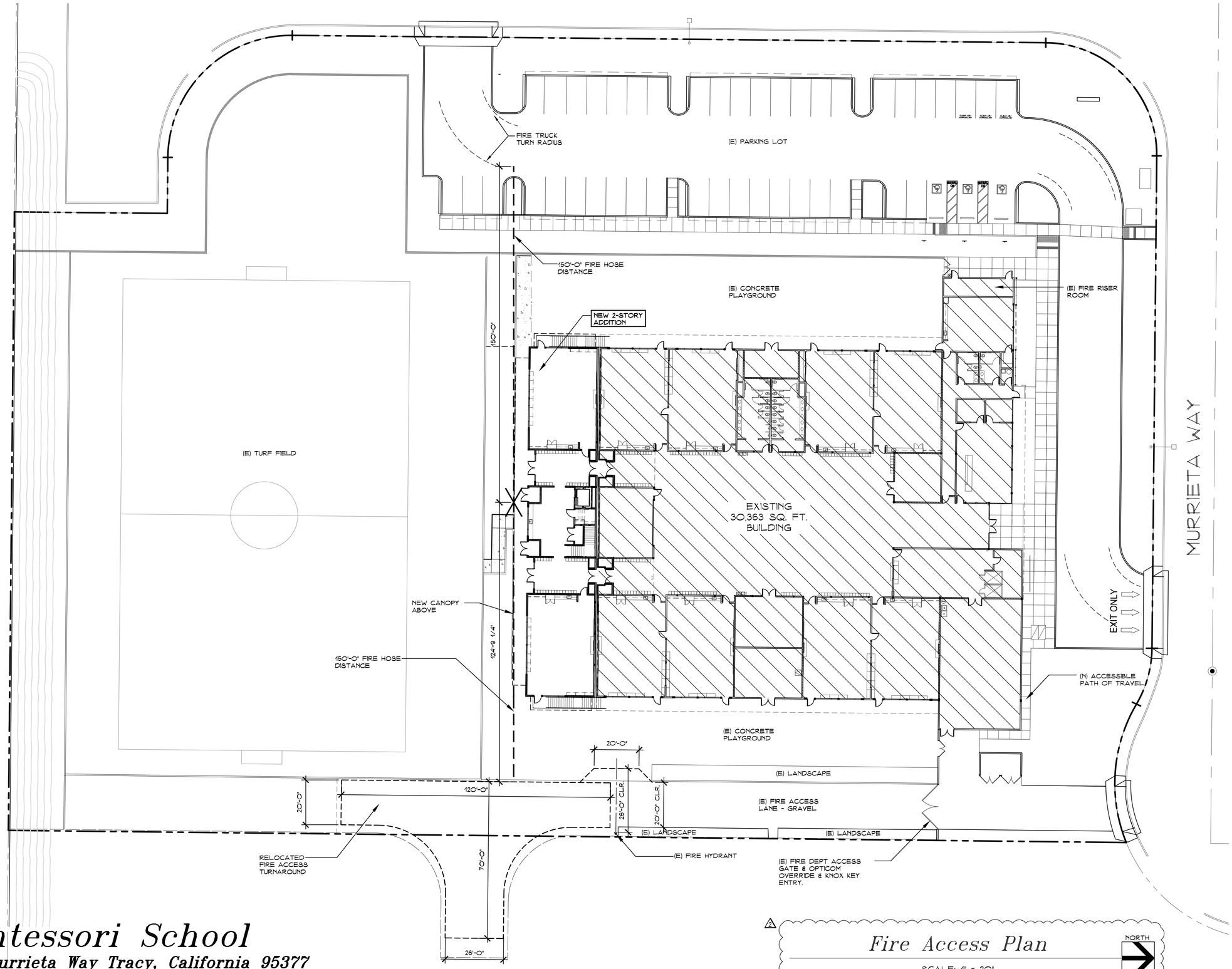
PERKINS, WILLIAMS & COTTERILL, INC.
ARCHITECTS
3320 Data Drive, Suite 200 • Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Site Plan

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	*Date:*	7-31-2024
Scale:	AS NOTED		

1 PLAN CHECK 7-3-24
2 PLAN CHECK 8-30-24

A1



Montessori School

120 Murrieta Way Tracy, California 95377

Fire Access Plan

SCALE: 1" = 20'

NORTH

FIRE FLOW INFORMATION

TOTAL BUILDING SF:	35,116 SF
CONSTRUCTION TYPE:	V-B
REQUIRED FIRE FLOW PER CFC 507.3 APENDIX CC, AS AMENDED BY SSJC FIRE AUTHORITY:	4 HRS. @ 2,500 GPM.

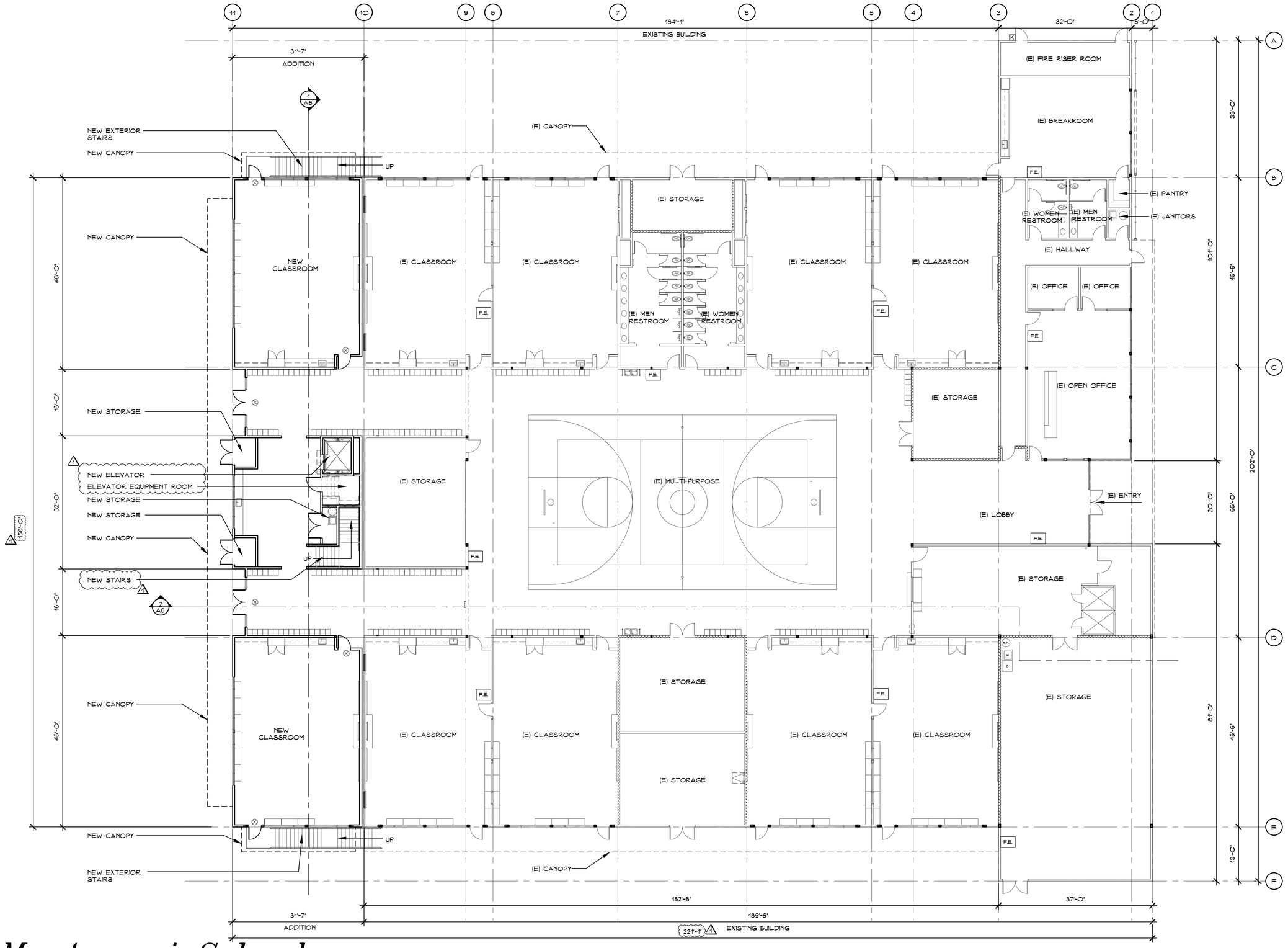
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3320 Data Drive, Suite 200 • Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Fire Access Plan

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	***Date:***	7-30-24
Scale:	AS NOTED		

1 PLAN CHECK 7-3-24
2 PLAN CHECK 8-30-24

A1.1



Montessori School

120 Murrieta Way Tracy, California 95377

Overall 1st Floor Plan

SCALE: 3/32" =1'-0"

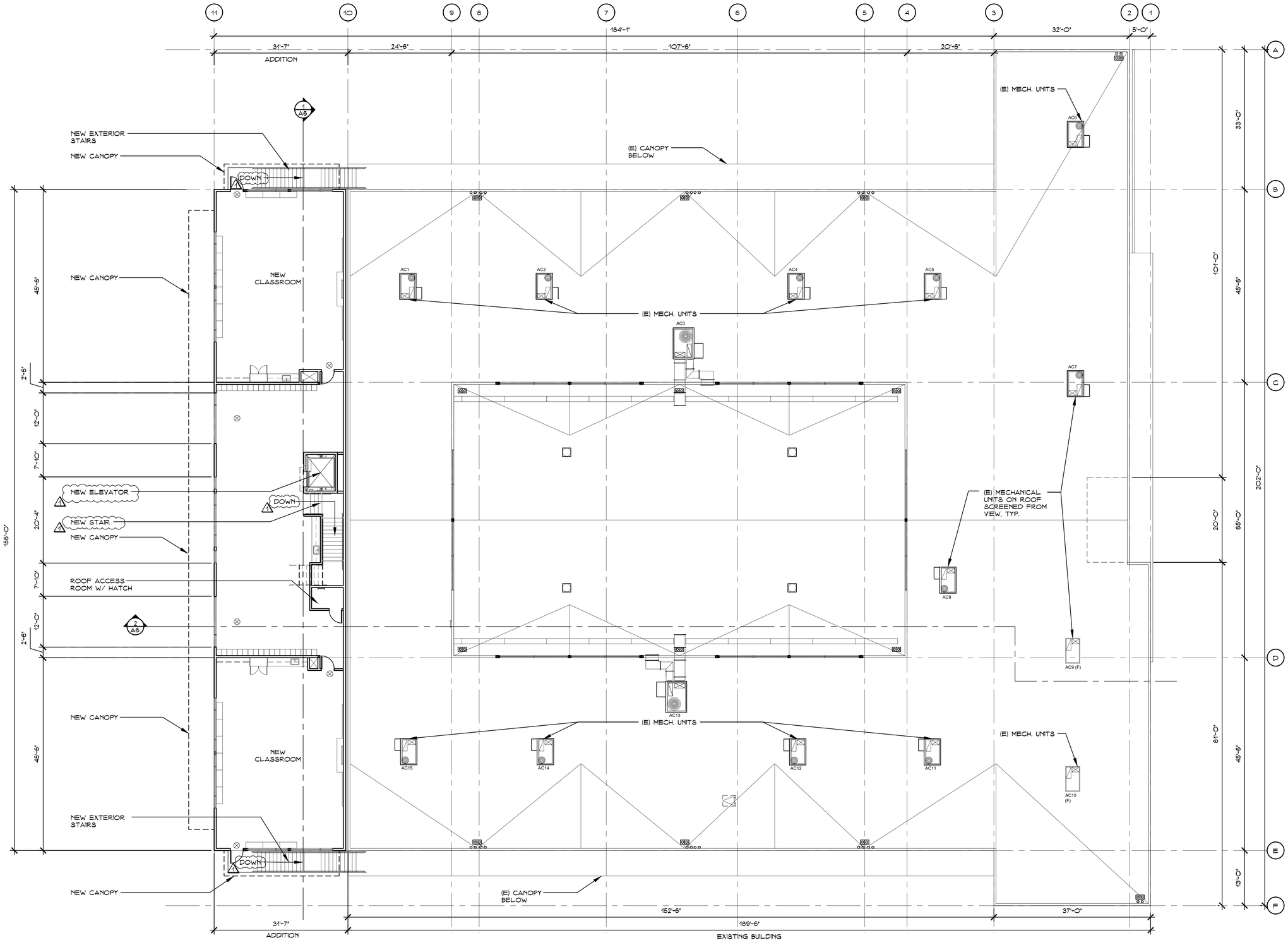
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ARCHITECTS
3320 Data Drive, Suite 200 • Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Overall 1st Floor Plan

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	*Date:*	5-13-24
Scale:	3/32" = 1'-0"		

1 PLAN CHECK 7-3-24

A2



Montessori School

120 Murrieta Way Tracy, California 95377

Overall 2nd Floor Plan

SCALE: 3/32" =1'-0"

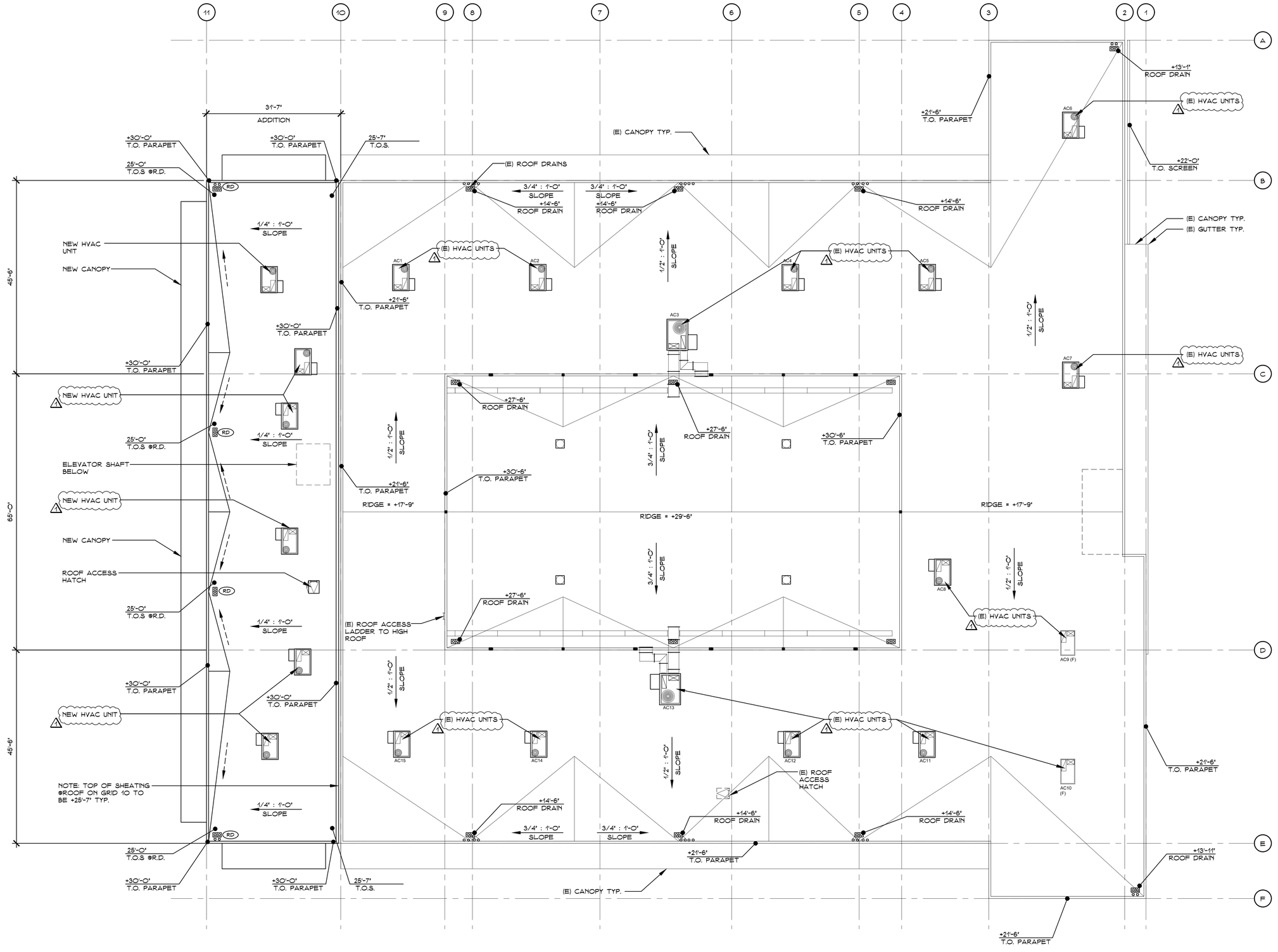
PERKINS, WILLIAMS & COTTERILL, INC.
ARCHITECTS
3320 Data Drive, Suite 200 • Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Overall 2nd Floor Plan

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	***Date:***	5-13-2024
Scale:	3/32" = 1'-0"		

⚠1 PLAN CHECK 7-3-24

A3



LEGEND

X	STRUCTURAL GRID LINES FOR REFERENCE
+X'-X'	HEIGHT OF STRUCTURAL SHEATHING AT ROOF DECK TO CREATE POSITIVE DRAINAGE
R.D.	R.D. = OVERFLOW & ROOF DRAIN.
RD	ROOF DRAIN
	SLOPE OF ROOF TO DRAIN
T.O.S.	TOP OF SHEATHING

Montessori School

120 Murrieta Way Tracy, California 95377

Roof Plan

SCALE: 3/32" =1'-0"

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ARCHITECTS
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Roof Plan

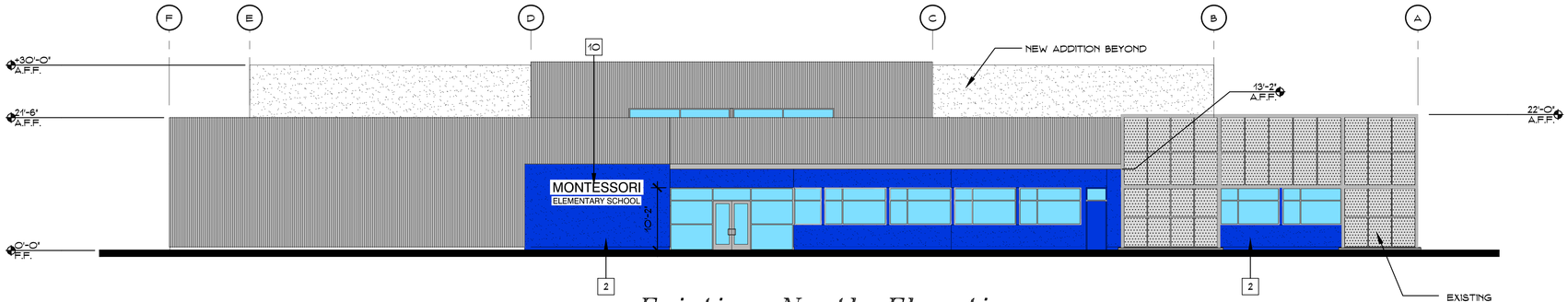
Project: TRACY MONTESSORI SCHOOL

Job No. 15830-A ***Date:*** 5-13-2024

Scale: 3/32" = 1'-0"

1 PLAN CHECK 7-3-24

A4



Existing North Elevation

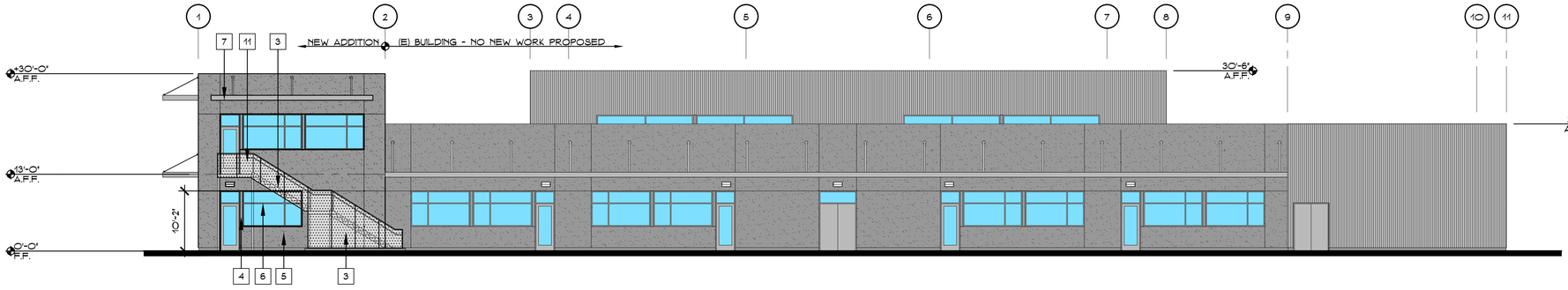
SCALE: 3/32" =1'-0"

EXTERIOR FINISH SCHEDULE

1	'MS METAL SALES' T10-A RIBBED METAL SIDING - METALLIC SILVER TO MATCH EXISTING
2	EXISTING CEMENT PLASTER, FLOAT FINISH - PAINTED BLUE
3	PERFORATED ALUMINUM PANELS SCRIM TO MATCH EXISTING SEE 2/A5
4	BREAK METAL @ ALUMINUM STOREFRONT TO BE FINISHED TO MATCH STOREFRONT FRAMES.
5	NEW CEMENT PLASTER, FLOAT FINISH - PAINTED ASH GREY TO MATCH EXISTING
6	NEW CLEAR ANODIZED ALUMINUM STOREFRONT W/ LOW-E GLASS TO MATCH EXISTING
7	NEW PAINTED STEEL AWNINGS TO MATCH EXISTING SEE 1/A5
8	METAL MAN DOOR PAINT TO MATCH ADJACENT SURFACE
9	NEW WALL MOUNTED LIGHTING TO MATCH EXISTING
10	EXISTING TENANT SIGNAGE
11	NEW EXTERIOR STEEL STAIR SYSTEM - PAINTED ASH GREY WITH PERFORATED METAL PANEL FINISH TO MATCH EXISTING AT NORTH ELEVATION

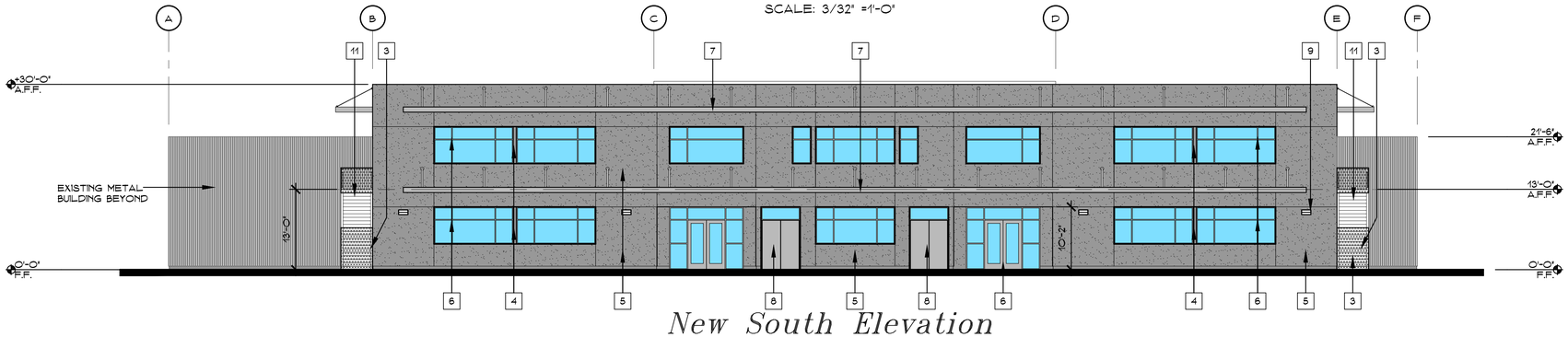
LEGEND

X — STRUCTURAL GRID LINES FOR REFERENCE



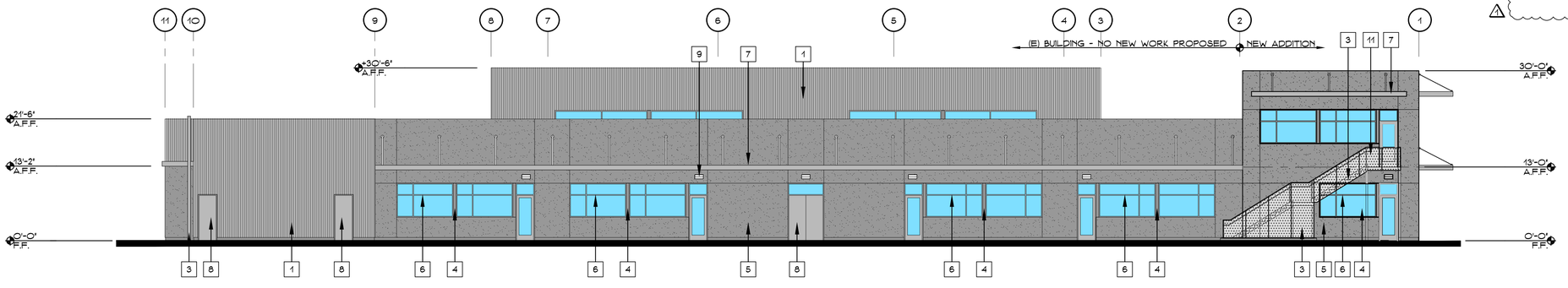
New East Elevation

SCALE: 3/32" =1'-0"



New South Elevation

SCALE: 3/32" =1'-0"



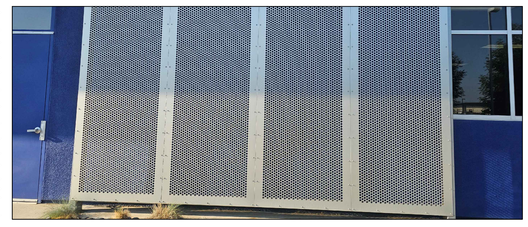
New West Elevation

SCALE: 3/32" =1'-0"



1 – Existing Awnings

SCALE: N.T.S.



2 – Existing Aluminum Panel

SCALE: N.T.S.

Montessori School

120 Murrieta Way Tracy, California 95377

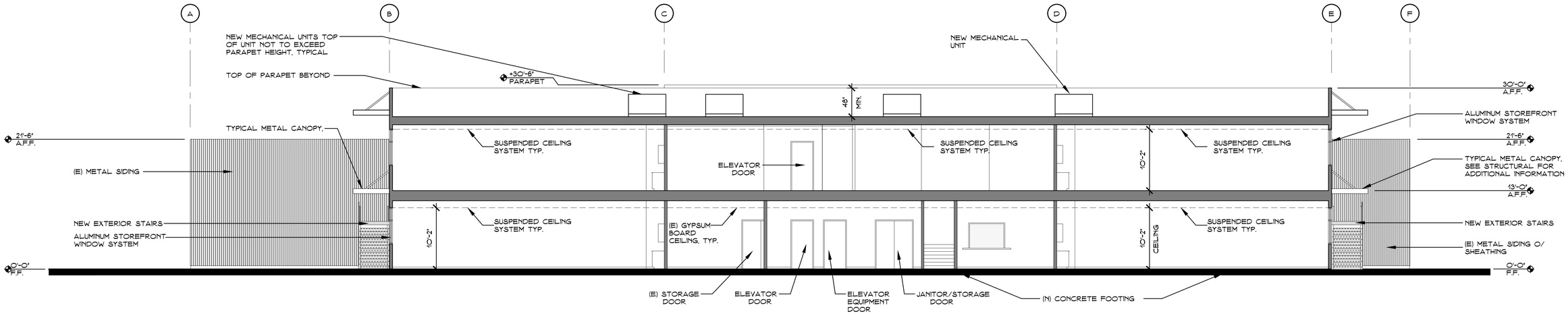
PERKINS, WILLIAMS & COTTERILL, INC.
ARCHITECTS
3320 Data Drive, Suite 200 · Rancho Cordova, California 95670
T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Elevations

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	*Date:*	5-13-2024
Scale:	3/32" = 1'-0"		

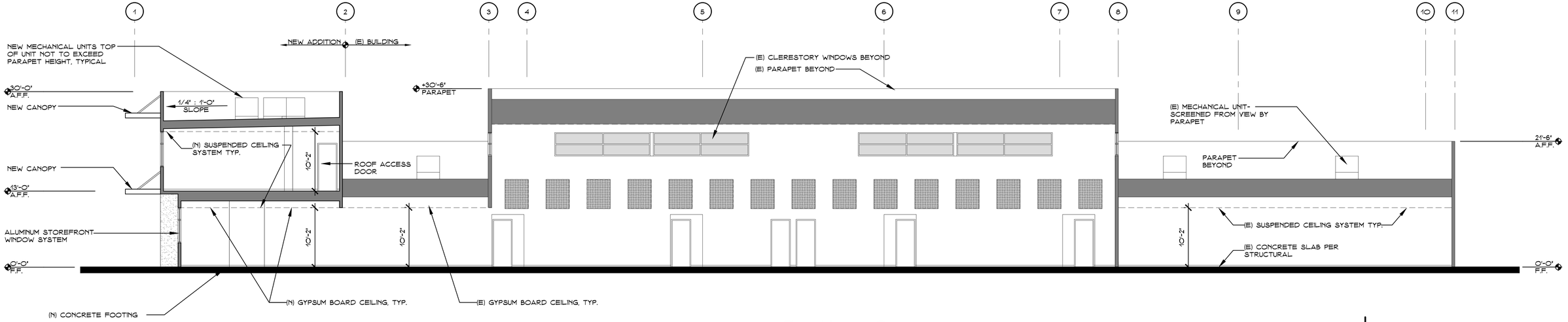
1 PLAN CHECK 7-3-24

A5



Section 1

SCALE: 1/8" =1'-0"



Section 2

SCALE: 1/8" =1'-0"

Montessori School

120 Murrieta Way Tracy, California 95377

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ARCHITECTS
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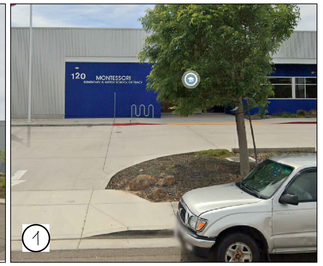
Section

Project:	TRACY MONTESSORI SCHOOL		
Job No.	15830-A	***Date:***	5-13-2024
Scale:	1/8" = 1'-0"		

1 PLAN CHECK 7-3-24

A6











Murrieta Way Looking South









Holmes Ct Looking East & South



Site Context Photos

NORTH







Murrieta Way Looking North







Murrieta Way Looking North

Montessori School

120 Murrieta Way Tracy, California 95377

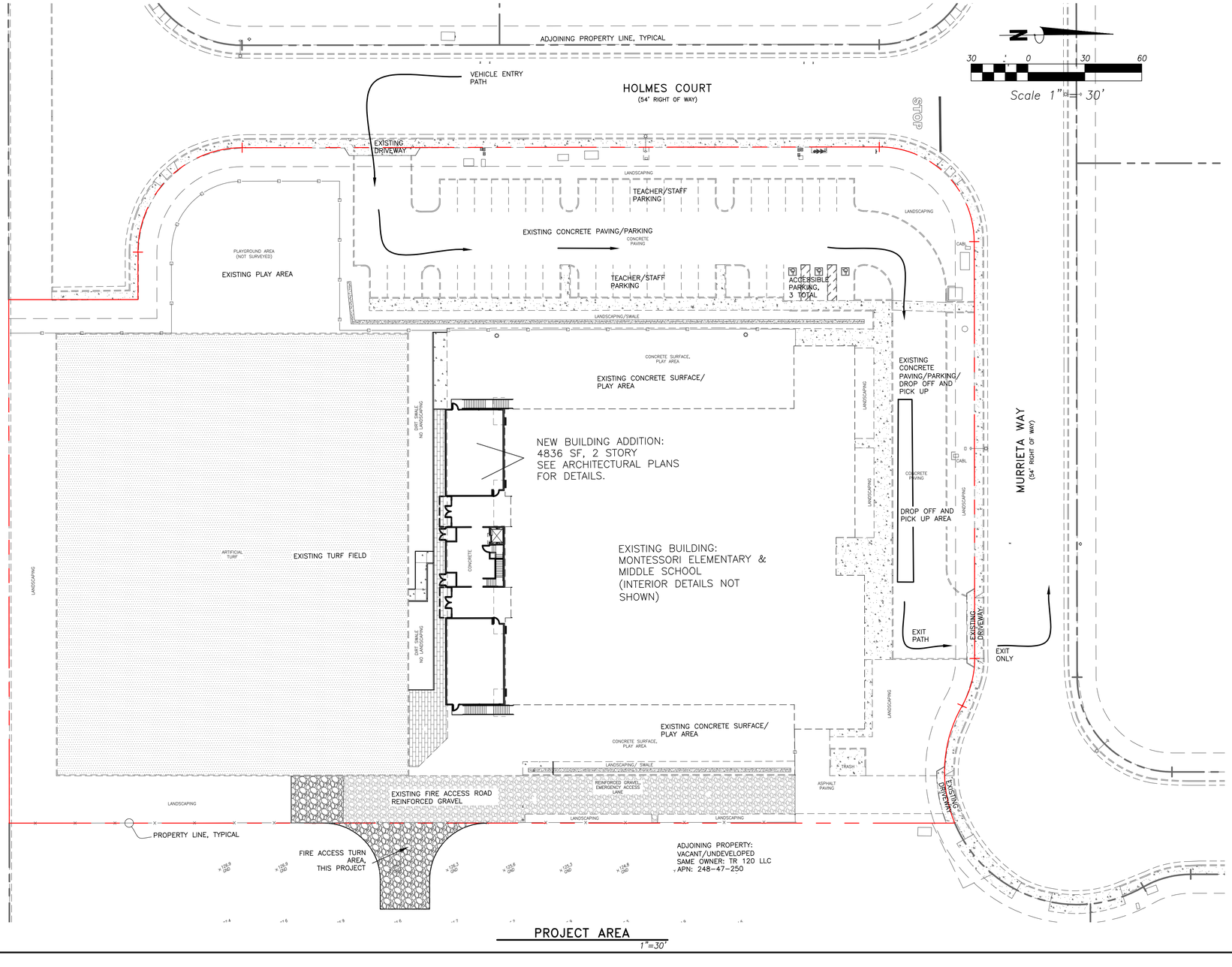
PERKINS, WILLIAMS & COTTERILL, INC.
ARCHITECTS
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T (916) 851-1400 F (916) 851-1408 E pwcarch@pwcarchitects.com

Context Photos

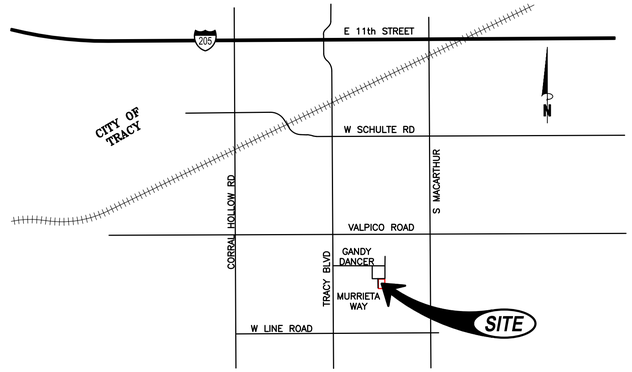
Project:	TRACY MONTERSSORI SCHOOL		
Job No.	15830-A	*Date:*	04-09-2024
Scale:	NOT TO SCALE		

A7

PRELIMINARY CIVIL PLANS & SITE PLAN
FOR
BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY
CITY OF TRACY SAN JOAQUIN COUNTY CALIFORNIA
SEPTEMBER, 2024



N
30 0 30 60
Scale 1" = 30'



VICINITY MAP
NO SCALE

SHEET INDEX:

P1 COVER SHEET–VICINITY MAP, GENERAL NOTES
P2 SITE PLAN
P3 OFF SITE: TEMPORARY ACCESS DETAILS
P4 DETAILS & SECTIONS
P5 STORM WATER TREATMENT
P6 TOPOGRAPHY–EXISTING AND BOUNDARY SURVEY

EXISTING FEATURES ARE SHOWN IN DASHED AND/OR LIGHTER LINE WORK.
NEW IMPROVEMENT ARE SHOWN IN BOLDER, DARKER LINE WORK

8–30–24
THESE PLANS ARE PRELIMINARY, FOR CITY PLANNING REVIEW AND ENTITLEMENTS. THEY ARE NOT FOR CONSTRUCTION. REVISIONS WILL BE MADE AS THIS PROJECT IS PROCESSED THROUGH THE CITY FOR ENTITLEMENTS AND FURTHER PLAN REVIEW.

PREPARED UNDER DIRECTION OF:

Dan Cullen
DANIEL W. CULLEN
9–06–24
DATE

REGISTERED PROFESSIONAL ENGINEER
DANIEL W. CULLEN
No. 26162
EXP. 03/31/26
CIVIL
STATE OF CALIFORNIA

REV	DATE	DESCRIPTION	BY

Cullen-Sherry & Associates, Inc.
Civil Engineering - Surveying
1090 Adams Street, Suite A –P.O. Box 591, Benicia, California 94510
(707) 745-3219 Fax (707) 745-9436 csa-engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

COVER SHEET

BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY
TRACY, CALIFORNIA
PREPARED FOR: TRC 120 LLC (PAMELA RIGGS)

SCALE:	1"=30'
DATE:	9–06–24
DESIGN BY:	DWC
DRAWN BY:	LAB
CHECKED BY:	DWC
FIELD BOOK:	
SHEET NUMBER:	P1
OF	6 SHEETS
PROJECT #	24105

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Scale 1" = 20'

HOLMES COURT
(54' RIGHT OF WAY)

MURRIETA WAY
(54' RIGHT OF WAY)

PLAYGROUND AREA
(NOT SURVEYED)

EXISTING PLAY AREA

EXISTING TURF FIELD

ARTIFICIAL TURF

EXISTING CONCRETE PAVING/PARKING

TEACHER/VOLUNTEER PARKING

LANDSCAPING/SWALE

RAISE INLET +0.2'

6" CURB CONCRETE SURFACE

MATCH FL 118.4±

COTG FL 120.2

DOMESTIC WATER EXTENSION TO NEW FACILITES

1½"ø WATER

NEW WATER SERVICE TO ADDITION

CONCRETE SURFACE, PLAY AREA

EXISTING CONCRETE SURFACE/ PLAY AREA

CANOPY

REMOVE EXISTING CONCRETE SURFACE, NEW BUILDING FLOOR SECTION:
6" CONCRETE,
OVER 2" SAND,
OVER "STEGO WRAP" VAPOR BARRIER,
OVER 18" IMPORTED NON EXPANSIVE FILL,
OVER 12" EXCAVATED & RECOMPACTED NATIVE SOIL,
(OUT TO 3' BEYOND BUILDING)

CUT IN NEW INLET

6' WALK w/PAVERS

4.6% ACCESSIBLE WALK

NEW BUILDING ADDITION:
4836 SF, 2 STORY
4 CLASSROOMS, INTERIOR STAIRS & ELEVATOR,
EXTERIOR STAIRS EACH SIDE.
SEE ARCHITECTURAL PLANS FOR DETAILS.

EXISTING BUILDING FINISH FLOOR = 124.90'

EXISTING OVERHEAD FIRE SPRINKLERS WILL SERVE ADDTION

EXISTING BUILDING:
MONTESSORI ELEMENTARY & MIDDLE SCHOOL
(INTERIOR DETAILS NOT SHOWN)

LINE OF 3' PAD OVERBUILD, ALL AROUND NEW BUILDING

REMOVE 30'± STORM

16' OF CONCRETE OVER SWALE TO PROVIDE CLEARANCE TO HYDRANT

EXISTING CONCRETE SURFACE/ PLAY AREA

EXISTING CONCRETE PAVING/PARKING/ DROP OFF AND PICK UP

EXISTING DOUBLE CHECK VALVE/FDC

ACCESSIBLE PARKING, 3 TOTAL

LANDSCAPING

CONCRETE PAVING

CONCRETE SIDEWALK

ASPHALT PAVING

TRASH

ADDITIONAL FIRE ACCESS ROAD REINFORCED GRAVEL, SEE DETAIL C/4

EXISTING FIRE ACCESS ROAD REINFORCED GRAVEL

PERMANENT FIRE TURN AREA

JOB TEMPORARY ACCESS ROAD, SEE SHEET P3 FOR DETAILS

PROPERTY LINE, TYPICAL

ADJOINING PROPERTY:
VACANT/UNDEVELOPED
SAME OWNER: TR 120 LLC
APN: 248-47-250

LEGEND

- NEW CATCH BASIN
- NEW STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE (IN LIGHTER LINE WORK)
  SEE SHEET 6 FOR ALL EXISTING FEATURES

EXISTING FEATURES ARE SHOWN IN DASHED AND/OR LIGHTER LINE WORK.
NEW IMPROVEMENT ARE SHOWN IN BOLDER, DARKER LIGHT WORK

9-06-24
THESE PLANS ARE PRELIMINARY, FOR CITY PLANNING REVIEW AND ENTITLEMENTS. THEY ARE NOT FOR CONSTRUCTION. REVISIONS WILL BE MADE AS THIS PROJECT IS PROCESSED THROUGH THE CITY FOR ENTITLEMENTS AND FURTHER PLAN REVIEW.

SITE PLAN, PAVEMENT, UTILITIES
1"=20'

REV	DATE	DESCRIPTION	BY

Cullen-Sherry & Associates, Inc.
Civil Engineering - Surveying
1090 Adams Street, Suite A –P.O. Box 591, Benicia, California 94510
(707) 745-3219 Fax (707) 745-9436 csa-engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

SITE PLAN

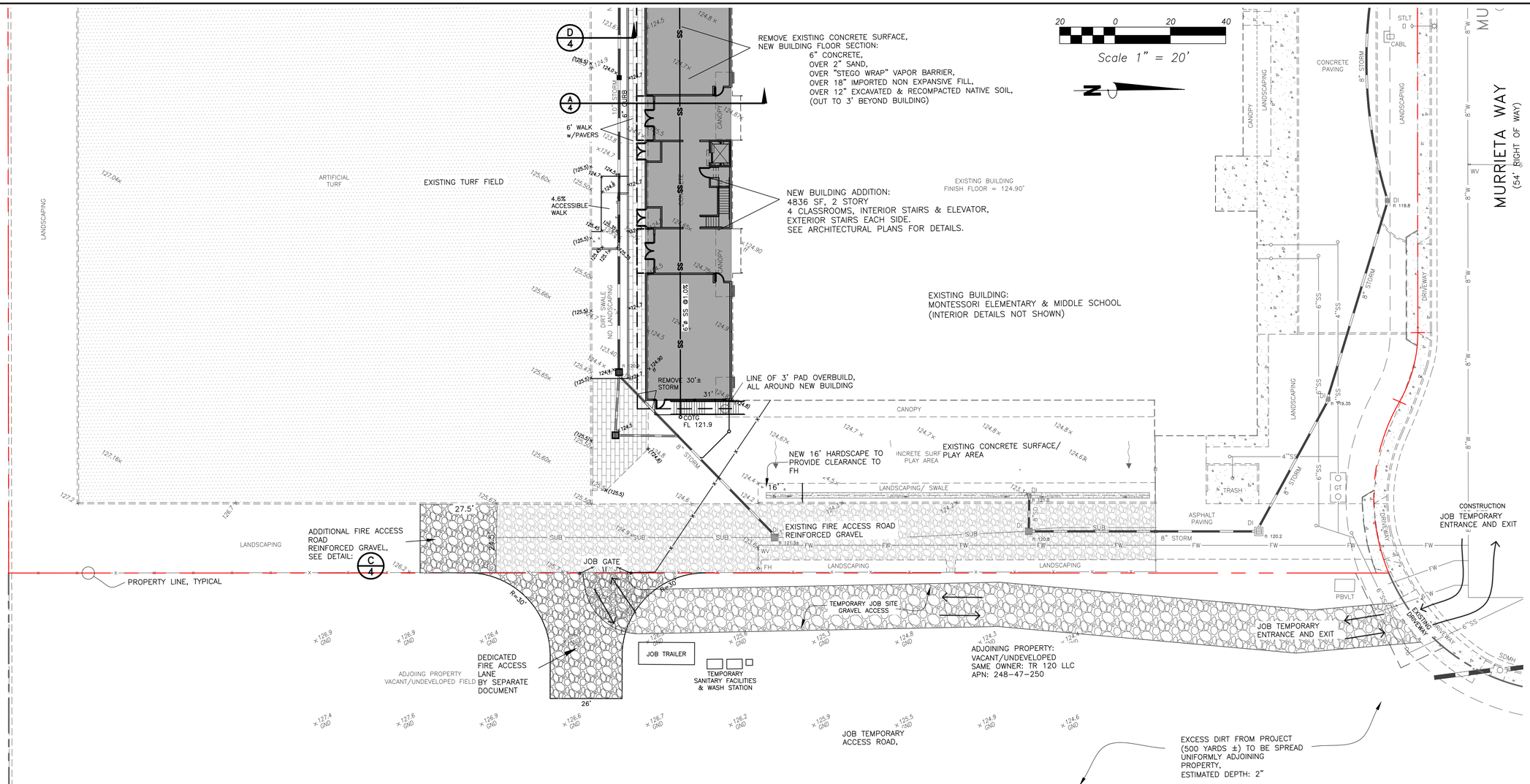
BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY

TRACY, CALIFORNIA

PREPARED FOR: PAMELA RIGG

SCALE:	1"=20'
DATE:	9-06-24
DESIGN BY:	DC
DRAWN BY:	LAB
CHECKED BY:	DC
FIELD BOOK:	
SHEET NUMBER:	P2
OF	6 SHEETS
PROJECT #	24105

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OFFSITE TRAILER PLAN, TEMPORARY ACCESS, FIRE LANE

1"=20'

EXISTING FEATURES ARE SHOWN IN DASHED AND/OR LIGHTER LINE WORK.
NEW IMPROVEMENT ARE SHOWN IN BOLDER, DARKER LIGHT WORK

9-06-24
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REV	DATE	DESCRIPTION	BY

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1090 Adams Street, Suite A – P.O. Box 591, Benicia, California 94510
(707) 745-3219 Fax (707) 745-9436 csa-engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

OFFSITE TEMPORARY WORK, FIRE LANE

BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY

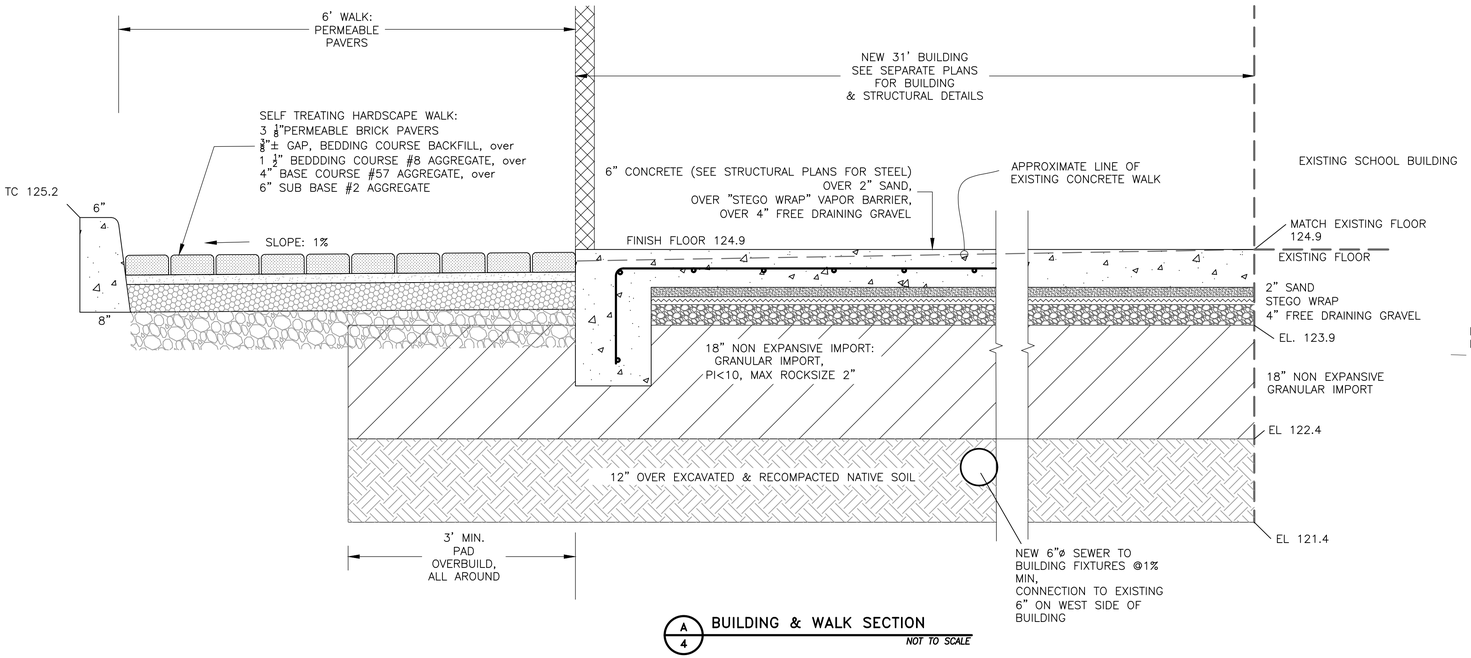
TRACY, CALIFORNIA

PREPARED FOR: TR 120 MURRIETA LLC

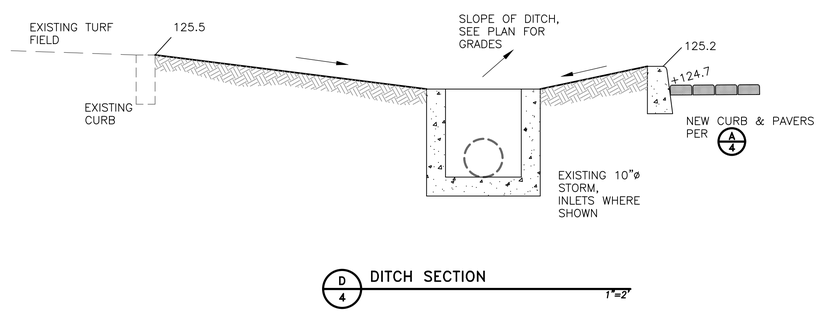
SCALE:	1"=20'
DATE:	9-06-24
DESIGN BY:	DC
DRAWN BY:	LAB
CHECKED BY:	DC
FIELD BOOK:	

SHEET NUMBER: **P3** OF 6 SHEETS

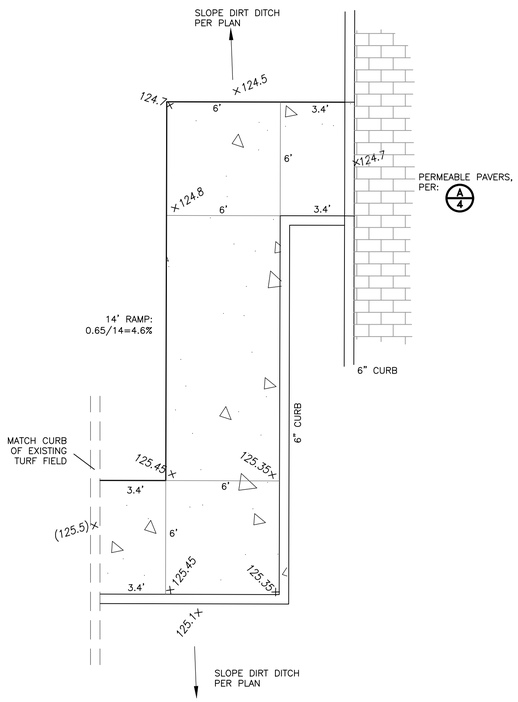
PROJECT # 24105



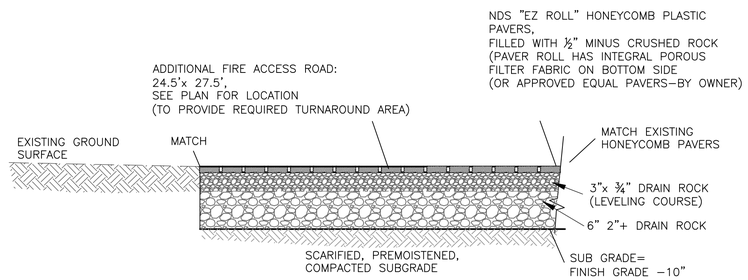
A/4 BUILDING & WALK SECTION
NOT TO SCALE



D/4 DITCH SECTION
1"=2'



B/4 ACCESSIBLE WALK
1"=4'



NOTE: THE DETAILS OF THIS FIRE ACCESS ROAD MATCH THE EXISTING FIRE ACCESS ROAD THAT WAS APPROVED AND INSTALLED IN YEAR 2015.

C/4 FIRE ACCESS ROAD DETAIL
NO SCALE

NOTES:

THESE DETAILS ARE SCHEMATIC. THEY ARE INTENDED TO SHOW CONCEPTUAL DETAILS AND SECTIONS AT KEY SIDES AROUND THE BUILDING. FURTHER DETAILS WILL BE PROVIDED IN FINAL CONSTRUCTION PLANS.

7–31–2024
PLAN PRELIMINARY!
NOT FOR CONSTRUCTION!

REV	DATE	DESCRIPTION	BY

Cullen-Sherry & Associates, Inc.
Civil Engineering - Surveying
1090 Adams Street, Suite A –P.O. Box 591, Benicia, California 94510
(707) 745–3219 Fax (707) 745–9436 csa–engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

DETAILS & SECTIONS

BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY

TRACY, CALIFORNIA
PREPARED FOR: TR 120 MURRIETA LLC

SCALE:	AS NOTED
DATE:	7–31–24
DESIGN BY:	DC
DRAWN BY:	LAB
CHECKED BY:	DC
FIELD BOOK:	
SHEET NUMBER:	P4
OF 6 SHEETS	
PROJECT #	24105

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HOLMES COURT
(54' RIGHT OF WAY)

MURRIETA WAY
(54' RIGHT OF WAY)

Scale 1" = 20'

PLAYGROUND AREA
(NOT SURVEYED)

PARKING LOT TO EXISTING STORM TREATMENT

EXISTING TREATMENT 1: 2834 SF

NEW DOWNSPOUT TO EXISTING INLET

DA 1-2
280 SF

DA 1-1
2,355 SF

EXISTING DA 1
23,342 SF

DA 5
1,885 SF
PERMEABLE PAVERS,
SELF TREATING

EXISTING TURF FIELD
SELF TREATING

DA 2-1
2,443 SF

EXISTING DA 2
18,487 SF

DA 2-2
743 SF

NEW DOWNSPOUT TO EXISTING STORM PIPE

EXISTING TREATMENT
2: 891 SF

DA 4
674 SF
GRAVEL ACCESS ROAD,
SELF TREATING

EXISTING DA 3
GRAVEL ACCESS ROAD,
SELF TREATING

DRAINAGE AREA (DA)	AREA (sf) & NOTES
EXISTING DA 1	23,342
WEST HALF NEW BLDG.	2,355 (SEE NOTE 1 BELOW)
NEW DA 1-2	280
TOTAL DA 1	23,662
TREATMENT AREA T1	2,834 = 8.3% OF DRAINAGE AREA
EXISTING DA 2	18,487
NEW DA 2-2	743
TOTAL DA 2	19,230
TREATMENT AREA T2	891=5% OF DRAINAGE AREA
EXISTING DA 3	SELF TREATING FIRE ACCESS LANE
NEW DA 4	400 SF SELF TREATING PAVERS
NEW DA 5	1,885 SELF TREATING PAVERS

NOTE 1: DURING PLAN REVIEW, KEVIN VAN KATWYK, CITY PLAN CHECKER HAS STATED TO TAKE NEW ROOF DOWNSPOUTS DIRECTLY TO INLETS. THE DRAINAGE FROM THE NEW ROOF AREAS IS NOT TREATED. DATE OF CORRESPONDENCE: AUGUST 22, 2024

DRAINAGE AREA (DA), & TREATMENT AREA (T) SUMMARY

THIS SHEET IS A SUMMARY OF STORM TREATMENT AREAS. IT IS NOT A CONSTRUCTION DRAWING.

SEE SHEETS P2 AND P3 FOR SPECIFIC GRADING AND DRAINAGE DETAILS.

EXISTING TREATMENT AREAS ARE ROCK/COBBLE SWALES, OVER 18" BIO TREATMENT MIX. WITH PLANTING ON SIDE SLOPES, FROM PREVIOUSLY APPROVED PLANS BY CITY OF TRACY IN YEAR 2005.

REV	DATE	DESCRIPTION	BY

Cullen-Sherry & Associates, Inc.
Civil Engineering - Surveying
1090 Adams Street, Suite A –P.O. Box 591, Benicia, California 94510
(707) 745-3219 Fax (707) 745-9436 csa-engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

STORM TREATMENT PLAN

BUILDING ADDITION AT MONTESSORI ELEMENTARY & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY

TRACY, CALIFORNIA

PREPARED FOR: TR 120 MURRIETA LLC

SCALE:	1"=20'
DATE:	9-06-24
DESIGN BY:	DC
DRAWN BY:	LAB
CHECKED BY:	DC
FIELD BOOK:	
SHEET NUMBER:	P5
OF 6 SHEETS	
PROJECT #	24105

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HOLMES COURT
(54' RIGHT OF WAY)

MURRIETA WAY
(54' RIGHT OF WAY)

N0°33'31"E 336.04'

LINE OF 10' PUBLIC UTILITY EASEMENT

R=55.00 D=90°00'00" L=86.39

R=50.00 D=90°00'00" L=78.54

N89°26'29"W 25.00'

N0°33'31"E 68.17'

S89°26'29"E 276.02'

N89°26'29"W 219.81'

N0°37'30"E 498.60'

L=26.12' R=50.00'
D=29°55'35"

L=64.20' R=70.00'
D=52°32'53"

PLAYGROUND AREA
(NOT SURVEYED)

ARTIFICIAL TURF

CONCRETE PAVING

CONCRETE SURFACE, PLAY AREA

REINFORCED GRAVEL, EMERGENCY ACCESS LANE

ASPHALT PAVING

CANOPY

LANDSCAPING

LANDSCAPING/SWALE

DIRT SWALE NO LANDSCAPING

CONCRETE SIDEWALK

DRIVEWAY

TRASH

Scale 1" = 20'

LEGEND

CABL	TV CABLE BOX
DDCV	DOUBLE DETECTOR CHECK VALVE
DI	DRAIN INLET
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
GT	GREASE TRAP
LP	LIGHT POLE
PBMH	PACIFIC BELL MAN HOLE
PBVLT	PACIFIC BELL VAULT
PG&E	PACIFIC GAS & ELECTRIC
SD	STORM DRAIN LINE
SDMH	STORM DRAIN MAN HOLE
SS	SANITARY SEWER LINE
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MAN HOLE
STLT	STREET LIGHT
SUB	SUBDRAIN LINE
TRANS	TRANSFORMER
W	WATER LINE
WM	WATER METER
WV	WATER VALVE
PUE	PUBLIC UTILITY EASEMENT

ALL FEATURES HEREON ARE EXISTING.

EXISTING BUILDING
FINISH FLOOR = 124.90'

PROPERTY LINES, EXISTING TOPOGRAPHIC FEATURES
1"=20'

REV	DATE	DESCRIPTION	BY

Cullen-Sherry
& Associates, Inc.
Civil Engineering - Surveying
1090 Adams Street, Suite A –P.O. Box 591, Benicia, California 94510
(707) 745-3219 Fax (707) 745-9436 csa-engineers.com
Dan Cullen RCE 26162 Rod Sherry RCE 61537

TOPOGRAPHIC SURVEY

BUILDING ADDITION AT MONTESSORI ELEMENTARY SCHOOL & MIDDLE SCHOOL OF TRACY, 120 MURRIETA WAY

TRACY, CALIFORNIA

PREPARED FOR: TR 120 MURRIETA LLC

SCALE:	1"=20'
DATE:	8-30-24
DESIGN BY:	DC
DRAWN BY:	LAB
CHECKED BY:	DC
FIELD BOOK:	
SHEET NUMBER:	P6
OF	6 SHEETS
PROJECT #	24105

ATTACHMENT C

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2024-_____

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1. **GRANTING AN AMENDMENT TO THE CONDITIONAL USE PERMIT, APPLICATION NUMBER CUP24-0005, TO EXPAND THE EXISTING PRIVATE SCHOOL LOCATED AT 120 MURRIETA WAY, ASSESSOR'S PARCEL NUMBER 248-470-28;**

2. **APPROVING A DEVELOPMENT REVIEW PERMIT, APPLICATION NUMBER D24-0011, FOR THE CONSTRUCTION OF A TWO-STORY BUILDING ADDITION TO AN EXISTING PRIVATE SCHOOL AND RELATED SITE IMPROVEMENTS ON A 3.99-ACRE DEVELOPED SITE; AND**

3. **DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO CEQA GUIDELINES SECTION 15301, PERTAINING TO ADDITIONS TO EXISTING STRUCTURES.**

WHEREAS, a Conditional Use Permit (Application Number CUP15-0002) was granted, and a Development Review Permit (Application Number D15-0006) was approved by Planning Commission on June 24, 2015, to allow the construction of a 30,500-square foot private elementary school and related site improvements on an approximately four-acre parcel located at 120 Murrieta Way (Resolution 2015-008); and

WHEREAS, on May 29, 2024, the City received applications for an amendment to the Conditional Use Permit (CUP24-0005) and a Development Review Permit (D24-0011) to construct a two-story building addition for the addition totaling approximately 4,753 square feet for the addition of four classrooms and related site improvements for the existing private school located at 120 Murrieta Way; and

WHEREAS, the subject site is designated Industrial in the Tracy General Plan and is zoned General Industrial in the Industrial Areas Specific Plan (ISP) where schools are conditionally permitted; and

WHEREAS, the Planning Commission may grant an amendment to the Conditional Use Permit, on the basis of the application and evidence submitted, subject to making all of the requisite findings set forth in TMC Section 10.08.4250; and

WHEREAS, the Planning Commission may approve a Development Review Permit on the basis of the application and evidence submitted, subject to making all of the requisite findings set forth in TMC 10.08.3920; and

WHEREAS, the Statement of Findings attached hereto as Exhibit 1 articulates the requisite findings and the evidentiary support for those findings; and

WHEREAS, the proposed project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301, which pertains to additions to existing structures because the addition will not result in an increase of more than 10,000 square feet and the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive; and

WHEREAS, the Planning Commission conducted a public hearing to review and consider the applications on December 4, 2024; now, therefore, be it

RESOLVED: That the Planning Commission of the City of Tracy hereby determines, based on the evidence in the record and its own independent judgement, that the proposed project is categorically exempt from the California Environmental Quality Act pursuant to Guidelines Section 15301 (Additions to Existing Structures) as the project involves the construction of a two-story building addition and related site improvements for educational purposes to an existing private school; and be it

FURTHER RESOLVED: That the Planning Commission hereby adopts the findings set forth in Exhibit 1, supporting the granting of an amendment to the Conditional Use Permit to allow the addition of four classrooms at an existing private school at 120 Murrieta Way, Assessor's Parcel Number 248-470-28; and be it

FURTHER RESOLVED: That the Planning Commission hereby grants an amendment to the Conditional Use Permit (CUP24-0005) to allow the addition of four classrooms for educational purposes at an existing private school at 120 Murrieta Way based on the findings set forth in Exhibit 1 and subject to the Conditions of Approval contained in Exhibit 2, Assessor's Parcel Number 248-470-28; and be it

FURTHER RESOLVED: That the Planning Commission hereby adopts the findings set forth in Exhibit 1, supporting the approval of a Development Review Permit to construct a two-story building addition and related site improvements at an existing private school at 120 Murrieta Way, Assessor's Parcel Number 248-470-28; and be it

FURTHER RESOLVED: That the Planning Commission, hereby approves Development Review Permit (D24-0011) for the construction of a two-story building addition and related site improvements for educational purposes to an existing private school at 120 Murrieta Way, Assessor's Parcel Number 248-470-28, subject to the Conditions of Approval contained in Exhibit 2; and be it

FURTHER RESOLVED: That the Conditional Use Permit (CUP24-0005) and Development Review Permit (D24-0011) shall be valid for a 2-year term, within which time a building permit must be issued, and the use established, or a request to renew both permits must be submitted prior to the expiration date.

* * * * * * * * * * * * * *

The foregoing Resolution 2024-_____ was adopted by the Planning Commission on December 4, 2024, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTENTION: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

CITY OF TRACY
CONDITIONAL USE PERMIT FINDINGS
APPLICATION NUMBER CUP24-0005

Conditional Use Permits (CUPs) and amendments to CUPs must meet the requirements set forth in TMC Sections 10.08.4250-10.08.4330. Pursuant to TMC Section 10.08.4290, the Planning Commission will conduct a noticed public hearing, consider the application materials, and pertinent evidence and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Upon conclusion of the public hearing and consideration of the entire record, the Planning Commission may approve the amendment to the CUP if the record supports all of the following findings:

(a) That there are circumstances or conditions applicable to the land, structure, or use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right;

(b) That the proposed location of the conditional use is in accordance with the objectives of TMC Chapter 10.08 – Zoning Regulations and the purposes of the zone in which the site is located;

(c) That the proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity; and

(d) That the proposed use will comply with each of the applicable provisions of TMC Chapter 10.08 – Zoning Regulations.

Therefore, staff recommends that the Planning Commission conduct a noticed public hearing on December 4, 2024, and upon its conclusion, make the requisite findings for an amendment to the Conditional Use Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) There are circumstances applicable to the use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right because the two-story building addition will provide an additional four classrooms for the expansion of the Montessori Elementary and Middle School as well as exterior improvements such as staircases and canopies to the overall site which will allow the school to grow and increase its existing service to the community and which is permitted subject to the granting of a Conditional Use Permit as provided in Tracy Municipal Code, Chapter 10.08.2240 (b).

(b) The proposed location of the use and the conditions under which it would be operated or maintained is in accordance with the objectives of Tracy Municipal Code Chapter 10.08, and the purposes of the zone in which the site is located because the two-story building addition will be added to an existing school that is located in an industrial zone that conditionally permits school uses. The two-story building addition is consistent with the requirements and policies of the City of Tracy Design Goals and Standards, the General Plan designation of Industrial, and the zoning designation of the Industrial Areas Specific Plan (ISP), in which it is located.

(c) The project will not, under the circumstances of the particular case or as conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the City because the two-story building addition and related site improvements, as designed and conditioned, will be harmonious with the properties and improvements in the vicinity and therefore will not have significant negative effects on the property in the vicinity. The design of the two-story building addition and related site improvements are compatible with the surrounding area and all design aspects have been reviewed through the Development Review Permit, Application Number D24-0011. The impact to the site is minimal as the site already developed with additional parking than required, which allows this two-story building addition without any needed changes to the on-site circulation and parking. Furthermore, the two-story building addition and related site improvements will meet the requirements of the California Building Code, and applicable provisions of the Tracy Municipal Code.

(d) The project is consistent with the zoning and other elements of the Tracy Municipal Code, the City of Tracy General Plan, the Design Goals and Standards, City Standards, and the project has met all requirements of the Industrial Areas Specific Plan (ISP).

CITY OF TRACY
DEVELOPMENT REVIEW PERMIT FINDINGS
APPLICATION NUMBER D24-0011

Development Review Permits must meet the requirements set forth in Tracy Municipal Code TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the Planning Commission must review application materials and public comments submitted prior to or at the public hearing, and consider the following several site-specific factors set forth in TMC 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- appropriateness of exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After the consideration of the entire record, under TMC 10.08.3960 the Planning Commission may approve the Development Review Permit if the facts on the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to the Zoning Regulations of Tracy Municipal Code Chapter 10.08, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, staff recommends that the Planning Commission conduct a noticed public hearing on December 4, 2024, and upon its conclusion, make the requisite findings for the Development

Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed two-story building addition will be constructed with complementary materials and colors to the existing Montessori Elementary and Middle School. Additionally, the proposed exterior stairs and canopies attached to the two-story addition provides visual interest and aids in sustaining the project site.

(b) The proposal, as conditioned, conforms to the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes. The project has met all city requirements for both the land use and physical improvements that are proposed. The use is conditionally permitted in the General Industrial zone of the Industrial Areas Specific Plan (ISP). High quality materials are proposed and will be painted to be complimentary to the existing school and related site improvements. The two-story building addition is proposed to be constructed on the south side of the existing school on a fully developed site and there will be no change to the site's current circulation or parking area.

CITY OF TRACY
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
CONDITIONS OF APPROVAL

Two-Story Building Addition at Montessori Elementary and Middle School
Amendment to the Conditional Use Permit, Application Number CUP24-0005
Development Review Permit, Application Number D24-0011
December 4, 2024

A. General Provisions and Definitions

A.1. General. These Conditions of Approval apply to:

The Project: An amendment to the Conditional Use Permit and a Development Review Permit for the construction of a two-story building addition at an existing private school and related site improvements on a 3.99-acre developed site located at 120 Murrieta Way, Assessor's Parcel Number 248-470-28.

The Property: The real property located at 120 Murrieta Way (APN: 248-470-28).

A.2. Definitions.

a. "Applicant" means any person, or other legal entity, defined as a "Developer".

b. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Community and Economic Development Director, or the City Engineer to perform the duties set forth herein.

c. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, the Industrial Areas Specific Plan (ISP), and the City's Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).

d. "Community and Economic Development Director" means the Community and Economic Development Director of the City of Tracy Community and Economic Development Department, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.

e. "Conditions of Approval" shall mean the conditions of approval applicable to the Project located at the Property, Application Number CUP24-0005 and D24-0011. The Conditions of Approval shall specifically include all conditions set forth herein.

f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the project plans received by the Community and Economic Development Department on May 29, 2024, to the satisfaction of the Community and Economic Development Director.

A.4. Payment of applicable fees. The applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

A.5. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:

- The Planning and Zoning Law (Government Code sections 65000, et seq.),
- The California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"),
- The Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines"),
- California Building Code, and
- California Fire Code

A.6. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), Standard Plans, and the City's Design Goals and Standards.

A.7. Pursuant to Government Code Section 66020, including Section 66020(d)(1), the City hereby notifies the Developer that the 90-day approval period (in which the Developer may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Developer fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Developer will be legally barred from later challenging any such fees, dedications, reservations, or other exactions.

B. Planning Division Conditions

B.1. Screening Utilities and Equipment. As part of the submittal for applications for a building permit, the applicant shall include detailed plans that demonstrate the following:

B.1.1. All vents, gutters, downspouts, flashing, wall-mounted building utilities and electrical conduits shall be internal to the structures or painted to match the color of the adjacent surfaces or otherwise designed in harmony with the building exterior to the satisfaction of the Community and Economic Development Director.

B.1.2. No roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes, whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way to the satisfaction of the Community and Economic Development Director. Plans to demonstrate such compliance shall be submitted to the City prior to the issuance of a building permit.

B.2. The Developer shall comply with all City approved Conditions and documents that were previously approved with Conditional Use Permit, Application Number CUP15-0002 and Development Review Permit, Application Number D15-0006. This includes an outstanding obligation to improve and extend the southbound left-turn pocket on Tracy Boulevard. These improvements and any other outstanding obligations shall be completed prior to occupancy of

the building addition.

C. Engineering Division Conditions

C.1. The Developer shall reconstruct any damaged frontage improvements of curb and gutter, sidewalk, ADA ramps and landscaping along Murrieta Way and Holmes Court to recent City requirements prior to occupancy to the satisfaction of the City Engineer.

D. Building Division Conditions

D.1. A Building Permit is required for this project. The plans submitted with the Building Permit application shall conform to all applicable building and fire codes.

D.2. Prior to the commencement of construction, applicant shall submit to the Building Safety Division construction plans and supporting documents for the buildings conforming to Title 24 California Code of Regulations and Tracy Municipal Code that are current at the time of submittal.

D.3. Prior to the construction of on-site improvements, including but limited to, walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, trellis, trash enclosures, etc., applicant shall submit to the Building Safety Division construction drawings and supporting documents that conform to the current Title 24 California Code of Regulations at the time of the application.

E. South San Joaquin County Fire Authority (SSJFA) Conditions

E.1. A dedicated easement shall be provided for the Fire Department turnaround located on an adjacent parcel. The complete hammerhead turnaround shall show on the building/fire permit construction document submittal associated with this Development Review.

E.2. The proposed turnout at the on-site hydrant presented on Sheet A1.1 dated 8.30.24 is accepted. However, it does not set precent for other projects. The turnout is atypical in that it is located on the opposing side of the fire access road from the hydrant. There shall be no other use for the on-site access road other than emergency response/fire access.

E.3. The on-site emergency response/fire access road shall support the weight of the imposed fire apparatus at 75,000 pounds. Calculations were provided to demonstrate compliance, but compliance is not specifically indicated on the submitted development plan set.

E.4. Nothing in this review is intended to authorize any aspect of the work, which is not in accordance with applicable codes, local fire department requirements, manufacturer’s requirements and/or the contract documents. Additional comments may arise upon future submittals or during site visits, inspections, and acceptance testing.

PLANNING COMMISSION STAFF REPORT
Item No. 1.C

DATE	December 4, 2024
TITLE	Corral Hollow Car Wash
LOCATION	4600 South Corral Hollow Road
APPLICATION TYPE	Zoning Text Amendment ZA22-0004 Conditional Use Permit CUP24-0006 Development Review Permit D22-0044
CEQA STATUS	Exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15183
PROJECT PLANNER	Genevieve Federighi (209) 831-6435 Genevieve.Federighi@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution recommending that the City Council:

1. Introduce and adopt an ordinance approving a Zoning Text Amendment, Application Number ZA22-0004, to remove Tracy Municipal Code (TMC) Section 10.08.800, "Service Station" definition, add TMC Section 10.08.175, "Car Wash" definition, add TMC Section 10.08.375, "Fuel Station" definition, and amend TMC Section 10.08.1080, Permitted Uses, Use Group No. 44, to remove and replace "Automobile Service Stations" with "Car Washes" and "Fuel Stations";

2. Adopt a resolution granting a Conditional Use Permit to allow a car wash located at 4600 S. Corral Hollow Road, Application Number CUP24-0006; and

3. Adopt a resolution approving a Development Review Permit for construction of a carwash facility and related site improvements located at 4600 S. Corral Hollow Road, Application Number D22-0044.

PROJECT DESCRIPTION

This agenda item involves a public hearing to consider a request for a Zoning Text Amendment (Application Number ZA22-0004), a Conditional Use Permit (Application Number CUP24-0006), and a Development Review Permit (Application Number D22-0044) to construct a car wash facility and related site improvements on a 1.29-acre portion of a 10.92-acre parcel located at the southeast corner of Corral Hollow Road and Middlefield Drive, at 4600 S. Corral Hollow Road (Attachment A – Location Map).

The project consists of an approximately 4,455 square-foot car wash facility. The car wash facility includes a 130-foot-long automated tunnel, attached equipment room, office area with restroom, attendant's room, and a three-lane detached "point of sale" canopy with payment stations and barrier gates. The project also includes a trash enclosure, two vacuum equipment enclosures, 16 outdoor vacuum stalls, exterior lighting, landscaping, and four parking spaces for employees (Attachment B – Project Plans).

ANALYSIS

Background

The site was rezoned to Neighborhood Shopping (NS) Zone in 2020. Prior to the rezone, the site was part of the Edgewood Planned Unit Development (PUD) Zone, which designated the site as "neighborhood shopping center". The Edgewood PUD did not have any development standards for the neighborhood shopping center designation. Rather than amend the PUD to incorporate development standards, an application was approved to rezone the site to NS. At the time of the rezone, the site also received approval of a Conditional Use Permit and Development Review Permit to construct a gas station and convenience store, which is now existing on the northwest corner of the parcel.

Zoning Text Amendment

The NS Zone conditionally permits the list of uses in Use Group No. 44, which includes service stations. The definition of service station includes gas stations and car washes. However, the definition of service station states that the washing of automobiles shall be permitted only when no chain conveyor, blower, or steam cleaning device is involved. Car washes containing these mechanical elements are permitted in the General Highway Commercial (GHC) Zone as part of Use Group No. 46 and 47, which includes general automotive services.

The proposed car wash includes the use of chain conveyor, blower, and steam cleaning devices, which are not allowed in the NS Zone under the definition for "service station". In order to allow the proposed car wash in the NS Zone, the applicant proposed a Zoning Text Amendment, Application Number ZA22-0004.

The proposed Zoning Text Amendment includes the following details:

1. Section 10.08.800, Service Station, of Title 10 (Planning and Zoning) of the Tracy Municipal Code would be removed as follows (with deletions in strikethrough):

   ~~"10.08.800 - Service station.~~
   ~~"Service station" shall mean a structure or area which provides for the servicing, washing, and fueling of motor vehicles, including minor repairs and the storage and sale of merchandise and supplies incidental thereto; provided, however, the washing of automobiles shall be permitted only when no chain conveyor, blower, or steam cleaning device is involved."~~

2. A new Section 10.08.175, Car Wash, of Title 10 (Planning and Zoning) of the Tracy Municipal Code would be added as follows (with additions underlined):

"**10.08.175 Car Wash.**
"Car Wash" shall mean any building, structure, or area which provides facilities for washing and cleaning motor vehicles, which may use production line methods with a conveyor, blower or other mechanical devices, and which may employ some hand labor."

3. A new Section 10.08.375, Fuel Station, of Title 10 (Planning and Zoning) of the Tracy Municipal Code would be added as follows (with additions underlined):

"**10.08.375 Fuel Station.**
"Fuel station" shall mean any building, land area, or other premises used primarily for the retail dispensing or sales of gasoline or alternative fuel for automobiles."

4. Use Group No. 44 of Section 10.08.1080, Permitted Uses, of Title 10 (Planning and Zoning) of the Tracy Municipal Code would be amended to read as follows (with additions underlined, and deletions in strikethrough):

	Permitted in Zones	Conditionally Permitted in Zones
Use Groups No. 44:	CS GHC	CBD NS
Consumer service and retail trade (Goods and services) (a) ~~Automobile service stations~~ Car Washes and Fuel Stations (not including repair work); (b) Auto accessory shops; (c) Building materials and hardware, including only: (1) Hardware; (2) Paint, glass, and wallpaper; and (3) Sales rooms for other building materials; (d) Catering establishments; and (e) Miscellaneous repair services, including only establishments engaged in repairing and servicing household and business equipment, machines, and furnishings.		

The reason that the proposed Zoning Text Amendment replaces the definition of service station with two new definitions (car wash and fuel station), rather than amending the definition of service station, is that the term service station is considered a bit antiquated, since full service does not typically occur at these stations as it did in the past, and this new approach will allow car washes to be separately defined, so that it will more clearly address all types of car washes.

If the City Council introduces and adopts an ordinance approving the proposed Zoning Text Amendment, as shown in Exhibit 1 of Attachment C, the proposed car wash will be a

conditionally permitted use in the NS Zone. Staff believes that the Conditional Use Permit (CUP) process and the Development Review Permit process will be sufficient to address any site-specific concerns that might be associated with car washes including chain conveyor, blower, and steam cleaning devices.

Conditional Use Permit

The project site is located within the NS Zone and has a General Plan designation of Commercial. The proposed car wash use is well suited for this location, as this site is located within the Commercial land use designated area of the General Plan. The subject parcel is already partially developed with a gas station and convenience store, and a car wash would be a complementary use. The NS zone's purpose is to provide services that are convenient to the surrounding neighborhoods, which is achieved with a car wash. The car wash and related site improvements are consistent with the standards of the NS Zone and the City Design Goals and Standards. Additionally, the location of the car wash on the southwest portion of the parcel would be greater than 500 feet away from any residential neighbors.

The Conditional Use Permit cannot be approved until the City Council acts on the proposed Zoning Text Amendment and the Development Review Permit approval relies on the approval of the Conditional Use Permit. Therefore, staff recommends that the Conditional Use Permit (CUP24-0006) be combined with the Zoning Text Amendment (ZA22-0004) and the Development Review Permit (D22-0044) in Planning Commission's recommendations to the City Council.

Required Findings for Conditional Use Permit

Conditional Use Permits (CUPs) must meet the requirements set forth in Tracy Municipal Code (TMC) Sections 10.08.4250-10.08.4330. Pursuant to TMC Section 10.08.4290, the Planning Commission shall conduct a noticed public hearing, consider the application materials, pertinent evidence, and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Upon conclusion of the public hearing and consideration of the entire record, the Planning Commission may recommend that the City Council approve the CUP if the record supports all of the following findings:

(a) That there are circumstances or conditions applicable to the land, structure, or use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right;

(b) That the proposed location of the conditional use is in accordance with the objectives of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, and the purposes of the zone in which the site is located;

(c) That the proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity; and

(d) That the proposed use will comply with each of the applicable provisions of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code.

Staff recommends that the Planning Commission conduct a noticed public hearing on December 4, 2024, and upon its conclusion, recommend that the City Council make the requisite findings for the Conditional Use Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) There are circumstances or conditions applicable to the use, which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right because a car wash is compatible with the permitted uses in the Neighborhood Shopping (NS) Zone, which is intended to provide convenient retail goods and consumer services to the surrounding residential neighborhoods.

(b) The proposed location of the conditional use is in accordance with the objectives of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, and the purposes of the zone in which the site is located because the location of the site and the proposed design of the car wash and related site improvements are consistent with the standards of the NS Zone, the requirements and policies of the City Design Goals and Standards, and the General Plan designation of Commercial.

(c) The proposed location of the use and the conditions under which it would be operated or maintained will not be injurious or detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity because the location of the proposed car wash facility is greater than 500 feet away from any residential neighbors, the car wash is a complementary use to the adjacent, existing gas station, and the design of the car wash facility and related site improvements will be harmonious with the properties and improvements in the vicinity.

(d) The proposed use will comply with each of the applicable provisions of Chapter 10.08, Zoning Regulations, because the project is consistent with the zoning and other applicable elements of the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, City Standards, and all requirements of the NS Zone.

Development Review Permit

The proposed car wash tunnel would be located on the southwest portion of the site, which allows the building's architecture to be on full display and screens the view of the vacuum stalls from the public right-of-way. The project includes landscape improvements around the perimeter of the site, adjacent to the public right-of-way, as well as in the parking area, consisting of shade trees, shrubs, and ground cover, which meet the City's landscaping requirements. The project includes a driveway/access connection to Corral Hollow Road and access connection to the adjacent, existing gas station and convenience store. The project meets all requirements of the NS Zone and the City Design Goals and Standards.

The proposed architecture consists of an attractive design that includes a mix of building materials and features design elements on all four sides of the building, which is compatible with other buildings in the surrounding area, such as the adjacent gas station and convenience store. The proposed car wash tunnel walls feature painted cement plaster and stone veneer bordering the base of the structure, visible from every elevation. The main roof will be approximately 20 feet in height and a larger parapet, approximately 33 feet in height will screen all roof mounted equipment and aid in enhancing the building's architectural style. The

proposed exterior walls will have painted cement plaster finish that create architectural break and enhance the architectural elements of the building by accenting light tan archways with darker tan columns spaced uniformly along all building elevations. Decorative arched windows will be installed within the archways to add to the visual interest of the building. The proposed exterior materials, colors, and architectural elements are consistent with the City Design Goals and Standards.

In accordance with TMC Section 10.08.3950, this Development Review Permit application (D22-0044) is a Tier 1 application, which means that the City Council has approval authority, because it is paired with a Zoning Text Amendment application (ZA22-0004) that is subject to approval by the City Council. Therefore, the Planning Commission will need to make a recommendation to the City Council regarding all three applications (Zoning Text Amendment, Conditional Use Permit, and Development Review Permit).

Required Findings for Development Review Permit

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the Planning Commission must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the Planning Commission may recommend that the City Council approve the Development Review Permit if the facts in the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable specific plan, the City Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, staff recommends that the Planning Commission conduct a noticed public hearing on December 4, 2024, and upon its conclusion, make the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed car wash will be complementary to the existing, adjacent gas station, the permitted uses of the Neighborhood Shopping (NS) Zone, and the surrounding residential neighborhoods. The purpose of the NS Zone is to provide convenient retail goods and consumer services to the surrounding residential neighborhoods, which is achieved through a car wash. Design elements will be present on all sides of the building and include high quality materials, such as stacked stone, high tile parapet walls to screen all roof-mounted equipment, and a decorative color pallet that adds visual interest to the structure.

(b) The proposal, as conditioned, conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, applicable Infrastructure Master Plans, California Building Codes, and California Fire Codes, including building design, off-street parking and circulation, and landscaping design. The site design has taken into consideration the existing, adjacent gas station, as well as additional businesses that may locate on the site in terms of circulation, orientation, and visibility.

CEQA DETERMINATION

California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), which is known as the “common sense exemption”, states that CEQA only applies to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The proposed zoning text amendment to the Tracy Municipal Code is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)).

Section 15183 of the CEQA Guidelines provides that projects which are consistent with the development density established by existing Community Plan, General Plan, or Zoning policies for which an Environmental Impact Report was certified, shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. In this case, the project (Application Numbers CUP24-0006 and D22-0044) does not increase the development density established by the General Plan for which an Environmental Impact Report was certified, and there are no project-specific significant effects which are peculiar to the project or its site, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required.

SUMMARY

This agenda item involves making recommendations to the City Council regarding a proposed zoning text amendment, conditional use permit, and development review permit to allow construction of a car wash facility and related site improvements located on a 1.29-acre portion of a 10.92-acre parcel located at the southeast corner of Corral Hollow Road and Middlefield Drive, at 4600 S. Corral Hollow Road.

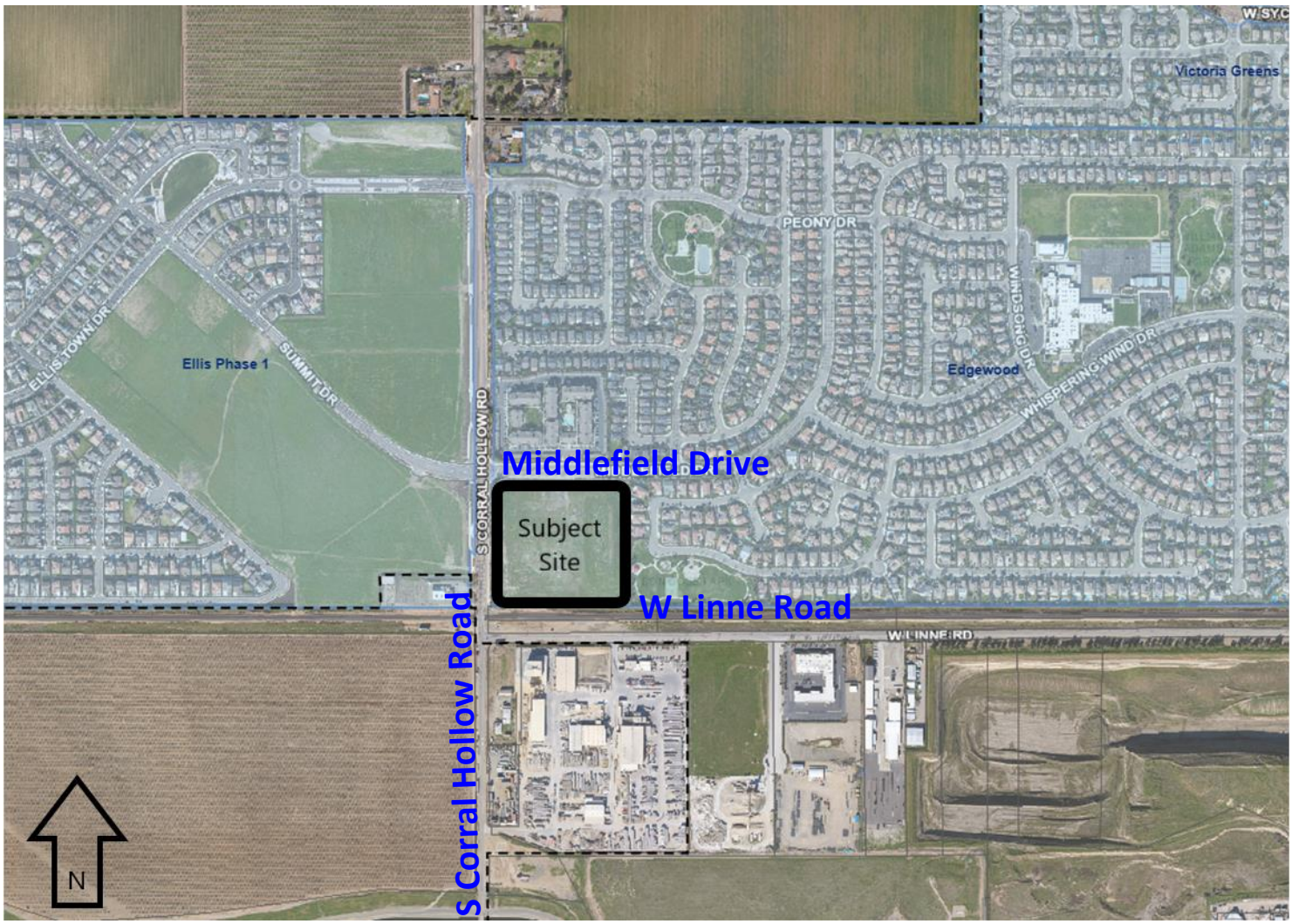
Prepared by: Genevieve Federighi, Senior Planner

Reviewed by: Scott Claar, Acting Planning Manager
Approved by: Forrest Ebbs, Director of Community and Economic Development

ATTACHMENTS

Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Planning Commission Resolution
Exhibit 1 – Proposed Ordinance for Zoning Text Amendment
Exhibit 2 – Proposed City Council Resolution for Conditional Use Permit and Development Review Permit (includes Exhibit A – Project Findings and Exhibit B Conditions of Approval)

Location Map



Attachment B

RECEIVED
December 20, 2023
City of Tracy
Development Services

CORRAL HOLLOW CAR WASH

PROPOSED NEW DEVELOPMENT

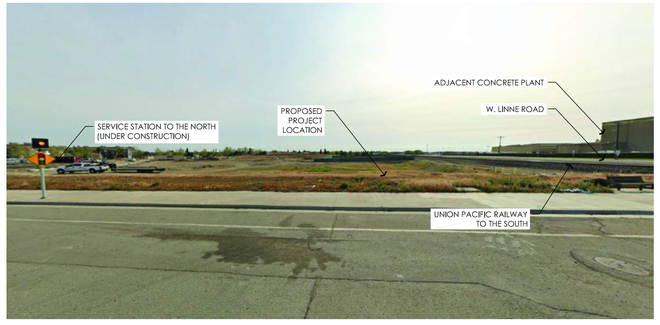
CORRAL HOLLOW ROAD

TRACY **CA**



LOCATION MAP

NOT TO SCALE



EXISTING STREET VIEW TO THE EAST FROM CORRAL HOLLOW ROAD

NOT TO SCALE



EXISTING STREET VIEW TO THE NORTH FROM W. LINNE ROAD

NOT TO SCALE



EXISTING STREET VIEW TO THE SOUTH FROM MIDDLEFIELD DRIVE

NOT TO SCALE

PROPOSED NEW DEVELOPMENT:

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Corral Hollow Road
TRACY, CA.

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MIDDLEFIELD DRIVE

STOP

STOP

EXISTING SERVICE STATION

EXISTING VACANT COMMERCIAL LOT

EXISTING RESIDENTIAL

EXISTING VACANT LOT

CORRAL HOLLOW ROAD

PROJECT AREA

STOP

EXISTING DRAINAGE BASIN

UNION PACIFIC RAILROAD

OVERALL SITE PLAN

SCALE: 1" = 40'-0"

NORTH

0 10' 20' 50'

SCALE: 1" = 40'-0"

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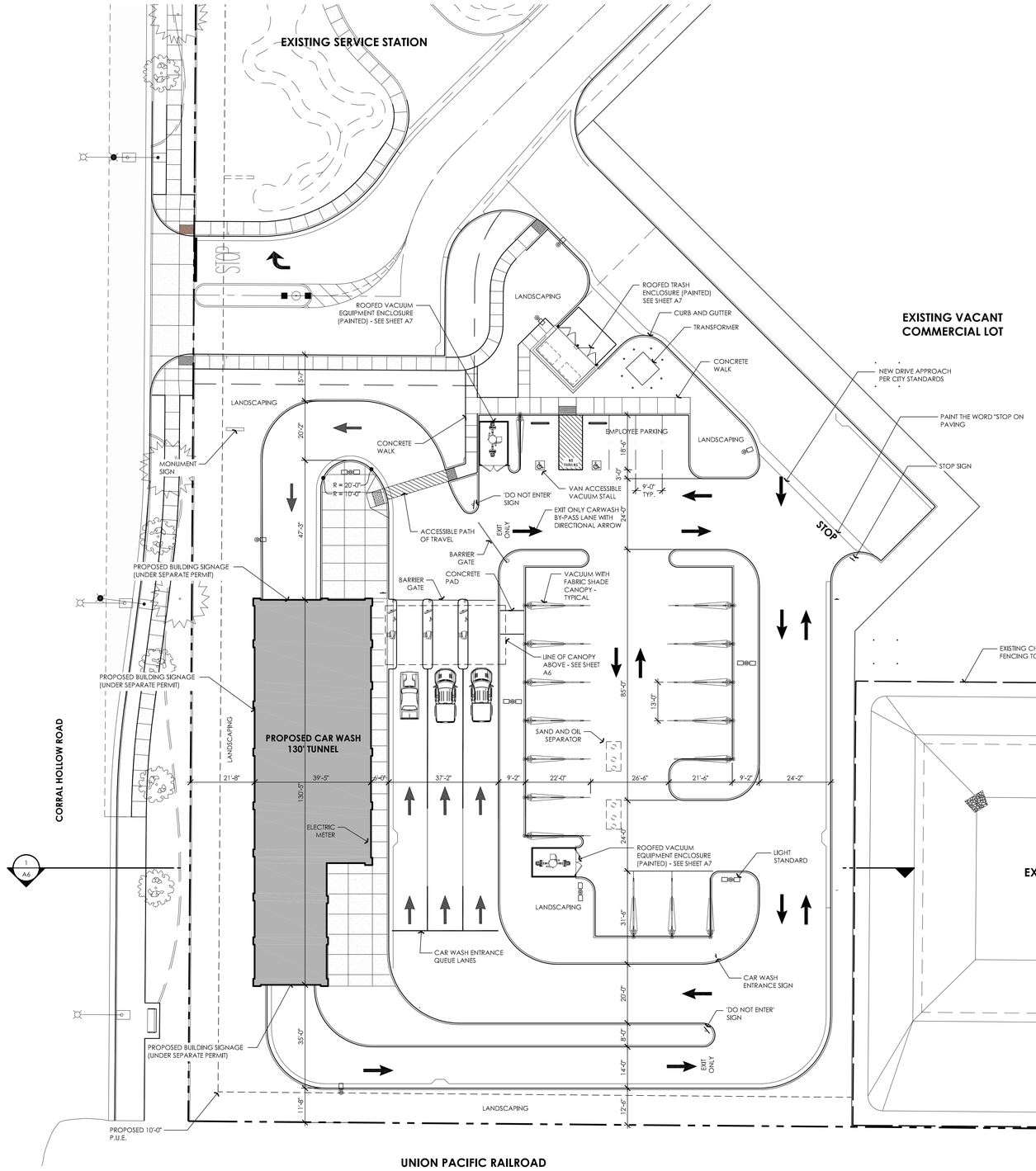
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SITE PLAN

SCALE: 1" = 20'-0"

NORTH

0 10' 20' 40'

SCALE: 1" = 20'-0"



VICINITY MAP

CORRAL HOLLOW ROAD
TRACY, CA 95377

PROJECT LOCATION

CORRAL HOLLOW ROAD
TRACY, CA

PROJECT TEAM

OWNER:
HARPREET SINGH
(209) 676-0916
harmashiana@yahoo.com

ARCHITECT:
API
4335-B NORTH STAR WAY
MODESTO, CA 95356
(209) 577-4661
CONTACT: RODNEY C. ALONZO
rod@apiarc.com

SITE DATA

JURISDICTION:	CITY OF TRACY
ASSESSORS PARCEL NUMBER:	244-020-31
PROPERTY AREA:	56,427 SQ. FT. / 1.29 AC
BUILDING COVERAGE (OF PROJECT AREA):	4,455 SQ. FT. (7.8%)
LANDSCAPING COVERAGE:	+/-18137 SQ. FT. (32.1%)
CURRENT ZONE:	NS
GENERAL PLAN:	COMMERCIAL

BUILDING DATA

BUILDING AREA:	4,455 SQ. FT.
BUILDING USE:	CAR WASH FACILITY
BUILDING HEIGHT:	33'-6"
MAXIMUM BUILDING HEIGHT:	35'-0"

PARKING DATA

PARKING REQUIRED

EQUIPMENT ROOM 1:1000	
785 SQ. FT. / 1000	1 STALLS
OFFICE 1:250	
480 SQ. FT. / 250	2 STALLS
TOTAL PARKING REQUIRED:	3 STALLS

PARKING PROVIDED

EMPLOYEE PARKING	
VAN ACCESSIBLE STALL	1 STALL
STANDARD	3 STALLS
TOTAL PARKING PROVIDED	4 STALLS
VACUUM STALLS:	
STANDARD VACUUM STALLS	15 STALLS
VAN ACCESSIBLE VACUUM STALL:	1 STALLS
TOTAL:	16 STALLS

PROPOSED NEW DEVELOPMENT:

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Corral Hollow Road
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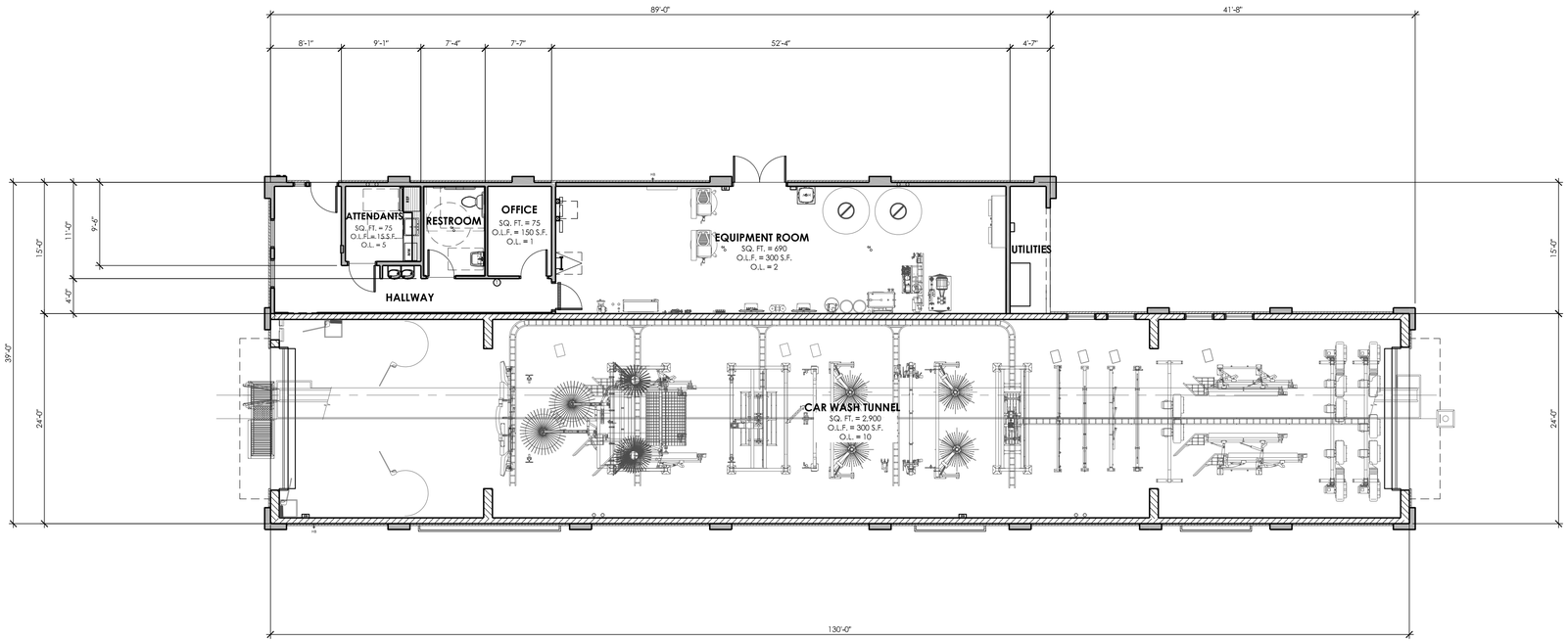
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FLOOR PLAN

SCALE: 1/8" = 1'-0"

FLOOR AREA 4455 S.F.

NORTH

PROPOSED NEW DEVELOPMENT:

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TRACY, CA.

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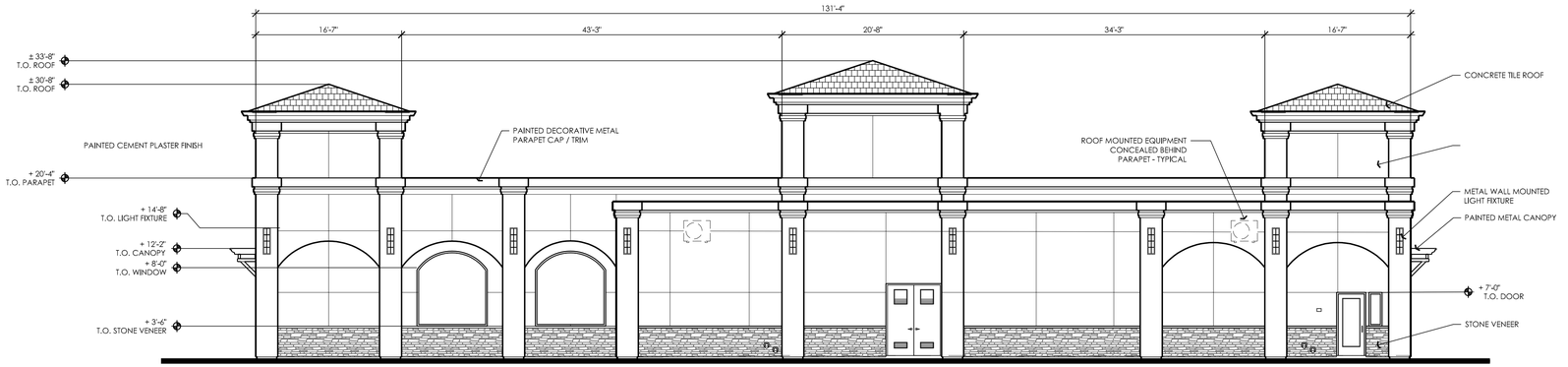
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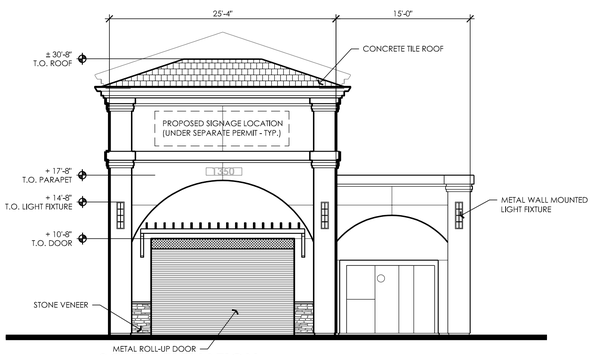
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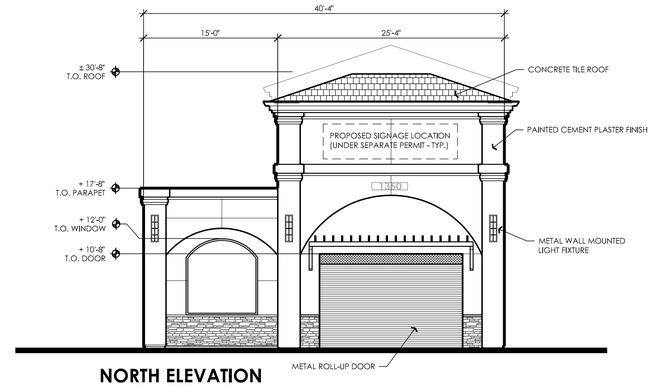
EAST ELEVATION

SCALE: 1/8" = 1'-0"



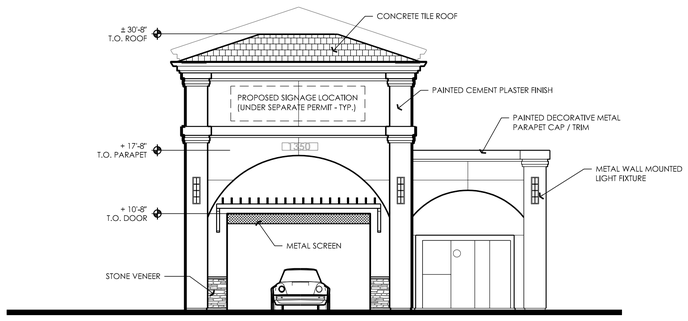
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



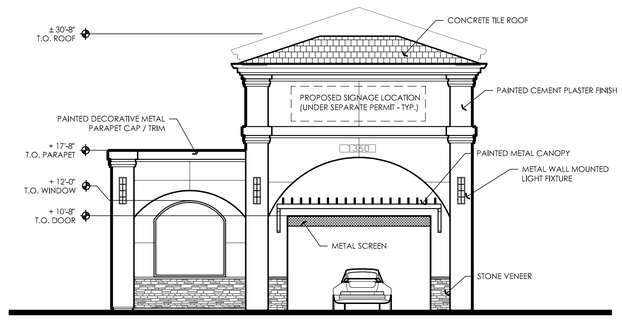
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



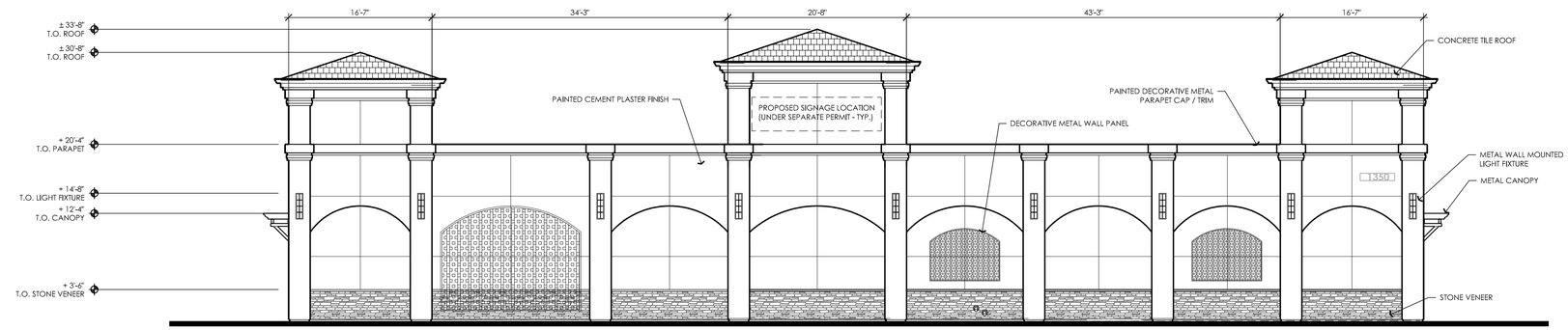
SOUTH ELEVATION - ROLL-UP DOOR OPEN

SCALE: 1/8" = 1'-0"



NORTH ELEVATION - ROLL-UP DOOR OPEN

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

PROPOSED NEW DEVELOPMENT:

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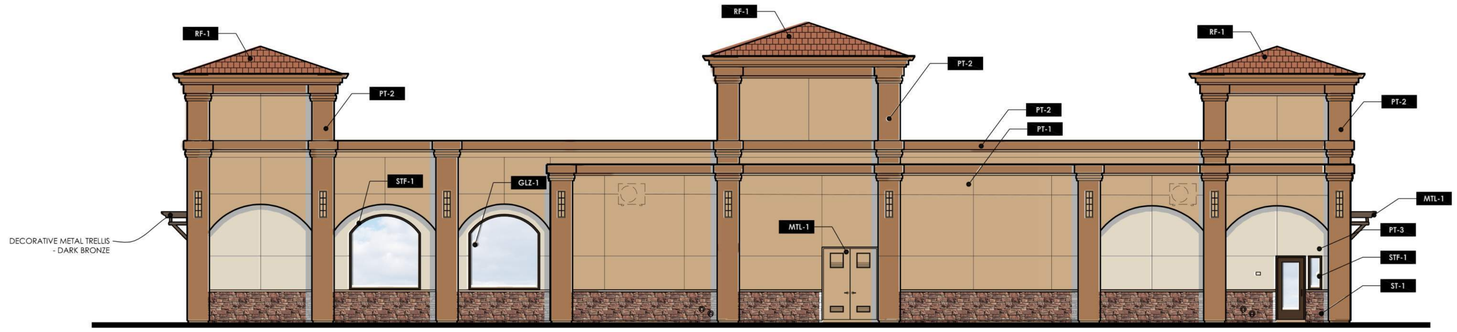
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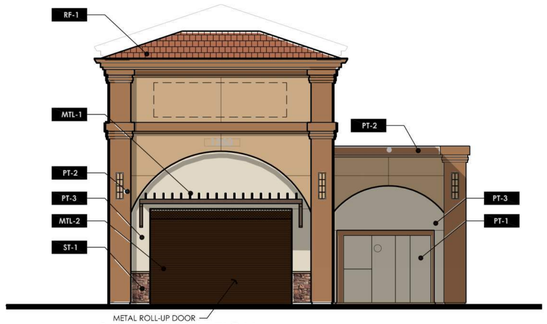
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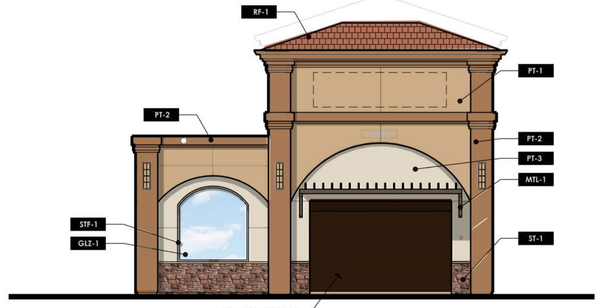
EAST ELEVATION

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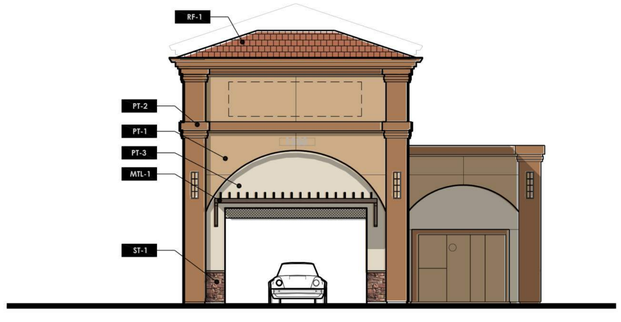
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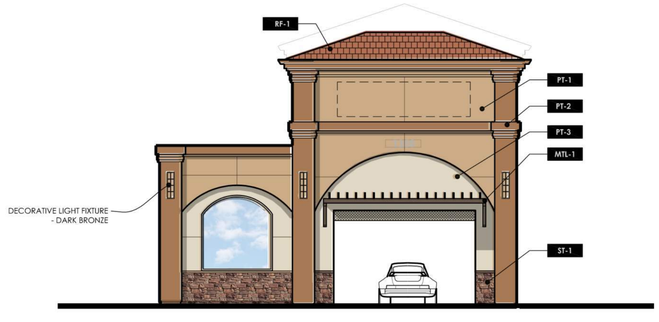
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION - ROLL-UP DOOR OPEN

SCALE: 1/8" = 1'-0"



NORTH ELEVATION - ROLL-UP DOOR OPEN

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

SHERWIN WILLIAMS: TOTALLY TAN; SW6115

SHERWIN WILLIAMS: SMOKEY TOPAZ; SW6117

SHERWIN WILLIAMS: WARM WINTER; SW9506

CORONADO STONE: CARMEL MOUNTAIN

ANODIZED BRONZE

ROOFING TILE SAN RAFAEL BLEND

ROLL-UP DOOR BROWN

SHERWIN WILLIAMS: VAN DYKE BROWN; SW7041

FINISH LEGEND

- PT-1 SHERWIN WILLIAMS: TOTALLY TAN; SW6115
- PT-2 SHERWIN WILLIAMS: SMOKEY TOPAZ; SW6117
- PT-3 SHERWIN WILLIAMS: WARM WINTER; #SW9506
- ST-1 CORONADO STONE: OLD COUNTRY LEDGE; CARMEL MOUNTAIN
- MTL-1 SHERWIN WILLIAMS: VAN DYKE BROWN; SW7041
- MTL-2 ROLL-UP DOOR: COOKSON DOORS; BROWN
- GLZ-1 GLAZING
- STF-1 ALUMINIUM STOREFRONT ASSEMBLY ANODIZED BRONZE FINISH
- RF-1 CONCRETE ROOF TILE EAGLE ROOFING; CAPISTRANO; SAN RAFAEL BLEND

PROPOSED NEW DEVELOPMENT:

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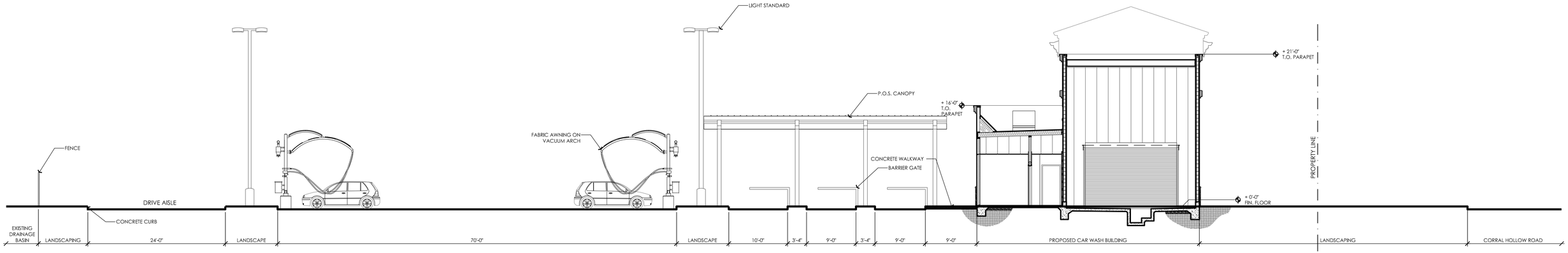
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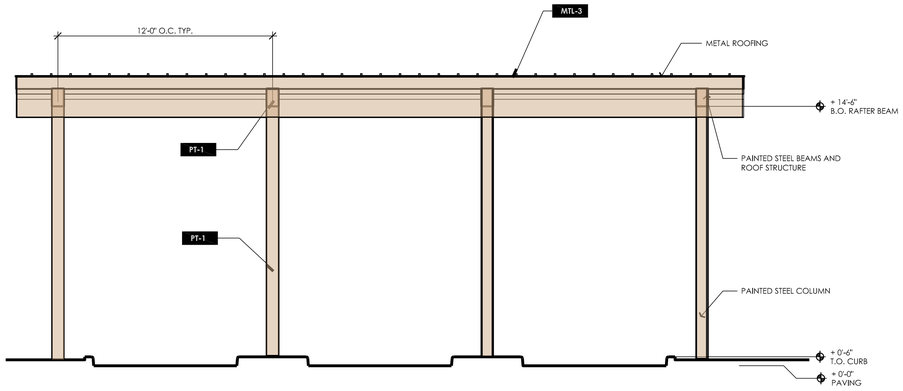
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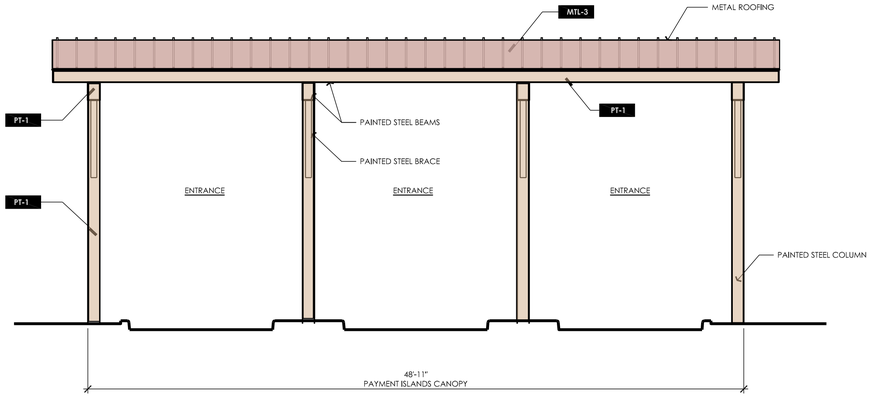
SITE SECTION 1

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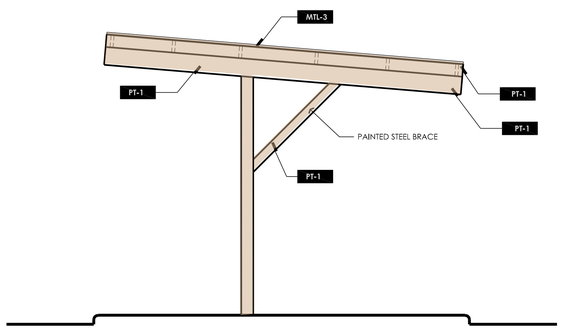
WEST ELEVATION - P.O.S. CANOPY

SCALE: 1/4" = 1'-0"



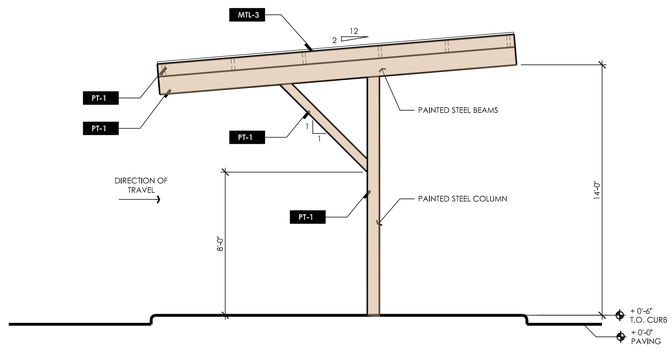
EAST ELEVATION- P.O.S. CANOPY

SCALE: 1/4" = 1'-0"



SOUTH ELEVATION- P.O.S. CANOPY

SCALE: 1/4" = 1'-0"



NORTH ELEVATION- P.O.S. CANOPY

SCALE: 1/4" = 1'-0"

SHERWIN WILLIAMS: TOTALLY TAN: SW6115

BRIDGER STEEL METAL ROOF PANEL
PROFILE: SNAP BATTEN
COLOR: TERRA COTTA

FINISH LEGEND

PT-1 SHERWIN WILLIAMS: TOTALLY TAN: SW6115

MTL-3 BRIDGER STEEL METAL ROOF PANEL
PROFILE: SNAP BATTEN
COLOR: TERRA COTTA

PROPOSED NEW DEVELOPMENT:

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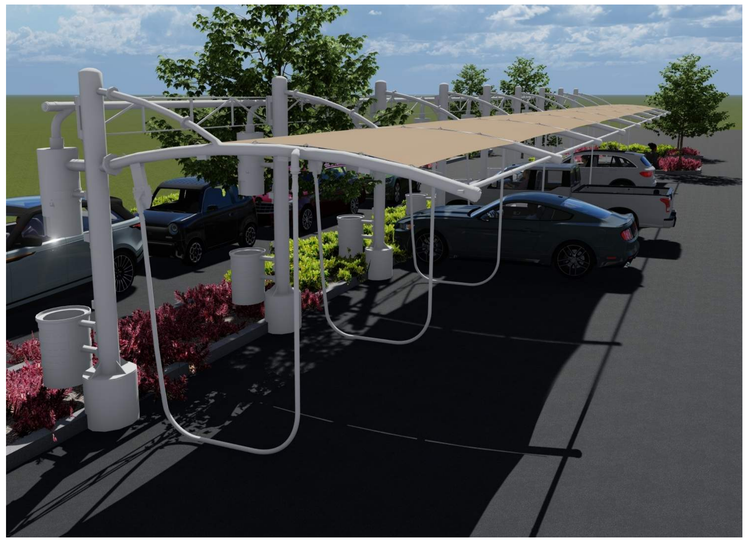
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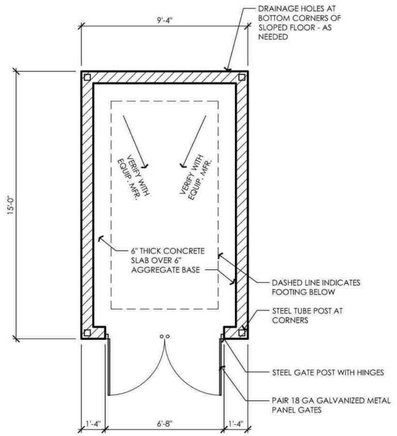
VACUUM EQUIPMENT
COLOR: WHITE

VACUUM CANOPY
COLOR: CAPPUCCINO

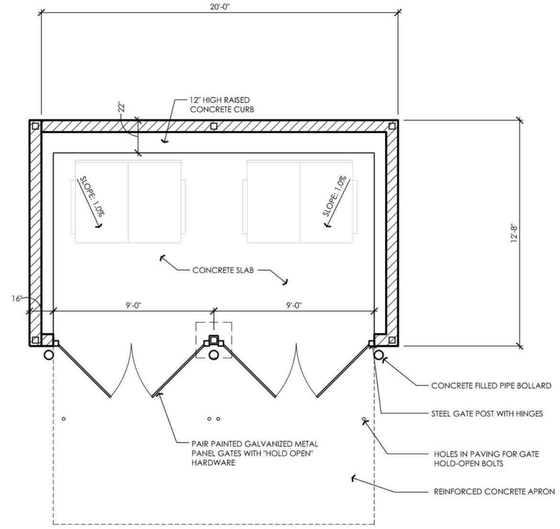


3 VACUUM RENDERING

SCALE: NOT TO SCALE



PLAN VIEW



PLAN VIEW

SHERWIN WILLIAMS:
TOTALLY TAN

BRIDGER ROOF PANEL:
TERRA COTTA

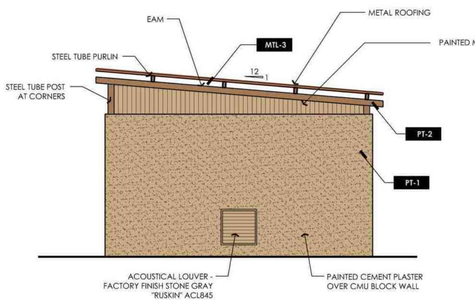
SHERWIN WILLIAMS:
SMOKEY TOPAZ

FINISH LEGEND

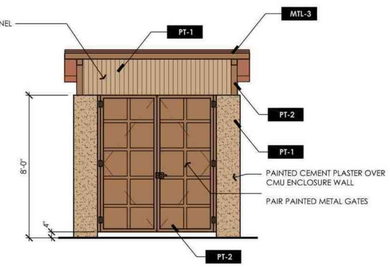
PT-1 SHERWIN WILLIAMS: TOTALLY TAN: SW6115

PT-2 SHERWIN WILLIAMS: SMOKEY TOPAZ: SW6117

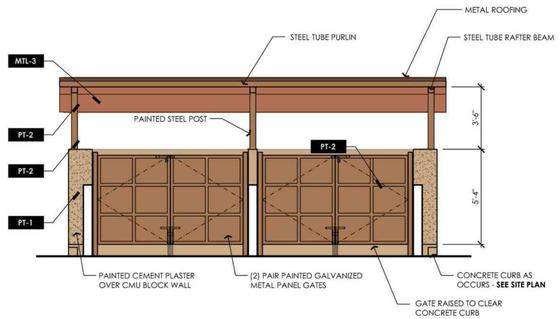
MTL-3 BRIDGER STEEL METAL ROOF PANEL
PROFILE: SNAP BATTEN
COLOR: TERRA COTTA



SIDE ELEVATION



FRONT ELEVATION



FRONT ELEVATION

GENERAL NOTES

1. COLORS INDICATED ON THIS DRAWING ARE APPROXIMATE AND WILL VARY DEPENDING ON PRINTER/MONITOR SOURCE.

2 TYPICAL VACUUM ENCLOSURE

SCALE: 1/4" = 1'-0"

1 TRASH ENCLOSURE

SCALE: 1/4" = 1'-0"

PROPOSED NEW DEVELOPMENT:

CORRAL HOLLOW CAR WASH

Corral Hollow Road
TRACY, CA.

PLANNING
ARCHITECTURE

api

ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

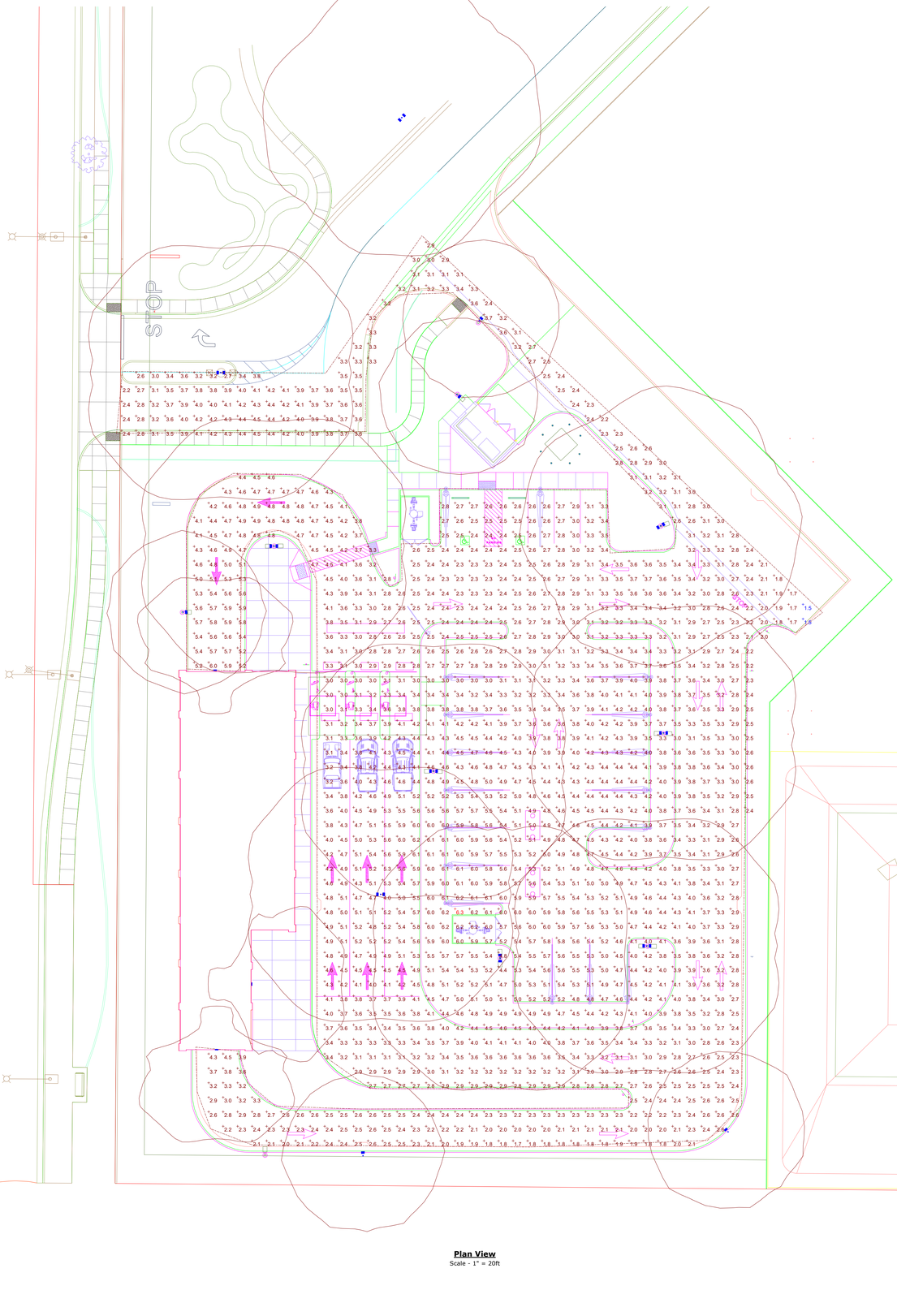
ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com

A7

K:\2020\20-003_DESIGN\Exterior Elevations.dwg 3-30-23 09:56:24 AM CAlmirol

api COPYRIGHT 2021



Plan View
Scale - 1" = 20ft

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	A		9	Lithonia Lighting	DSX0 LED P4 40K T5M MVOLT	DSX0 LED P4 40K T5M MVOLT	1	10961	1	184	 Max: 4361cd
	C		3	Lithonia Lighting	DSXW1 LED 20C 700 40K TFTM MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 4000K, @ 700mA.	1	5554	1	45.7	 Max: 4281cd
	B		5	Lithonia Lighting	DSX0 LED P6 40K T5W MVOLT	DSX0 LED P6 40K T5W MVOLT	1	16466	1	134	 Max: 6775cd





Statistics

Description	Symbol	Max/Min	Max	Min	Avg	Avg/Min
Calc Zone #2	+	4.2:1	6.3 fc	1.5 fc	3.7 fc	2.5:1

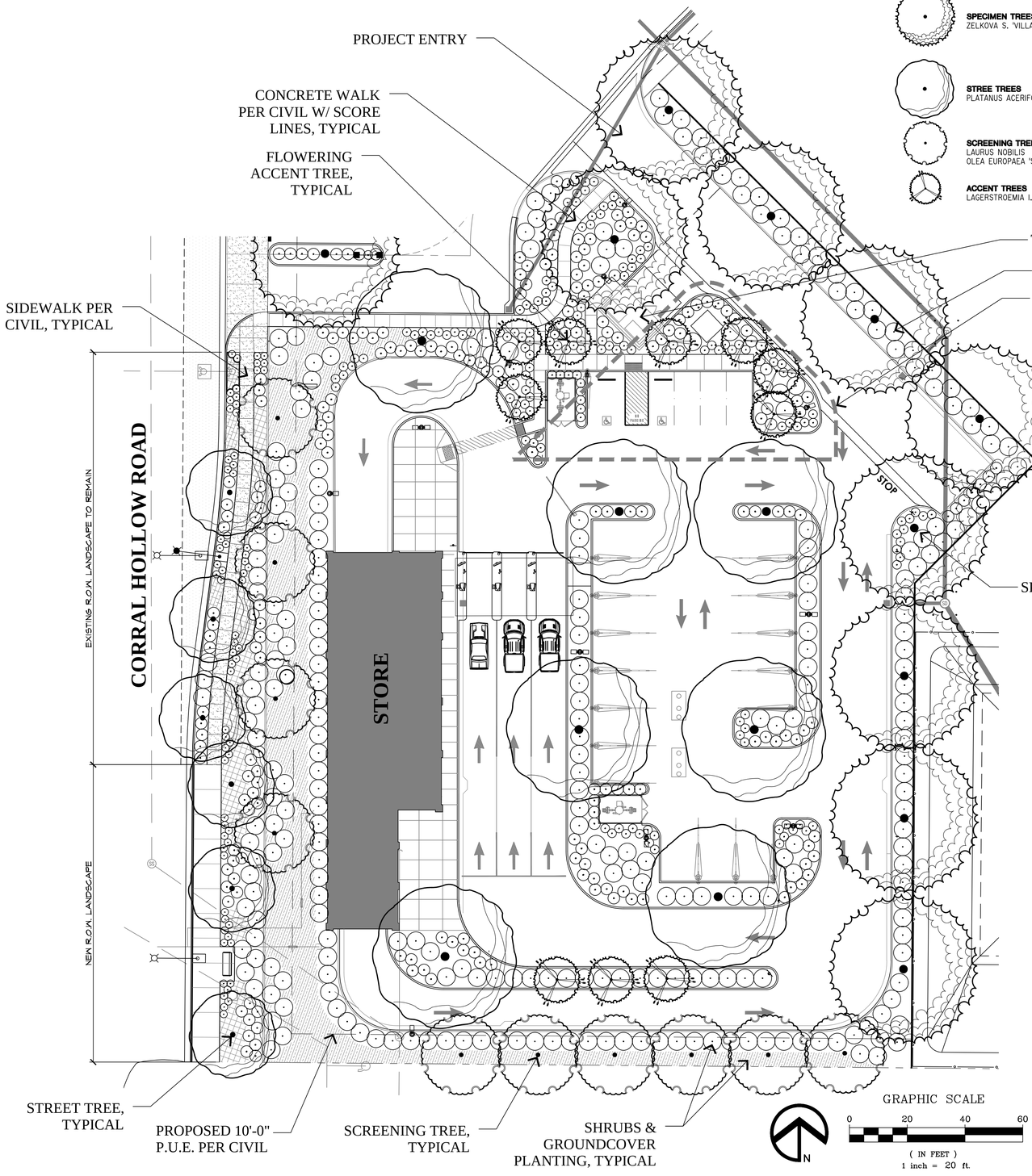
VISUAL

CORROL HOLLOW CAR WASH
PHOTOMETRIC STUDY

Designer

Date
12.14.2023
Scale
Not to Scale
Drawing No.

Summary



PRELIMINARY PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	WATER USE
SPECIMEN TREES				
ZELKOVA S. 'VILLAGE GREEN'	JAPANESE ZELKOVA	24" BOX	50' WIDE	MEDIUM
STREE TREES				
PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE	24" BOX	50' WIDE	LOW
SCREENING TREES				
LAURUS NOBILIS	SWEET BAY	24" BOX	30' WIDE	LOW
OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	30' WIDE	LOW
ACCENT TREES				
LAGERSTROEMIA I. 'TUSCARORA'	CRAPE MYRTLE	24" BOX	I5' WIDE	LOW

PRELIMINARY PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
SHRUBS & VINES			
ACACIA REDOLENS	PROSTRATE ACACIA	LOW	5 GAL
BUDDLEJA DAVIDII	BUTTERFLY BUSH	MED	5 GAL
CAREX TUMULICOLA	FOOTHILL SEDGE	LOW	5 GAL
CHORONDOPETALUM TECTORUM	CAPE RUSH	LOW	5 GAL
CISTUS CRISPUS	CRISPUS ROCKROSE	LOW	5 GAL
DIETES BICOLOR	FORTNIGHT LILY	LOW	5 GAL
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	LOW	5 GAL
GREVILLEA 'NOELLI'	WOOLY GREVILLEA	LOW	5 GAL
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	MED	5 GAL
KNIPHOFIA UVARIA	RED HOT POKER	LOW	5 GAL
LANTANA MONTEVIDENSIS	TRAILING LANTANA	LOW	5 GAL
LAVANDULA A. 'MUNSTEAD'	ENGLISH LAVENDER	LOW	5 GAL
LAVATERA MARITIMA	SEA MALLOW	LOW	5 GAL
LEPTOSPERMUM S. 'SNOW WHITE'	NEW ZEALAND TEA TREE	MED	5 GAL
LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	MED	5 GAL
LIMONIUM PEREZII	SEA LAVENDER	LOW	5 GAL
MIMULUS 'VALENTINE'	MONKEY FLOWER	LOW	5 GAL
MUHLENBERGIA RIGENS	DEER GRASS	LOW	5 GAL
MYRTUS COMMUNIS 'COMPACTA'	MYRTLE	LOW	5 GAL
OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW	5 GAL
PENSTEMON HET. 'MARGARITA BOP'	FOOTHILL PENSTEMON	LOW	5 GAL
PHORMIUM TENAX	NEW ZEALAND FLAX	LOW	5 GAL
RHAMNUS CALIFORNICA	COFFEEBERRY	LOW	5 GAL
RHAPHIOLEPIS UMBELLATA MINOR	YEDDA HAWTHORN	LOW	5 GAL
ROSMARINUS O.'TUSCAN BLUE'	ROSEMARY	LOW	5 GAL
SALVIA GREGGII 'ALBA'	AUTUMN SAGE	LOW	5 GAL
TULBAGHIA VIOLACEA	SOCIETY GARLIC	LOW	5 GAL
WESTRINGIA 'WYNYABBIE HIGHLIGHT'	WESTRINGIA	LOW	5 GAL
XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	LOW	5 GAL
GROUNDCOVERS			
APTENIA 'RED APPLE' I GALLON @ 60" O.C.	NO COMMON NAME	LOW	
MYOPORUM PARVIFOLIUM I GALLON @ 60" O.C.	MYOPORUM	LOW	
ROSMARINUS O. 'PROSTRATUS' I GALLON @ 60" O.C.	ROSEMARY	LOW	

NOTE:
ONLY THOSE PLANTS, GROUND COVERS, GRASSES, FLOWERS, AND LOW-GROWING PLANTS THAT GROW UNSUPPORTED TO A MAXIMUM OF FOUR FEET (4') SHALL BE PLANTED WITHIN P.U.E.

NOTES:

1. ALL TREES SHALL BE PLANTED AND STAKED PER CITY STANDARDS.
2. TREES BE PLANTED WITHIN 3' OF HARDSCAPE ELEMENTS, SHALL HAVE A LINEAR ROOT BARRIER INSTALLED ADJACENT TO THE HARDSCAPE ELEMENT AT TIME OF TREE PLANTING.
3. LANDSCAPE AND IRRIGATION SHALL COMPLY WITH CITY'S CURRENT WATER-EFFICIENT LANDSCAPE ORDINANCE.
4. ALL PLANTING AREAS SHALL BE AUTOMATICALLY IRRIGATED PER CITY STANDARDS. USING LOW-FLOW SPRAY, BUBBLERS OR DRIP METHODS.
5. ALL PLANTING AREAS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3".
6. RIGHT-OF-WAY LANDSCAPE TO BE MAINTAINED BY THE CITY, ALL OFFSITE LANDSCAPE AND IRRIGATION PLANS SHALL BE PREPARED IN ACCORDANCE WITH CITY STANDARDS AND SUBMITTED TO THE ENGINEERING DIVISION PRIOR TO CONSTRUCTION.
7. IF THE EXISTING CONTROLLER, BACKFLOW AND FLOW METER DO NOT MEET CURRENT CITY STANDARDS, THEY SHALL BE BROUGHT UP TO THOSE STANDARDS.
8. THE ONSITE IRRIGATION SHALL BE SEPARATED FROM EXISTING OFFSITE RIGHT-OF-WAY IRRIGATION.
9. A CITY STANDARD CONCRETE MOW CURB SHALL BE INSTALLED (IF NOT EXISTING) BETWEEN THE OFFSITE AND ON SITE LANDSCAPE TO DELINEATE BETWEEN THE TWO.
10. NO DRIP IRRIGATION (OTHER THAN BUBBLERS) SHALL BE ALLOWED WITHIN THE CITY RIGHT-OF- WAY.
11. SOIL SAMPLE AND ANALYSIS SHALL BE CONDUCTED AFTER ROUGH GRADING PRIOR TO DESIGN AND THE RESULTS PLACED ON THE PLAN.

USA NORTH 811 Call Before You Dig

REVISIONS		
SYMBOL	DATE	
1	00/00/00	----
2	00/00/00	----
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DRAWING RELEASE	
DESCRIPTION	DATE
PRELIMINARY REVIEW	06/15/22
INITIAL PLAN REVIEW	00/00/00
ADDITIONAL PLAN REVIEW	00/00/00
PERMIT ISSUANCE READY	00/00/00
FINAL CONSTRUCTION	00/00/00

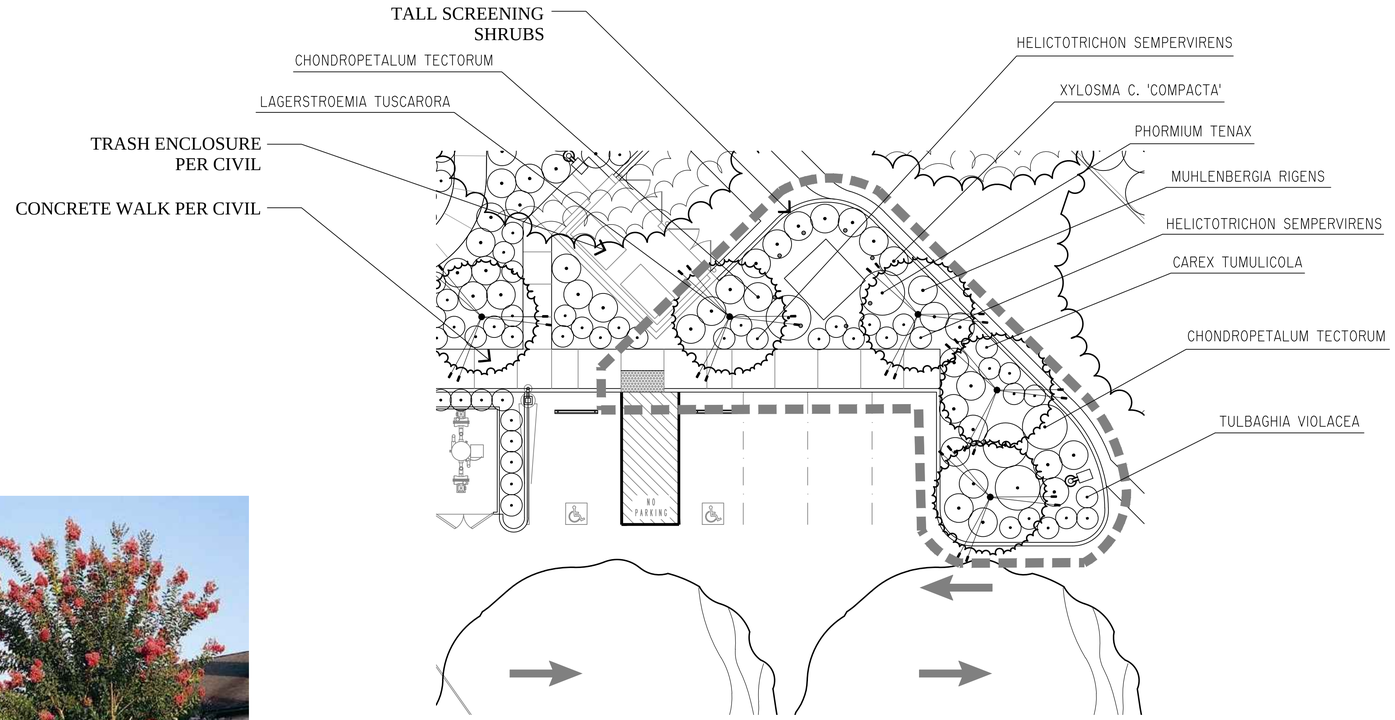
DEVELOPMENT REVIEW
Edgewood Commercial Center Phase 2
Corral Hollow Car Wash Development
E. CORRAL HOLLOW ROAD & CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

PRELIMINARY LANDSCAPE SITE PLAN

Schack & Company, Inc.
Professional Landscape Design Group
1025 Central Avenue, Tracy, California 95376
Phone (209) 835-1448 • Fax (209) 835-1448
www.schackandco.com
artwork@schackandco.com

DATE: 12/08/23
DRAWN BY: LC
CHECKED BY: AMC
JOB NO: 22.038

L1
OF 5 SHEETS



PROPOSED LANDSCAPE AT ENTRY WALK

GRAPHIC SCALE

0 10 20 30

(IN FEET)

1 inch = 10 ft.

PRELIMINARY PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	WATER USE
SPECIMEN TREES				
ZELKOVA S. 'VILLAGE GREEN'	JAPANESE ZELKOVA	24" BOX	50' WIDE	MEDIUM
STREE TREES				
PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE	24" BOX	50' WIDE	LOW
SCREENING TREES				
LAURUS NOBILIS	SWEET BAY	24" BOX	30' WIDE	LOW
OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	30' WIDE	LOW
ACCENT TREES				
LAGERSTROEMIA I. 'TUSCARORA'	CRAPE MYRTLE	24" BOX	I5' WIDE	LOW

PRELIMINARY PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
SHRUBS & VINES			
ACACIA REDOLENS	PROSTRATE ACACIA	LOW	5 GAL
BUDDLEJA DAVIDII	BUTTERFLY BUSH	MED	5 GAL
CAREX TUMULICOLA	FOOTHILL SEDGE	LOW	5 GAL
CHORONDOPETALUM TECTORUM	CAPE RUSH	LOW	5 GAL
CISTUS CRISPUS	CRISPUS ROCKROSE	LOW	5 GAL
DIETES BICOLOR	FORTNIGHT LILY	LOW	5 GAL
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	LOW	5 GAL
GREVILLEA 'NOELLI'	WOOLY GREVILLEA	LOW	5 GAL
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	MED	5 GAL
KNIPHOFIA UVARIA	RED HOT POKER	LOW	5 GAL
LANTANA MONTEVIDENSIS	TRAILING LANTANA	LOW	5 GAL
LAVANDULA A. 'MUNSTEAD'	ENGLISH LAVENDER	LOW	5 GAL
LAVATERA MARITIMA	SEA MALLOW	LOW	5 GAL
LEPTOSPERMUM S. 'SNOW WHITE'	NEW ZEALAND TEA TREE	MED	5 GAL
LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	MED	5 GAL
LIMONIUM PEREZII	SEA LAVENDER	LOW	5 GAL
MIMULUS 'VALENTINE'	MONKEY FLOWER	LOW	5 GAL
MUHLENBERGIA RIGENS	DEER GRASS	LOW	5 GAL
MYRTUS COMMUNIS 'COMPACTA'	MYRTLE	LOW	5 GAL
OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW	5 GAL
PENSTEMON HET. 'MARGARITA BOP'	FOOTHILL PENSTEMON	LOW	5 GAL
PHORMIUM TENAX	NEW ZEALAND FLAX	LOW	5 GAL
RHAMNUS CALIFORNICA	COFFEEBERRY	LOW	5 GAL
RHAPHIOLEPIS UMBELLATA MINOR	YEDDA HAWTHORN	LOW	5 GAL
ROSMARINUS O.'TUSCAN BLUE'	ROSEMARY	LOW	5 GAL
SALVIA GREGGII 'ALBA'	AUTUMN SAGE	LOW	5 GAL
TULBAGHIA VIOLACEA	SOCIETY GARLIC	LOW	5 GAL
WESTRINGIA 'WYNYABBIE HIGHLIGHT'	WESTRINGIA	LOW	5 GAL
XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	LOW	5 GAL
GROUNDCOVERS			
APTENIA 'RED APPLE' I GALLON @ 60" O.C.	NO COMMON NAME	LOW	
MYOPORUM PARVIFOLIUM I GALLON @ 60" O.C.	MYOPORUM	LOW	
ROSMARINUS O. 'PROSTRATUS' I GALLON @ 60" O.C.	ROSEMARY	LOW	



LAGERSTROEMIA TUSCARORA



CHONDROPETALUM TECTORUM



TULBAGHIA VIOLACEA



MUHLENBERGIA RIGENS



PHORMUM T. 'ATROPURPUREUM'



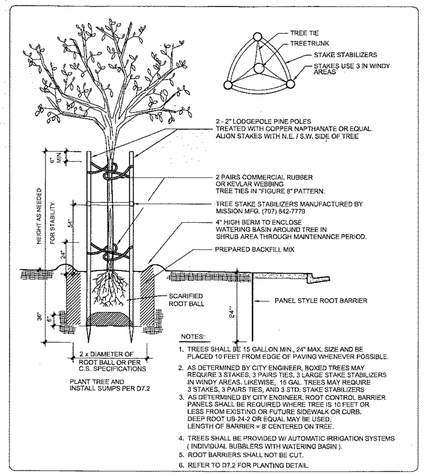
CAREX TUMULICOLA



HELICTOTRICHON SEMPERVIRENS



XYLOSMA C. 'COMPACTA'



CITY OF TRACY

TRACY Think Inside the Triangle	REVIEWED BY: CITY ENGINEER RCE 37186	DETAIL No. D 7.4.1
	Res No. 2008-255 DATE:	Sheet 1 of 1
	Rev: Rev:	PLANTING
	Rev: Rev:	Tree Staking & Planting

PARKS AND STREETSCAPE STANDARD PLANS

USA NORTH 811 Call 811 Before You Dig

SYMBOL	DATE	REVISIONS
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DRAWING RELEASE	
DESCRIPTION	DATE
PRELIMINARY REVIEW	08/15/22
INITIAL PLAN REVIEW	00/00/00
ADDITIONAL PLAN REVIEW	00/00/00
PERMIT ISSUANCE READY	00/00/00
FINAL CONSTRUCTION	00/00/00

DEVELOPMENT REVIEW
Edgewood Commercial Center
Phase 2
Corral Hollow Car Wash
Development
& CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

PRELIMINARY LANDSCAPE ENLARGEMENT PLAN

Schack & Company, Inc.
Professional Landscape Design Group
1825 Central Avenue Tracy, California 95376
(209) 835-1468 Fax: (209) 835-1468
www.schackandco.com
archtgrp@sbcglobal.net

DATE:	12/08/23
DRAWN BY:	LC
CHECKED BY:	AMC
JOB NO:	22.038

L2

OF 5 SHEETS

SHRUBS



ACACIA REDOLENS



BUDDLEJA DAVIDII



CAREX TUMULICOLA



CHONDROPETALUM TECTORUM



DIETES BICOLOR



ERIGERON KARVINSKIANUS



GREVILLEA 'NOELLI'



HELICTOTRICHON SEMPERVIRENS



LANTANA MONTEVIDENSIS



LAVANDULA A. 'MUNSTEAD'



LAVATERA MARITIMA



LOROPETALUM CHINENSE



MIMULUS 'VALENTINE'



MUHLENBERGIA RIGENS



MYRTUS COMMUNIS 'COMPACTA'

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DEVELOPMENT REVIEW
Edgewood Commercial Center
Phase 2
Corral Hollow Car Wash
Development
6 CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

PRELIMINARY PLANTING PALETTE

Schack & Company, Inc.
Professional Design Group
1025 Creekside Ridge Drive, Suite 250 • Tracy, California 95376
Phone (209) 835-1234 • Fax (209) 835-1488
www.schackcode.com
archdesign@schackcode.com

DATE: 12/08/23
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CHECKED BY: AMC
JOB NO: 22.038

L3
OF 5 SHEETS



OLEA E. 'LITTLE OLLIE'



PENSTEMON HET. 'MARGARITA BOP'



PHORMUM TENAX 'ATROPURPUREA'



RHAMNUS CALIFORNICA



RHAPHIOLEPIS UMBELLATA MINOR



ROSMARINUS O. 'TUSCAN BLUE'



SALVIA GREGGII 'ALBA'



TULBAGHIA VIOLACEA

GROUNDCOVERS



MYOPORUM PARVIFOLIUM



ROSMARINUS O. 'PROSTRATUS'

TREES



ZELKOVA S. 'VILLAGE GREEN'



PLATANUS ACERIFOLIA 'BLOODGOOD'



LAGERSTROEMIA TUSCARORA



LAURUS NOBILIS



OLEA EUROPAEA 'SWAN HILL'

USA NORTH 811 Call 811 Before You Dig

REVISIONS

SYMBOL	DATE	
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☐	PRELIMINARY REVIEW	06/15/22
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■	ADDITIONAL PLAN REVIEW	00/00/00
■	PERMIT ISSUANCE READY	00/00/00
■	FINAL CONSTRUCTION	00/00/00

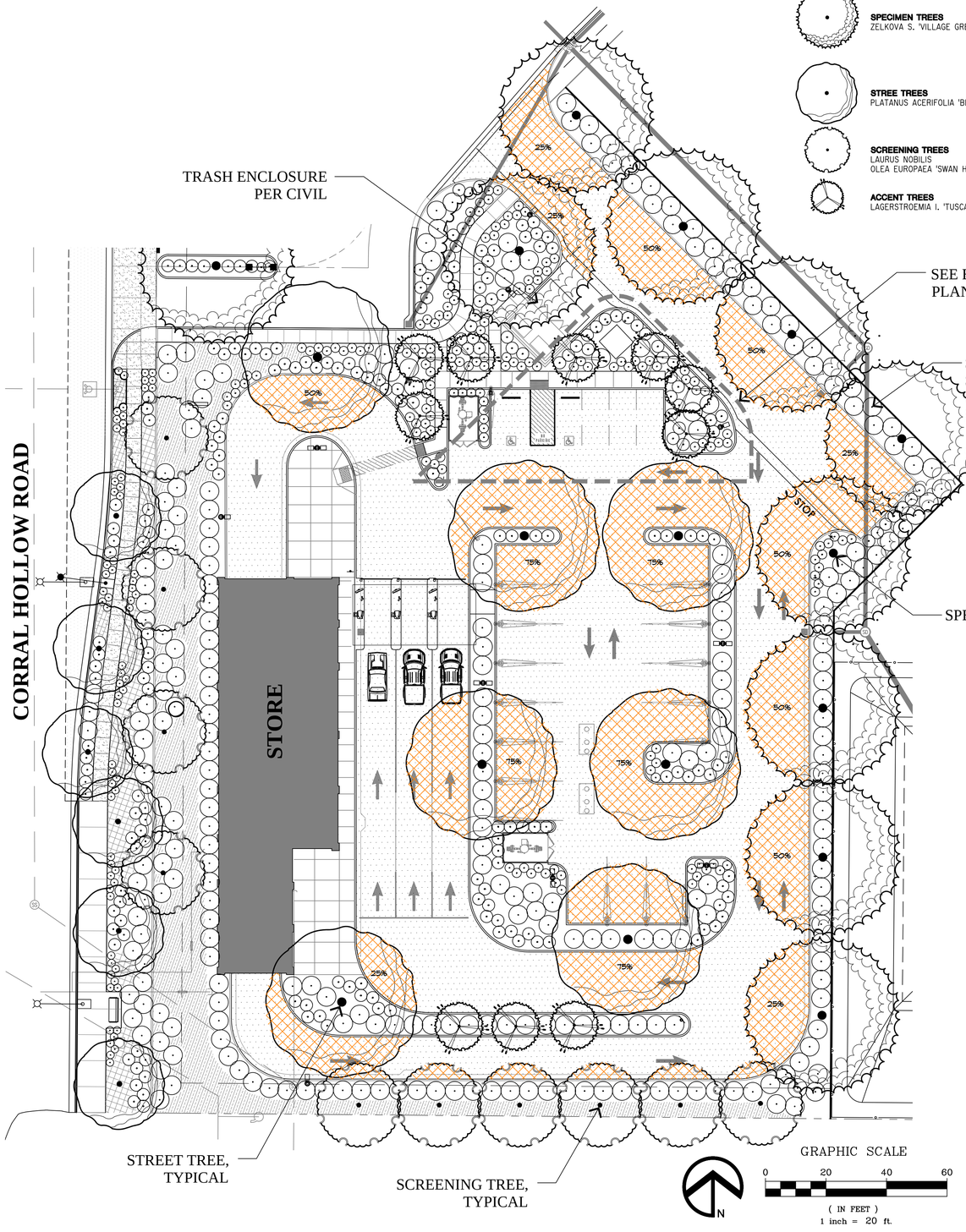
DEVELOPMENT REVIEW
Edgewood Commercial Center
Phase 2
Corral Hollow Car Wash
Development
E. CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

PRELIMINARY PLANTING PALETTE

Schack & Company, Inc.
Professional Landscape Design Group
1025 Central Avenue, Suite 1 • Tracy, California 95376
(209) 835-1478 • Fax: (209) 835-1488
www.schackandco.com
archdg@schackandco.com

DATE: 12/08/23
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CHECKED BY: AMC
JOB NO: 22.038

L4
OF 5 SHEETS



PRELIMINARY PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WIDTH	WATER USE
SPECIMEN TREES				
ZELKOVA S. 'VILLAGE GREEN'	JAPANESE ZELKOVA	24" BOX	50' WIDE	MEDIUM
STREE TREES				
PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE	24" BOX	50' WIDE	LOW
SCREENING TREES				
LAURUS NOBILIS	SWEET BAY	24" BOX	30' WIDE	LOW
OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	30' WIDE	LOW
ACCENT TREES				
LAGERSTROEMIA I. 'TUSCARORA'	CRAPE MYRTLE	24" BOX	15' WIDE	LOW

PRELIMINARY PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	WATER USE	SIZE
SHRUBS & VINES			
ACACIA REDOLENS	PROSTRATE ACACIA	LOW	5 GAL
BUDDLEJA DAVIDII	BUTTERFLY BUSH	MED	5 GAL
CAREX TUMULICOLA	FOOTHILL SEDGE	LOW	5 GAL
CHORONDOPETALUM TECTORUM	CAPE RUSH	LOW	5 GAL
CISTUS CRISPUS	CRISPUS ROCKROSE	LOW	5 GAL
DIETES BICOLOR	FORTNIGHT LILY	LOW	5 GAL
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	LOW	5 GAL
GREVILLEA 'NOELLI'	WOOLY GREVILLEA	LOW	5 GAL
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	MED	5 GAL
KNIPHOFIA UVARIA	RED HOT POKER	LOW	5 GAL
LANTANA MONTEVIDENSIS	TRAILING LANTANA	LOW	5 GAL
LAVANDULA A. 'MUNSTEAD'	ENGLISH LAVENDER	LOW	5 GAL
LAVATERA MARITIMA	SEA MALLOW	LOW	5 GAL
LEPTOSPERMUM S. 'SNOW WHITE'	NEW ZEALAND TEA TREE	MED	5 GAL
LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	MED	5 GAL
LIMONIUM PEREZII	SEA LAVENDER	LOW	5 GAL
MIMULUS 'VALENTINE'	MONKEY FLOWER	LOW	5 GAL
MUHLENBERGIA RIGENS	DEER GRASS	LOW	5 GAL
MYRTUS COMMUNIS 'COMPACTA'	MYRTLE	LOW	5 GAL
OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW	5 GAL
PENSTEMON HET. 'MARGARITA BOP'	FOOTHILL PENSTEMON	LOW	5 GAL
PHORMIUM TENAX	NEW ZEALAND FLAX	LOW	5 GAL
RHAMNUS CALIFORNICA	COFFEEBERRY	LOW	5 GAL
RHAPHIOLEPIS UMBELLATA MINOR	YEDDA HAWTHORN	LOW	5 GAL
ROSMARINUS O.'TUSCAN BLUE'	ROSEMARY	LOW	5 GAL
SALVIA GREGGII 'ALBA'	AUTUMN SAGE	LOW	5 GAL
TULBAGHIA VIOLACEA	SOCIETY GARLIC	LOW	5 GAL
WESTRINGIA 'WYNYABBIE HIGHLIGHT'	WESTRINGIA	LOW	5 GAL
XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	LOW	5 GAL
GROUNDCOVERS			
APTENIA 'RED APPLE' I GALLON @ 60" O.C.	NO COMMON NAME	LOW	
MYOPORUM PARVIFOLIUM I GALLON @ 60" O.C.	MYOPORUM	LOW	
ROSMARINUS O. 'PROSTRATUS' I GALLON @ 60" O.C.	ROSEMARY	LOW	

TREE SHADING TABLE		100% SHADE			75% SHADE			50% SHADE			25% SHADE			TOTAL	
TREE DESCRIPTION	DIA	QTY	SQFT	AREA	QTY	SQFT	AREA	QTY	SQFT	AREA	QTY	SQFT	AREA	QTY	AREA
ZELKOVA S. 'VILLAGE GREEN'	50'	0	1,964	0	0	1,473	0	5	982	4,910	4	491	1,964	9	6,874
PLATANUS A. 'BLOODGOOD'	50'	0	1,964	0	5	1,473	7,365	1	982	982	1	491	491	7	8,838
TOTALS (SF)				0			7,365			5,892			2,455	16	15,712

REQUIRED CANOPY TREE COVERAGE TO PARKING AREA RATIO (40%)

PARKING LOT AREA = 34,988 SF

TREE SHADE AREA = 15,712 SF

15,712 / 34,988 = 44.9%

SHADE LEGEND

PARKING ARE REQUIRED FOR SHADING

PARKING AREA SHADED BY PROPOSED TREES

USA NORTH 811 Call Before You Dig

REVISIONS

SYMBOL	DATE	
1	00/00/00	----
2	00/00/00	----
3	00/00/00	----
4	00/00/00	----
5	00/00/00	----
6	00/00/00	----
7	00/00/00	----

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DRAWING RELEASE

	DESCRIPTION	DATE
	PRELIMINARY REVIEW	08/15/22
	INITIAL PLAN REVIEW	00/00/00
	ADDITIONAL PLAN REVIEW	00/00/00
	PERMIT ISSUANCE READY	00/00/00
	FINAL CONSTRUCTION	00/00/00

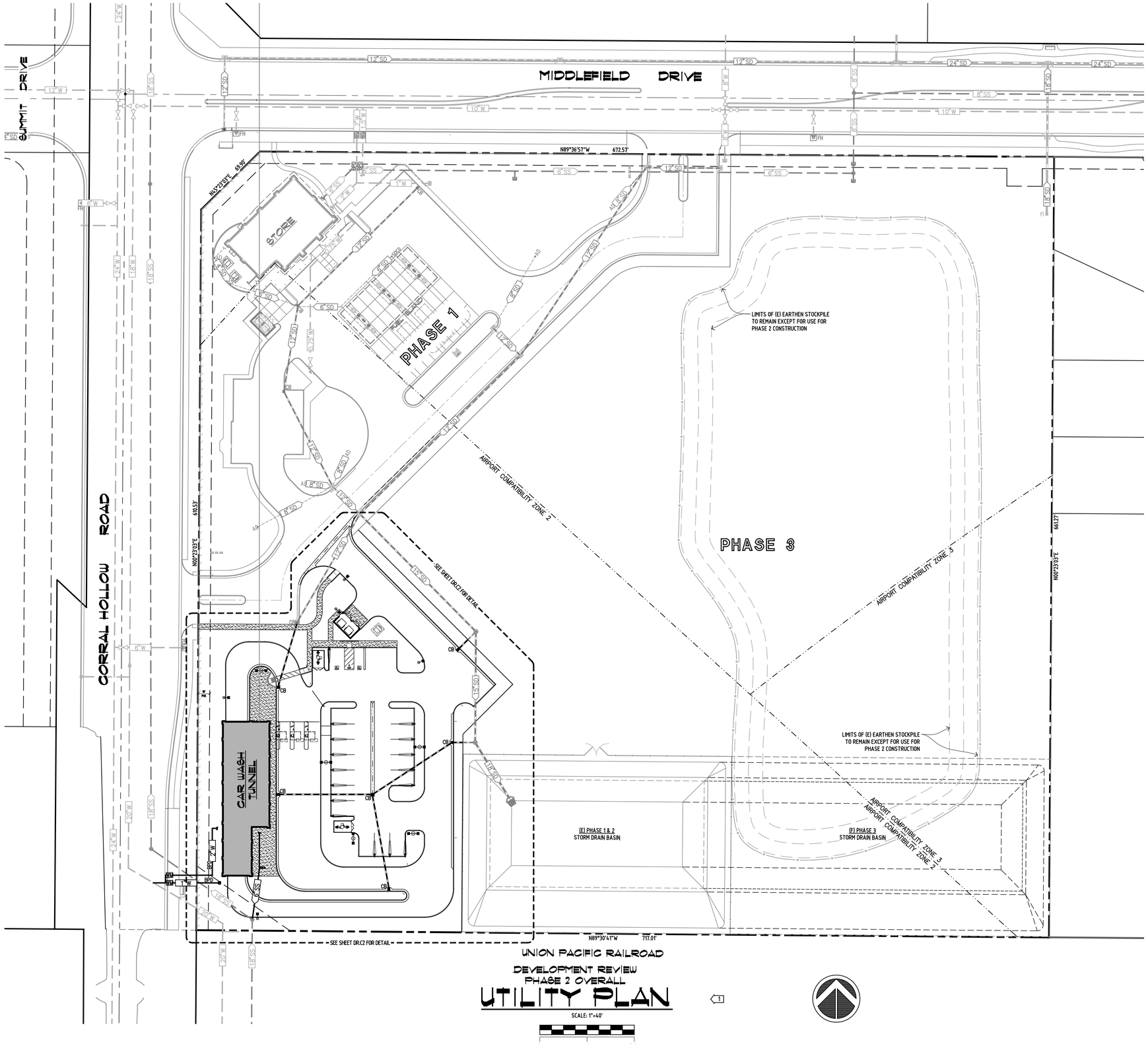
DEVELOPMENT REVIEW
Edgewood Commercial Center Phase 2
Corral Hollow Car Wash Development
@ CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

PRELIMINARY TREE SHADE DATA

Schack & Company, Inc.
Professional Design Group
1025 Central Parkway, Suite 1 Tracy, California 95376
Phone (209) 835-1448 Fax (209) 835-1448
www.schackandco.com
artwork@schackandco.com

DATE: 12/08/23
DRAWN BY: LC
CHECKED BY: AMC
JOB NO: 22.038

L5
OF 5 SHEETS



DEVELOPMENT REVIEW
PHASE 2 OVERALL

UTILITY PLAN

SCALE: 1"=40'

0 40' 80'

DATE	SYMBOL	REVISIONS
11/22/23	1	PLANNING COMMENTS RECONFIGURATION

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND THE SAME MAY NOT BE USED, DUPLICATED, OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.
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DRAWING RELEASE

DESCRIPTION	DATE
PRELIMINARY REVIEW	08/15/22
INITIAL PLAN REVIEW	09/22/22
ADDITIONAL PLAN REVIEW	11/22/23
PERMIT ISSUANCE READY	
FINAL CONSTRUCTION	

DEVELOPMENT REVIEW
Edgewood Commercial Center
Phase 2
Corral Hollow Car Wash
Development
S. CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

Schack & Company, Inc.
professional engineering group
1035 Creekside Road Turlock, California 95376
Ph: (209) 634-2774 • Fax: (209) 635-1488
www.schackandco.com
arch-engr@schackandco.com

DATE: 11/20/23
DRAWN BY: SFS/MQN
CHECKED BY: SFS
JOB NO: 22.038

DR.C1

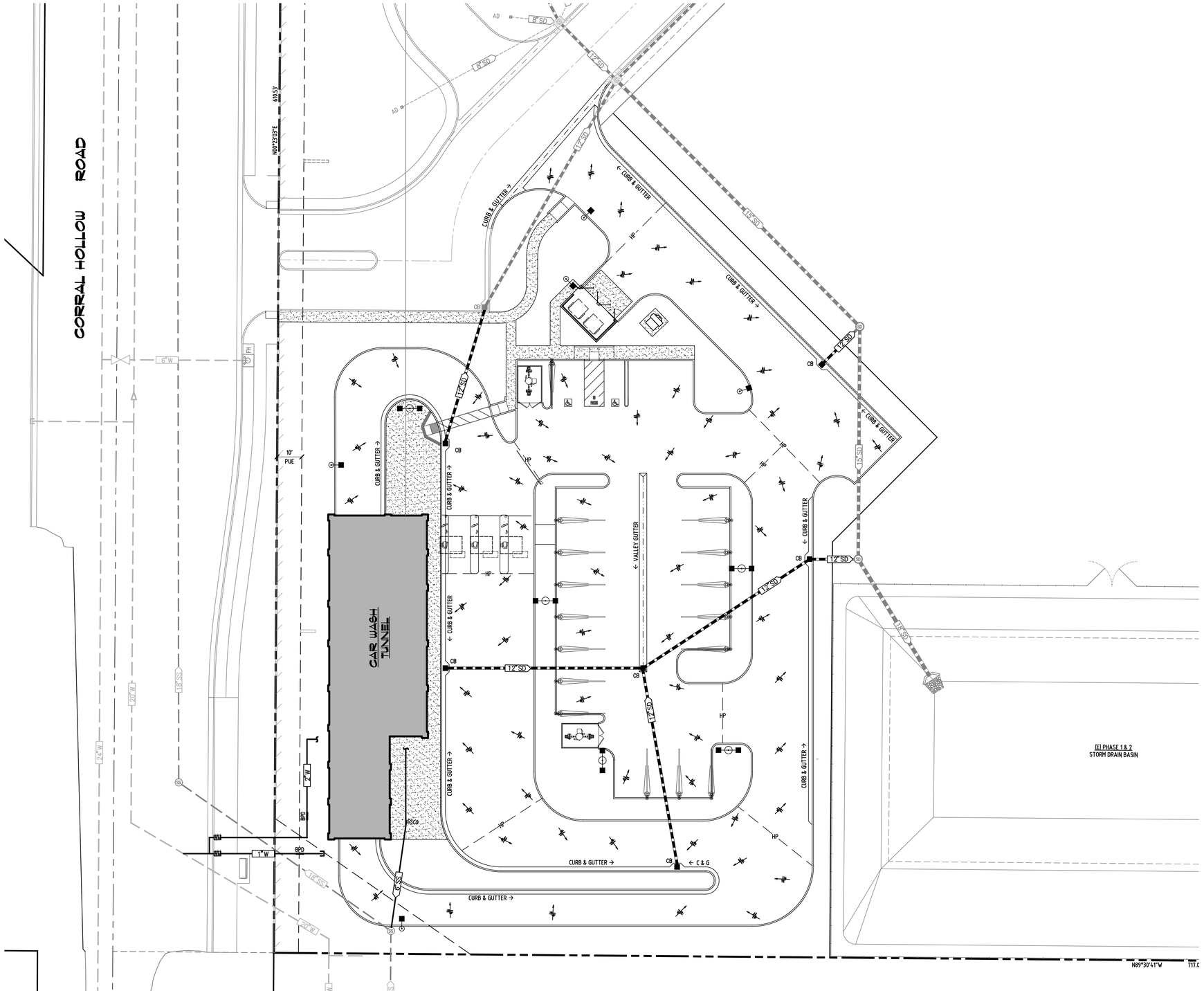
OF 2 SHEETS

SYMBOL LEGEND

NEW	EXIST	SYMBOL DESCRIPTION
12" SD	12" SD	STORM DRAIN W/ LINE SIZE (8" OR GREATER)
CB	CB	STORM DRAIN CATCH BASIN
DI	DI	STORM DRAIN DROP INLET
MH	MH	STORM DRAIN MANHOLE
8" SD	8" SD	STORM DRAIN W/ LINE SIZE (SMALLER THAN 8")
AD	AD	STORM AREA DRAIN
SDCO	SDCO	STORM DRAIN CLEAN-OUT
OF	OF	STORM DRAIN OVERFLOW
12" SS	12" SS	SANITARY SEWER W/ LINE SIZE
SS	SS	SANITARY SEWER MANHOLE
SSCO	SSCO	SANITARY SEWER CLEAN-OUT
		SANITARY SEWER WYE/SWEEP TO SEWER MAIN
12" W	12" W	WATER W/ LINE SIZE
		WATER VALVE
WM	WM	WATER METER
4" FS	4" FS	FIRE SERVICE W/ LINE SIZE
FH	FH	FIRE HYDRANT
FDC	FDC	FIRE DEPARTMENT CONNECTION
FBPD	FBPD	FIRE SERVICE BACKFLOW PREVENTION DEVICE
SCV	SCV	FIRE SERVICE SINGLE CHECK VALVE
JT.U	JT.U	JOINT TRENCH UNDERGROUND UTILITIES
JT.O	JT.O	JOINT OVERHEAD UTILITIES
ELE.U	ELE.U	ELECTRIC UNDERGROUND LINES
ELE.O	ELE.O	ELECTRIC OVERHEAD LINES
TEL.U	TEL.U	TELEPHONE UNDERGROUND LINES
TEL.O	TEL.O	TELEPHONE OVERHEAD LINES
CTV.U	CTV.U	CABLE TELEVISION UNDERGROUND LINES
CTV.O	CTV.O	CABLE TELEVISION OVERHEAD LINES
GAS	GAS	GAS LINES
PP TP JP	PP TP JP	POWER POLE, TELEPHONE POLE OR JOINT POLE
		STREET LIGHTS (PUBLIC)
		SITE LIGHTS (PRIVATE)
		GRADE SLOPE DIRECTION

GENERAL NOTES

1. (E) MAIN ELECTRIC PANEL & METERS ARE INSTALLED INSIDE THE BUILDING. GAS SERVICE & METER WILL BE SCREENED BY LANDSCAPING OR ARCHITECTURAL FEATURE, IF REQ'D



DEVELOPMENT REVIEW
PHASE 2 OVERALL

1 GRADING & UTILITY PLAN

SCALE: 1"=20'

0 20' 40'

DATE	SYMBOL	REVISIONS
11/22/23	1	PLANNING COMMENTS RECONFIGURATION

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DRAWING RELEASE

DESCRIPTION	DATE
PRELIMINARY REVIEW	08/15/22
INITIAL PLAN REVIEW	09/22/22
ADDITIONAL PLAN REVIEW	11/22/23
PERMIT ISSUANCE READY	
FINAL CONSTRUCTION	

DEVELOPMENT REVIEW
Edgewood Commercial Center
Phase 2
Corral Hollow Car Wash Development
& CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

Schack & Company, Inc.
Professional Design Group
1035 Central Avenue Tracy, California 95376
Ph: (209) 835-2178 • Fax: (209) 835-1488
www.schackandco.com
arch-engr@schackandco.com

DATE:	11/17/23
DRAWN BY:	SFS/MQN
CHECKED BY:	SFS
JOB NO:	22.038

DR.C2

OF 2 SHEETS

ATTACHMENT C

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2024-_____

RECOMMENDING THAT THE CITY COUCIL:

1. **INTRODUCE AND ADOPT AN ORDINANCE APPROVING A ZONING TEXT AMENDMENT, APPLICATION NUMBER ZA22-0004, TO REMOVE TRACY MUNICIPAL CODE (TMC) SECTION 10.08.800, "SERVICE STATION" DEFINITION, ADD TMC SECTION 10.08.175, "CAR WASH" DEFINITION, ADD TMC SECTION 10.08.375, "FUEL STATION" DEFINITION, AND AMEND TMC SECTION 10.08.1080, PERMITTED USES, USE GROUP NO. 44, TO REMOVE AND REPLACE "AUTOMOBILE SERVICE STATIONS" WITH "CAR WASHES" AND "FUEL STATIONS";**

2. **ADOPT A RESOLUTION GRANTING A CONDITIONAL USE PERMIT, APPLICATION NUMBER CUP24-0006, TO ALLOW A CAR WASH LOCATED AT 4600 S. CORRAL HOLLOW ROAD; AND**

3. **ADOPT A RESOLUTION APPROVING A DEVELOPMENT REVIEW PERMIT, APPLICATION NUMBER D22-0044, FOR CONSTRUCTION OF A CAR WASH FACILITY AND RELATED SITE IMPROVEMENTS LOCATED AT 4600 S. CORRAL HOLLOW ROAD, ASSESSOR'S PARCEL NUMBER 244-020-31.**

WHEREAS, On October 31, 2022, applications were submitted for a Zoning Text Amendment (Application Number ZA22-0004), a Conditional Use Permit (Application Number CUP24-0006, and a Development Review Permit (Application Number D22-0044) to construct a car wash facility and related site improvements on a 1.29-acre portion of a 10.92-acre parcel located at 4600 S. Corral Hollow Road, Assessor's Parcel Number 244-020-31; and

WHEREAS, The project consists of an approximately 4,455 square-foot car wash facility, which includes a 130-foot-long automated tunnel, attached equipment room, office area with restroom, attendant's room, and a three-lane detached "point of sale" canopy with payment stations and barrier gates, as well as a trash enclosure, two vacuum equipment enclosures, 16 outdoor vacuum stalls, exterior lighting, landscaping, and four parking spaces for employees; and

WHEREAS, The project is consistent with the City of Tracy General Plan, in that the site is designated Commercial by the General Plan, and the proposed project is allowed under the Commercial land use designation; and

WHEREAS, The project site is located in the Neighborhood Shopping (NS) Zone; and

WHEREAS, Tracy Municipal Code (TMC) Section 10.08.1080, Permitted Uses, Use Group Number 44, identifies "service stations" as a conditionally permitted use in the NS Zone; and

WHEREAS, TMC Section 10.08.800, Service Station, defines "service station" as a structure or area which provides for the servicing, washing, and fueling of motor vehicles, including minor repairs and the storage and sale of merchandise and supplies incidental thereto; provided, however, the washing of automobiles shall be permitted only when no chain conveyor, blower, or steam cleaning device is involved; and

WHEREAS, The proposed car wash includes the use of chain conveyor, blower, and steam cleaning devices, which are not allowed in the NS Zone under the definition for "service station"; and

WHEREAS, In order to allow the proposed car wash in the NS Zone, the applicant proposed a Zoning Text Amendment, Application Number ZA22-0004, to remove TMC Section 10.08.800, "Service Station" definition, add TMC Section 10.08.175, "Car Wash" definition, add TMC Section 10.08.375, "Fuel Station" definition, and amend TMC Section 10.08.1080, Permitted Uses, Use Group No. 44, to remove and replace "Automobile Service Stations" with "Car Washes" and "Fuel Stations"; and

WHEREAS, The proposed Zoning Text Amendment states that the term "car wash" shall mean any building, structure, or area which provides facilities for washing and cleaning motor vehicles, which may use production line methods with a conveyor, blower or other mechanical devices, and which may employ some hand labor; and

WHEREAS, The proposed Zoning Text Amendment states that the term "fuel station" shall mean any building, land area, or other premises used primarily for the retail dispensing or sales of gasoline or alternative fuel for automobiles; and

WHEREAS, With introduction and adoption of an ordinance approving the proposed Zoning Text Amendment, as shown in attached Exhibit 1, the proposed car wash will be a conditionally permitted use in the NS Zone; and

WHEREAS, In accordance with TMC Sections 10.08.4250 and 10.08.4260, the Planning Commission may grant a Conditional Use Permit on the basis of the application and evidence submitted, subject to making all of the requisite findings set forth in TMC Section 10.08.4310; and

WHEREAS, The Conditional Use Permit (CUP24-0006) cannot be approved until the City Council acts on the proposed Zoning Text Amendment (ZA22-0004); and

WHEREAS, Since the Conditional Use Permit application (CUP24-0006) is paired with a Zoning Text Amendment (ZA22-0004) that is subject to approval by the City Council, staff recommends that the Conditional Use Permit (CUP24-0006) be combined with the Zoning Text Amendment (ZA22-0004) and the Development Review Permit (D22-0044) in Planning Commission's recommendations to the City Council; and

WHEREAS, The Planning Commission may recommend approval of the Conditional Use Permit application to the City Council based on the application and evidence submitted, subject to making all of the requisite findings set forth in TMC Section 10.08.4310; and

WHEREAS, In accordance with TMC Section 10.08.3950, the Development Review Permit application (D22-0044) is a Tier 1 application, which means that the City Council has approval authority, because it is paired with another application (ZA22-0004) that is subject to approval by the City Council; and

WHEREAS, The Planning Commission may recommend approval of a Development Review Permit to the City Council on the basis of the application and evidence submitted, subject to making all of the requisite findings set forth in TMC Section 10.08.3960; and

WHEREAS, The Statement of Findings attached hereto as Exhibit A of Exhibit 2 articulates the requisite findings and the evidentiary support for those findings for the Conditional Use Permit and the Development Review Permit; and

WHEREAS, California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), which is known as the "common sense exemption", states that CEQA only applies to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

WHEREAS, The proposed amendment to the Tracy Municipal Code is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)); and

WHEREAS, Section 15183 of the CEQA Guidelines provides that projects which are consistent with the development density established by existing Community Plan, General Plan, or Zoning policies for which an Environmental Impact Report was certified, shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site; and

WHEREAS, The project (Application Numbers CUP24-0006 and D22-0044) does not increase the development density established by the General Plan for which an Environmental Impact Report was certified, and there are no project-specific significant effects which are peculiar to the project or its site, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required; and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the applications on December 4, 2024; now, therefore, be it

RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine, based on the evidence in the record and its own independent judgment, that the proposed Zoning Text Amendment is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)["common sense" exemption]); and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council introduce and adopt an ordinance approving the proposed Zoning Text Amendment, Application Number ZA22-0004, as shown in attached Exhibit 1; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council determine that the project (Application Numbers CUP24-0006 and D22-0044) does not increase the development density established by the General Plan for which an Environmental Impact Report was certified, and there are no project-specific significant effects which are peculiar to the project or its site, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council adopts the findings set forth in Exhibit A of Exhibit 2, supporting the granting of a Conditional Use Permit to allow a car wash located at 4600 S. Corral Hollow Road, Assessor's Parcel Number 244-020-31; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council grant a Conditional Use Permit (CUP24-0006) to allow a car wash located at 4600 S. Corral Hollow Road, subject to the conditions of approval contained in Exhibit B of Exhibit 2, and to take effect only upon the effective date of the Ordinance approving the Zoning Text Amendment (ZA22-0004) related to car washes; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council adopts the findings set forth in Exhibit A of Exhibit 2, supporting the approval of a Development Review Permit for the construction of a car wash facility and related site improvements at 4600 S Corral Hollow Road, Assessor's Parcel Number 244-020-31; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council approves a Development Review Permit (D22-0044) for a car wash facility and related site improvements at 4600 S Corral Hollow Road, Assessor's Parcel Number 244-020-31, subject to the Conditions of Approval contained in Exhibit B of Exhibit 2, and to take effect only upon the effective date of the Ordinance approving the Zoning Text Amendment (ZA22-0004) related to car washes; and be it

FURTHER RESOLVED: That the Planning Commission hereby recommends that the City Council determine that the Development Review Permit (D22-0044) and Conditional Use Permit (CUP24-0006) shall be valid for a 2-year term, within which time a building permit must be issued and the use established, or a request to renew both permits must be submitted prior to the expiration date.

* * * * * * * * * * * * * *

The foregoing Resolution 2024-_____ was adopted by the Planning Commission on December 4, 2024, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTENTION:	COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

Exhibit 1

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO._____

APPROVING A ZONING TEXT AMENDMENT, APPLICATION NUMBER ZA22-0004, TO REMOVE TRACY MUNICIPAL CODE (TMC) SECTION 10.08.800, "SERVICE STATION" DEFINITION, ADD TMC SECTION 10.08.175, "CAR WASH" DEFINITION, ADD TMC SECTION 10.08.375, "FUEL STATION" DEFINITION, AND AMEND TMC SECTION 10.08.1080, PERMITTED USES, USE GROUP NO. 44, TO REMOVE AND REPLACE "AUTOMOBILE SERVICE STATIONS" WITH "CAR WASHES" AND "FUEL STATIONS".

WHEREAS, Tracy Municipal Code (TMC) Section 10.08.800, Service Station, states that "service station" shall mean a structure or area which provides for the servicing, washing, and fueling of motor vehicles, including minor repairs and the storage and sale of merchandise and supplies incidental thereto; provided, however, the washing of automobiles shall be permitted only when no chain conveyor, blower, or steam cleaning device is involved; and

WHEREAS, An application was submitted to remove Tracy Municipal Code (TMC) Section 10.08.800, "Service Station" definition, add TMC Section 10.08.175, "Car Wash" definition, add TMC Section 10.08.375, "Fuel Station" definition, and amend TMC Section 10.08.1080, Permitted Uses, Use Group No. 44, to remove and replace "Automobile Service Stations" with "Car Washes" and "Fuel Stations"; and

WHEREAS, The proposed zoning text amendment would establish a definition for "car wash" that includes car washes that operate with a chain conveyor, blower or other mechanical devices; and

WHEREAS, "Car Washes" and "Fuel Stations" would be permitted uses in the Community Shopping Center (CS) Zone and the General Highway Commercial (GHC) Zone, and conditionally permitted uses in the Central Business District (CBD) Zone and the Neighborhood Shopping (NS) Zone, which is the same as previously established for "Service Stations" in those same zones; and

WHEREAS, The Conditional Use Permit (CUP) process and the Development Review Permit process would be sufficient to address any site-specific concerns that might be associated with car washes including chain conveyor, blower, or other mechanical devices; and

WHEREAS, California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), which is known as the "common sense exemption", states that CEQA only applies to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

WHEREAS, The proposed amendment to the Tracy Municipal Code is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)); and

DRAFT

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on December 4, 2024, and recommended that the City Council introduce and adopt an ordinance to approve the proposed zoning text amendment; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on January 7, 2025;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:

SECTION 1: Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2: Section 10.08.800, Service Station, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is hereby removed as follows (with deletions in strikethrough):

~~"10.08.800 - Service station.~~
~~"Service station" shall mean a structure or area which provides for the servicing, washing, and fueling of motor vehicles, including minor repairs and the storage and sale of merchandise and supplies incidental thereto; provided, however, the washing of automobiles shall be permitted only when no chain conveyor, blower, or steam cleaning device is involved."~~

SECTION 3: A new Section 10.08.175, Car Wash, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is hereby added as follows (with additions underlined):

"**10.08.175 Car Wash.**
"Car Wash" shall mean any building, structure, or area which provides facilities for washing and cleaning motor vehicles, which may use production line methods with a conveyor, blower or other mechanical devices, and which may employ some hand labor."

SECTION 4: A new Section 10.08.375, Fuel Station, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is hereby added as follows (with additions underlined):

"**10.08.375 Fuel Station.**
"Fuel station" shall mean any building, land area, or other premises used primarily for the retail dispensing or sales of gasoline or alternative fuel for automobiles."

SECTION 5: Use Group No. 44 of Section 10.08.1080, Permitted Uses, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is hereby amended to read as follows (with additions underlined, and deletions in strikethrough):

DRAFT

	Permitted in Zones	Conditionally Permitted in Zones
Use Groups No. 44: Consumer service and retail trade (Goods and services) (a) ~~Automobile service stations~~ Car Washes and Fuel Stations (not including repair work); (b) Auto accessory shops; (c) Building materials and hardware, including only: (1) Hardware; (2) Paint, glass, and wallpaper; and (3) Sales rooms for other building materials; (d) Catering establishments; and (e) Miscellaneous repair services, including only establishments engaged in repairing and servicing household and business equipment, machines, and furnishings.	CS GHC	CBD NS

SECTION 6: CEQA Determination. The City Council finds that the Zoning Text Amendment is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)[“common sense” exemption]).

SECTION 7. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Chapter. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

SECTION 8. Effective Date. This ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 9. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 10. Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 7th day of January, 2025, and finally adopted on the 21st day of January, 2025, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

DRAFT

ABSTAIN: COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____

ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of
the City of Tracy

Date of Attestation: _____

Exhibit 2

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

---

1. **GRANTING A CONDITIONAL USE PERMIT, APPLICATION NUMBER CUP24-0006, TO ALLOW A CAR WASH LOCATED AT 4600 S. CORRAL HOLLOW ROAD; AND**

2. **APPROVING A DEVELOPMENT REVIEW PERMIT, APPLICATION NUMBER D22-0044, FOR CONSTRUCTION OF A CAR WASH FACILITY AND RELATED SITE IMPROVEMENTS LOCATED AT 4600 S. CORRAL HOLLOW ROAD, ASSESSOR'S PARCEL NUMBER 244-020-31.**

WHEREAS, On October 31, 2022, applications were submitted for a Zoning Text Amendment (Application Number ZA22-0004), a Conditional Use Permit (Application Number CUP24-0006, and a Development Review Permit (Application Number D22-0044) to construct a car wash facility and related site improvements on a 1.29-acre portion of a 10.92-acre parcel located at 4600 S. Corral Hollow Road, Assessor's Parcel Number 244-020-31; and

WHEREAS, The project consists of an approximately 4,455 square-foot car wash facility, which includes a 130-foot-long automated tunnel, attached equipment room, office area with restroom, attendant's room, and a three-lane detached "point of sale" canopy with payment stations and barrier gates, as well as a trash enclosure, two vacuum equipment enclosures, 16 outdoor vacuum stalls, exterior lighting, landscaping, and four parking spaces for employees; and

WHEREAS, The project is consistent with the City of Tracy General Plan, in that the site is designated Commercial by the General Plan, and the proposed project is allowed under the Commercial land use designation; and

WHEREAS, The project site is located in the Neighborhood Shopping (NS) Zone; and

WHEREAS, With City Council adoption of an ordinance approving Zoning Text Amendment Application Number ZA22-0004, a car wash is a conditionally permitted use in the NS Zone; and

WHEREAS, Since the Conditional Use Permit application (CUP24-0006) is paired with a Zoning Text Amendment (ZA22-0004) that is subject to approval by the City Council, the Conditional Use Permit (CUP24-0006) is being combined with the Zoning Text Amendment (ZA22-0004) and the Development Review Permit (D22-0044) for consideration by the City Council; and

WHEREAS, The City Council may approve a Conditional Use Permit based on the application and evidence submitted, subject to making all of the requisite findings set forth in Tracy Municipal Code (TMC) Section 10.08.4310; and

WHEREAS, In accordance with TMC Section 10.08.3950, the Development Review Permit application (D22-0044) is a Tier 1 application, which means that the City Council has approval

authority, because it is paired a Zoning Text Amendment application (ZA22-0004) that is subject to approval by the City Council; and

WHEREAS, The City Council may approve a Development Review Permit on the basis of the application and evidence submitted, subject to making all of the requisite findings set forth in TMC Section 10.08.3960; and

WHEREAS, The Statement of Findings attached hereto as Exhibit A articulates the requisite findings and the evidentiary support for those findings for the Conditional Use Permit and the Development Review Permit; and

WHEREAS, Section 15183 of the California Environmental Quality Act (CEQA) Guidelines provides that projects which are consistent with the development density established by existing Community Plan, General Plan, or Zoning policies for which an Environmental Impact Report was certified, shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site; and

WHEREAS, The project (Application Numbers CUP24-0006 and D22-0044) does not increase the development density established by the General Plan for which an Environmental Impact Report was certified, and there are no project-specific significant effects which are peculiar to the project or its site, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing on December 4, 2024 and recommended that the City Council approve the project; and

WHEREAS, The City Council conducted a duly noticed public hearing to review and consider this matter on January 7, 2025; now, therefore, be it

RESOLVED: That the City Council determines that the project (Application Numbers CUP24-0006 and D22-0044) does not increase the development density established by the General Plan for which an Environmental Impact Report was certified, and there are no project-specific significant effects which are peculiar to the project or its site, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required; and be it

FURTHER RESOLVED: That the City Council adopts the findings set forth in Exhibit A, supporting the granting of a Conditional Use Permit to allow a car wash located at 4600 S. Corral Hollow Road, Assessor's Parcel Number 244-020-31; and be it

FURTHER RESOLVED: That the City Council grants a Conditional Use Permit (CUP24-0006) to allow a car wash located at 4600 S. Corral Hollow Road, subject to the conditions of approval contained in Exhibit B, and to take effect only upon the effective date of the Ordinance approving the Zoning Text Amendment (ZA22-0004) related to car washes and if such Ordinance is not made effective, the grant of CUP 24-0006 shall be automatically rescinded and be of no further force or effect without further action; and be it

FURTHER RESOLVED: That the City Council adopts the findings set forth in Exhibit A, supporting the approval of a Development Review Permit for the construction of a car wash facility

and related site improvements at 4600 S Corral Hollow Road, Assessor's Parcel Number 244-020-31; and be it

FURTHER RESOLVED: That the City Council approves a Development Review Permit (D22-0044) for a car wash facility and related site improvements at 4600 S Corral Hollow Road, Assessor's Parcel Number 244-020-31, subject to the Conditions of Approval contained in Exhibit B, and to take effect only upon the effective date of the Ordinance approving the Zoning Text Amendment (ZA22-0004) related to car washes and if such Ordinance is not made effective, the approval of D22-0044 shall be automatically rescinded and be of no further force or effect without further action; and be it

FURTHER RESOLVED: That the City Council determines that the Development Review Permit (D22-0044) and Conditional Use Permit (CUP24-0006) shall be valid for a 2-year term, within which time a building permit must be issued, and the use established, or a request to renew both permits must be submitted prior to the expiration date.

* * * * * * * * * * * * * *

The foregoing Resolution_____ was adopted by the City Council on January 7, 2025, by the following vote:

AYES – COUNCIL MEMBERS:
NOES – COUNCIL MEMBERS:
ABSENT – COUNCIL MEMBERS:
ABSTENTION – COUNCIL MEMBERS:

_____
NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

ATTACHMENTS:

Exhibit A – Findings for approval of Conditional Use Permit (CUP24-0006) and Development Review Permit (D22-0044)

Exhibit B – Conditions of Approval for Conditional Use Permit (CUP24-0006) and Development Review Permit (D22-0044)

City of Tracy
Conditional Use Permit Findings
Application Number CUP24-0006
January 21, 2025

Conditional Use Permits (CUPs) must meet the requirements set forth in Tracy Municipal Code (TMC) Sections 10.08.4250-10.08.4330. Since this Conditional Use Permit application (CUP24-0006) is paired with a Zoning Text Amendment (ZA22-0004) that is subject to approval by the City Council, the Planning Commission recommended that this Conditional Use Permit be acted on by the City Council. Pursuant to TMC Section 10.08.4290, the City Council shall conduct a noticed public hearing, consider the application materials, pertinent evidence, and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Upon conclusion of the public hearing and consideration of the entire record, the City Council may approve the CUP if the record supports all of the following findings:

(a) That there are circumstances or conditions applicable to the land, structure, or use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right;

(b) That the proposed location of the conditional use is in accordance with the objectives of this [Chapter 10.08 – Zoning Regulations] and the purposes of the zone in which the site is located;

(c) That the proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity; and

(d) That the proposed use will comply with each of the applicable provisions of this [Chapter 10.08 – Zoning Regulations].

Therefore, the City Council conducted a noticed public hearing on January 7, 2025, and upon its conclusion, makes the requisite findings for the Conditional Use Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) There are circumstances or conditions applicable to the use, which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right because a car wash is compatible with the permitted uses in the Neighborhood Shopping (NS) Zone, which is intended to provide convenient retail goods and consumer services to the surrounding residential neighborhoods.

(b) The proposed location of the conditional use is in accordance with the objectives of Chapter 10.08, Zoning Regulations, and the purposes of the zone in which the site is located because the location of the site and the proposed design of the car wash and related site improvements are consistent with the standards of the NS Zone, the requirements and policies of the City Design Goals and Standards, and the General Plan designation of Commercial.

(c) The proposed location of the use and the conditions under which it would be operated or maintained will not be injurious or detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity

because the project site is greater than 500 feet away from any residential neighbors and the car wash is a complementary use to the adjacent, existing gas station, and the car wash facility and related site improvements, as designed and conditioned, will be harmonious with the properties and improvements in the vicinity.

(d) The proposed use will comply with each of the applicable provisions of Chapter 10.08, Zoning Regulations, because the project is consistent with the zoning and other applicable elements of the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, City Standards, and all requirements of the NS Zone.

City of Tracy
Development Review Permit Findings
Application Number D22-0044
Planning Commission – December 4, 2024

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the City Council must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the City Council may approve the Development Review Permit if the facts in the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the City Council conducted a noticed public hearing on January 7, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The proposal increases the quality of the project site and enhances the property in a

manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed project will be complementary to the existing, adjacent gas station, the permitted uses of the Neighborhood Shopping (NS) Zone, and the surrounding residential neighborhoods. The purpose of the NS Zone is to provide convenient retail goods and consumer services to the surrounding residential neighborhoods, which is achieved through a car wash. Design elements will be present on all sides of the building and include high quality materials, such as stacked stone, high tile parapet walls to screen all roof-mounted equipment, and a decorative color pallet that adds visual interest to the structure.

(b) The proposal, as conditioned, conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, applicable Infrastructure Master Plans, California Building Codes, and California Fire Codes, including building design, off-street parking and circulation, and landscaping design. The site design has taken into consideration the existing, adjacent gas station, as well as additional businesses that may locate on the site in terms of circulation, orientation, and visibility.

City of Tracy
Conditional Use Permit and Development Review Permit
Conditions of Approval
Corral Hollow Car Wash
Application Numbers CUP24-0006 and D22-0044
January 21, 2025

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to:

The Project: Conditional Use Permit and Development Review Permit, Application Numbers CUP24-0006 and D22-0044, for construction of an approximately 4,455 square foot car wash (known as Corral Hollow Car Wash) and related site improvements on an approximately 1.29-acre portion of a 10.92-acre parcel located at the southeast corner of Corral Hollow Road and Middlefield Drive.

The Property: 4600 S. Corral Hollow Road, Assessor's Parcel Number 244-020-31

A.2. Definitions.

a. "Applicant" means any person, or other legal entity, defined as a "Developer."

b. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Community and Economic Development Director, or the City Engineer to perform the duties set forth herein.

c. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

d. "Community and Economic Development Director" means the Community and Economic Development Director of the City of Tracy, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.

e. "Conditions of Approval" shall mean the conditions of approval applicable to the Project located at the Property. The Conditions of Approval shall specifically include all conditions set forth herein.

f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the plans received by the

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Community and Economic Development Department on December 20, 2023. This includes the site plan, civil plans, landscape plans, and building elevations, colors, and materials.

A.4. Payment of applicable fees. The applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

A.5. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:

- the Planning and Zoning Law (Government Code sections 65000, et seq.)
- the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and
- the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines").

A.6. Permit Expiration. The Conditional Use Permit (CUP) shall lapse and become void two years following the effective date of the CUP, unless a building permit and construction are diligently pursued toward completion, or an extension is granted by the Planning Commission in accordance with TMC Section 10.08.4350 and 4360.

A.7. Use to be conducted wholly indoors. With exception of normal outdoor operations of a car wash, the use shall be conducted wholly indoors in accordance with the NS Zone.

B. Community and Economic Development Planning Division Conditions

B.1. Parking Area.

B.1.1. Before the approval of a building permit, the applicant shall provide site plans and construction details that demonstrate minimum 12-inch wide concrete curbs along the perimeter of landscape planters where such planters are parallel and adjacent to vehicular parking spaces to provide access to vehicles without stepping into the landscape planters.

B.1.2. Before the approval of a building permit, the applicant shall provide detailed plans that demonstrate a minimum of one-foot candle illumination throughout the parking and circulation area.

B.1.3. Before final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light off of glass and metal surfaces, into the public rights-of-way, and onto any adjacent private property to the satisfaction of the Community and Economic Development Director.

B.2. Landscaping & irrigation. Before the issuance of a building permit, the applicant shall provide detailed landscape and irrigation plans consistent with the Tracy Municipal Code Section 10.08.3560 for parking area landscaping and the following, to the satisfaction of the Community and Economic Development Director.

B.2.1. Trees shall be a minimum of 24" box size, shrubs shall be a minimum size of 5 gallon, and groundcover shall be a minimum size of 1 gallon.

B.2.2 Where trees are planted ten feet or less from a sidewalk or curb, root barriers dimensioned 8 feet long by 24 inches deep shall be provided adjacent to such sidewalk and curb, centered on the tree.

B.2.3. Each planter shall contain a combination of trees, shrubs, and groundcover. No planter area shall be comprised of solely of mulch or rock.

B.2.4. All existing street trees, except for any that are needed to be removed and replaced for the construction of required frontage improvements as determined by the City, shall remain and be protected during construction.

B.2.5. Landscape & Irrigation Maintenance. Prior to the issuance of a building permit, the Developer shall execute a two-year landscape and irrigation maintenance agreement and submit financial security, such as a performance bond, to ensure the success of all on-site landscaping for the term of the agreement. The security amount shall be equal to $2.50 per square foot of the landscaped area or equal to the actual labor and material installation cost of all on-site landscaping and irrigation.

B.3. Screening utilities and equipment.

B.3.1. Before final inspection or certificate of occupancy, no roof mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes, whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way to the satisfaction of the Community and Economic Development Director. Detailed plans documenting compliance with this condition shall be submitted to the City prior to the issuance of a building permit.

B.3.2. Before final inspection or certificate of occupancy, all PG&E transformers, phone company boxes, Fire Department connections, backflow preventers, irrigation controllers, and other on-site utilities, shall be vaulted or screened from view from any public right-of-way, behind structures or landscaping, to the satisfaction of the Community and Economic Development Director.

B.3.3. Before final inspection or certificate of occupancy, all vents, gutters, downspouts, flashing, electrical conduits, bollards, and other wall-mounted or building-attached utilities shall be internal to the structures where feasible or otherwise painted to match the color of the adjacent surfaces or otherwise designed in harmony with the building exterior to the satisfaction of the Community and Economic Development Director.

B.3.4. A trash enclosure shall be designed and appropriately sized for this project, including allowance for recycling collection. The trash and recycling collection enclosure shall include a solid roof structure, solid metal doors, and solid walls sufficiently sized to fully screen the dumpsters (no less than six feet in height). The enclosure, including the roof, shall be architecturally compatible with the buildings, which includes but is not limited to, design, materials, and colors. A six-inch concrete curb and/or bollards may be installed on the interior of the enclosure for the protection and durability of the enclosure walls. A building permit is required prior to construction of such enclosures for the evaluation of design and location to the satisfaction of the Community and Economic Development Director.

B.4. Habitat conservation. Prior to issuance of any permits for ground disturbance, including a building permit or grading permit, the developer shall demonstrate

compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and the Incidental Take Minimization Measures prepared by San Joaquin Council of Government (SJCOG) Habitat Division, to the satisfaction of the Community and Economic Development Director. A signed copy of the Incidental Take Minimization Measures shall be submitted to the City as verification of compliance.

B.5. Signage. No business identification signs are approved with this permit. All business identification signs shall obtain a sign permit in accordance with the Tracy Municipal Code.

C. Engineering Division Conditions

C.1. Technical Analysis incorporated into these Conditions.

Developer shall comply with the applicable recommendations of the technical analyses/ reports prepared for the Project listed as follows:

1. None.

C.2. Grading Permit

Prior to Grading Permit release, the Developer shall provide all documents related to said Grading Permit required by City requirements and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.2.1 All grading work (on-site and off-site) shall require a grading plan and a City grading permit. The Developer will complete all requirements set forth by in this section.

C.2.2 Prior to grading permit release, Developer shall prepare grading and drainage plans for all required earthmoving and drainage to serve the Project (on-site and off-site) including grading details, grading quantities, and retaining walls design (Grading Plans). The said Grading Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, and these Conditions of Approval.

C.2.3 Prior to grading permit release, Developer shall prepare Grading Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). Grading Plans shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block.

C.2.4 Prior to grading permit release, Developer shall prepare Grading Plans in substantial conformance all site building, parking, utility, grading, and other site improvements identified on submitted site improvements drawing package for D22-0044 submitted July 5, 2024.

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C.2.5 Prior to grading permit release, Developer shall provide a PDF copy of the Project's Geotechnical Report to the City, and it shall be stamped by the Project's California registered Geotechnical Engineer (CA-GE). The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, compaction recommendations, slope recommendations, retaining wall design recommendations, paving section recommendations, and elevation of the highest observed groundwater level. All Grading Plans and grading work shall be performed and completed in accordance with the recommendation(s) of the Project's CA-GE.

C.2.6 Prior to grading permit release, Developer shall depict in the Grading Plans to use reinforced and engineered masonry blocks for retaining soil when the grade differential exceeds twelve (12) vertical inches. The Developer will include construction details of these minor and major retaining walls with the Grading Plans. Developers may use slopes to transition between the lots to address the grade differential, but the said slope shall not exceed a gradient of three (3) horizontal feet to one (1) vertical foot unless approved by a CA-GE. If adjacent and affected property(s) owner(s) grants said easements to the Developer, these slope easements will be subject to review and approval by the City Engineer prior to grading permit.

C.2.7 Slopes are an acceptable option as a substitute to engineered retaining walls, where cuts or fills do not match existing ground or final grade with the adjacent property or public right of way, up to a maximum grade differential of two (2) vertical feet, and subject to approval by the City Engineer.

C.2.8 Prior to grading permit release, the Developer shall depict the proposed retaining walls and masonry walls to be shown on the Grading Plans. The Developer is required to submit construction footing details, structural calculations, masonry walls details of all retaining wall design to Building Safety for review and approval. Retaining wall and masonry wall design parameters will be included in the geotechnical report and submitted to the city building for review.

C.2.9 Prior to grading permit release, Developer shall provide a copy of the approved building permit from Building Safety for all retaining walls depicted on the Grading Plans.

C.2.10 Prior to grading permit release, the Developer shall obtain all applicable signatures by Project's CA-GE, City departments, Fire Marshal, and outside agencies (where applicable) on the Grading Plans prior to submitting the Grading Plans to Engineering for City Engineer's signature.

C.2.11 Prior to grading permit release, the Developer shall depict on the Grading Plans all erosion control measures needed to be implemented for the Project in accordance city and state on the Grading Plans. All grading work not completed before October 15 may be subject to additional requirements as applicable by field conditions as defined by City Engineer. Grading Plans shall specify all proposed erosion control methods and construction details to be employed

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during construction of the Project. The plans shall also specify all materials to be used during and after the construction be included in the grading permit.

C.2.12 Prior to grading permit release, the Developer shall pay all Grading Permit fees which include grading, plan checking, and inspection fees, and other applicable fees per the City fee schedule.

C.2.13 Prior to grading permit release, the Developer shall obtain written approval (i.e., recorded easements for slopes, drainage, utilities, access, parking, etc.) of all other public agencies and private entities with jurisdiction over the required public and/or private facilities and/or property prior to grading permit issuance. A copy of the recorded easement document(s) shall be provided to the City upon request.

C.2.14 Prior to grading permit release, the Developer shall obtain a demolition permit to remove all existing structures, utilities or other improvements located within the Project's limits. The developer shall conduct an asbestos survey of the existing buildings in accordance with City requirements and identify all hazardous materials that must be removed prior to demolition and removal of the existing buildings. The Developer shall then remove all asbestos and all hazardous materials in accordance with state and city requirements prior to new construction to the satisfaction of the City Engineer. Demolition of the existing site utilities such as: water, sewer, drainage, electrical, phone or internet service to the existing houses of this facility. The Developer shall install temporary utility services until permanent services can be restored. If demolition of parking, sidewalks and access to existing residential buildings takes place, the developer shall provide adequate notice to the existing residents of demolition of the site. Prior to any demolition of the site, the Developer shall install a temporary fence of the entire construction area of the new Project. At all times, the Developer shall maintain safe and clean working conditions for the general public and those residents that will be living in close proximity to the construction of the Project. At all times, the Developer shall provide adequate warning devices, barricades, metal plating of open trenches and other safety measures installed during construction.

C.2.15 Prior to grading permit release, the Developer shall have obtained the necessary permits to abandon or remove all existing on-site water well(s), septic system(s), leech field(s), and title drain(s), if any, in accordance with City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the aforementioned items including the cost of permit(s) and inspection. A copy of the permits shall be provided to the City upon request.

C.2.16 Prior to grading permit release, the Developer shall provide a copy of the approved Incidental Take Minimization Measures (ITMM) habitat survey [San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)] from San Joaquin Council of Governments (SJCOG) prior to grading permit.

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C.2.17 Prior to grading permit release, the Developer shall provide a copy of the approved Air Impact Assessment (AIA) with an Indirect Source Review (ISR) and Dust Control from San Joaquin Valley Air Pollution Control District (SJVAPCD) prior to grading permit.

C.2.18 Prior to grading permit release, the Developer shall provide to the City a written plan to address archeological, historical, or other paleontological findings. If at any point during grading that the Developer, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer; 2) shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.2.19 Seven calendar days after the release of the grading permit, the Developer shall request a pre-construction (grading) meeting with the City's Construction Management team. At this meeting, the Developer shall provide three (3) paper copies of the Grading Plans. The Developer shall provide additional copies as requested.

Grading Permit Special Condition(s)

C.2.20 Prior to grading permit release, the Developer shall prepare and submit calculations for the on-site basin.

C.3.0 Encroachment Permit and Improvement Agreement(s)

Prior to construction permit release, Developer shall provide all documents as required by City requirements and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.3.1 All construction activity involving public improvements (on-site and off-site) will require approved improvement plans; an encroachment permit. Any construction activity involving public improvements without all three items is prohibited. The Developer will complete all requirements set forth in this section prior to any construction.

C.3.2 Prior to construction permit release, the Developer shall prepare public infrastructure improvement plans for all required improvements required to serve the Project (on-site and off-site) including construction details, paving sections, joint-trench, traffic signals, etc. (Improvement Plans).

C.3.3 Prior to construction permit release, the Developer shall prepare Improvement Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). Other disciplines' work shall also be stamped and prepared under the supervision of each disciplines' registered design professional.

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C.3.4 Prior to construction permit release, the Developer shall prepare Improvement Plans on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block. The said Improvement Plans, specifications and details depicted on said Improvement Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, City's Facilities Master Plan for storm drainage, roadways, wastewater, and water as adopted, amended, and updated by the City, or as otherwise specifically approved by the City, and all requirements described in the documents described hereon, and these Conditions of Approval.

C.3.5 Prior to construction permit release, the Developer shall prepare Improvement Plans in substantial conformance with the site building, parking, utility, grading, and other on-site and off-site improvements identified on submitted site improvements drawing package for D24-0016.

C.3.6 Prior to construction permit release, the Developer shall provide a PDF copy of the Project's Geotechnical/Soils Report prepared and stamped by the Project's CA-GE. The technical report must include relevant information related to street pavement thickness (asphalt concrete and aggregate base), compaction recommendations, building pad section and compaction recommendation, soil bearing capacity, retaining wall footing design parameters, slope recommendations, peculation rates, ground water depth, and other pertinent information for grading the site and building the building foundations.

C.3.7 Prior to construction permit release, the Developer shall submit an encroachment permit application with prepared Improvement Plans to specifically include, but not be limited to all existing and proposed utilities to be constructed such as domestic water line, irrigation service, water fire service, domestic water services, storm drain, sanitary sewer, all existing surface improvements such as PCC, curb, gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, irrigation, irrigation controllers, striping, etc. including the size and location of all pipes.

C.3.9 Prior to construction permit release, the Developer shall identify and depict on the Improvement Plans all existing improvements of pavement, curb and gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, and irrigation in need of repair (cracked, settled, and/or damaged). The Developer shall then note on the Improvement plans the location of the said improvements need repair and shall be repaired accordance with City requirements to the Satisfaction of the City Engineer. Any repair, removal, and replacement shall be in a similar manner to the current improvement, i.e., similar width, color, finish, meander, etc.

C.3.10 Prior to construction permit release, Developer shall dedicate a ten (10) feet wide Public Utility Easements (PUE) behind the right-of-way/property line along Corral Hollow Road.

C.3.11 Prior to construction permit release, Developer shall provide all supporting engineering calculations, materials information or technical specifications, cost

estimate, and technical reports shall be submitted at the time of grading, site improvement and building permit reviews. All improvement plans shall contain a note stating that the Developer will be responsible for preserving and protecting all existing survey monuments and other survey markers such as benchmarks prior to building permits.

C.3.12 Public Right-of-Way Landscaping and Irrigation – Prior to construction permit release, the Developer shall prepare landscape and irrigation plans that depict the following:

The Developer shall landscape and irrigate the area from the back of sidewalk to the new parking lot curb lines prior to occupancy. Landscape and irrigation plans shall be in substantial conformance with the approved L1 and LC2 preliminary plans submitted with the approved site development review permit for this Project. All landscape drawings shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper that incorporates all requirements described in these Conditions of Approval, and the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest title block. Said landscape and irrigation plan shall be prepared by a California licensed landscape architect. The Developer shall install trees in the landscaped area between the sidewalk and onsite curb line along the Project frontage. The Developer shall also install additional shrubs, ground cover, and other landscaping and other corresponding irrigation systems as required fifteen (15) feet from the existing sidewalk to parking lot curb. The landscaping and irrigation shall conform to MWELO standards. If recommended, Developer shall use structural soil if the street trees' well is narrower than five (5) feet wide. The developer shall construct new proposed monument signs and their appurtenances, and any other existing items out of this clear site visibility zones of all driveway entrances to the site.

C.3.13 Storm Water

Prior to construction permit release, the developer shall depict on the Improvement Plans the location of the existing storm drain located on Middlefield Drive for this Project to storm drain system to connect. The Project's storm water connection to the City's existing storm water system is in asphalt pavement shall be in accordance with City standard plans and city requirements and to the satisfaction of the City Engineer.

The Developer shall provide calculations for the sizing of the storm drain(s) and shall be submitted with the hydrology and storm water report during plan review. The Developer shall comply with the applicable requirements of the City's storm water masterplan adopted by the City Council in 2012 and any subsequent amendments.

All proposed detention basin(s) shall comply with the applicable requirements of the City's storm water masterplan adopted by the City Council in 2012 and clean water program and any subsequent amendments.

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C.3.14 The Developer shall construct one (1) underground pretreatment facility for the storage and treatment of storm water to the satisfaction of the City C.3. requirements. Per Item No. 15, Section V on page 94 of the 2008 Design Standards, all storm water run-off from the site shall not cross property lines. The Project storm drainage release point shall be located on the drive aisle to Middlefield Drive where onsite storm water line leaves the Project property. This storm drainage release point is where storm water leaves the Project in a 100-year storm event or when the Project property's on-site storm drainage system fails to function, or it is clogged. Site grading shall be designed such that the Project's storm drainage flow to the existing storm drain pipe located on Middlefield Drive and flow to the existing storm drainage line within the street and have adequate capacity to drain storm water from the property. The storm drainage release point is recommended to be at least 0.70-feet lower than the new building's finish floor elevation and shall be designed and improved to the satisfaction of the City Engineer.

C.3.15 Per the 2012 Storm Drainage Master Plan, this parcel is master planned to drain into the existing underground storm drain pipe system located on Middlefield Drive. The on-site storm drains should be sized for the ten (10) year storm discharge, using the one hundred (100) year water surface elevation for the point of discharge water elevation. This drainage scheme requires constructing a storm drain system on private property.

Prior to construction permit release, the developer shall depict on the Improvement Plans the construction of one (1) underground Prinsco stormwater pretreatment system to the specifications of the manufacture and to satisfaction of the City C-3 requirements and the satisfaction of the City Engineer. On-site runoff from the site landscaping, pavement and roofs will discharge directly into this underground pretreatment system which will then filter the water that will drain into the city storm drain system.

C.3.16 Sanitary Sewer

Proposed car wash does not propose to use sewer capacity for its operations due on on-site recycling of car wash water.

C.3.17 Water Distribution

Prior to construction permit release, the Developer shall depict on the Project Improvement Plans a potable domestic, irrigation, and fire sprinkler water services to each building within the Project site. Fire sprinkler lines and domestic water services to every building within the Project shall comply with the City Design criteria and city standard plans. The sizing, layout and looping of all water lines shall meet national and state fire code requirements for this type of building development. During the construction of the Project, the Developer is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure that is appropriate to all stages of construction and as approved by the City Fire Marshal.

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The Developer shall connect the fire sprinkler line and the domestic water services to the existing water line on Corral Hollow Road for fire protection and domestic water service. If trenching is required, the pavement trenching and restoration in Corral Hollow Road shall be per the Design Standards.

Interruption to the water supply to the existing businesses and other users will not be allowed to facilitate construction of improvements related to the Project. The Developer is responsible for notifying business owner(s) and users, regarding any disruptions from the construction work. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least seventy-two (72) hours before the start of work. Prior to starting the work described in this section, the Developer shall submit prepare a work plan acceptable to the City that demonstrates no interruptions to the water supply, and Traffic Control Plan to be used during the installation of the off-site water mains and connections.

The Project's water service connections shall be a remote-read (radio-read) master water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type back-flow protection device in accordance with City requirements. The City Engineer shall approve the location of the water meters.

After improvement, acceptance, repair, and maintenance of the water service from the water meter to the point of connection with the water distribution main in the street shall be the responsibility of the City. Water service repairs after the water meter is the responsibility of the Developer or individual lot owner(s).

Prior to improvement acceptance, the repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be installed by the developer.

All costs associated with the installation of the Project's water connection(s) including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings on existing street or parking area(s) that may be disturbed with the installation of the permanent water connection(s), or domestic water service, and other improvements shall be paid by the Developer.

Fire Service Line(s) and Hydrants – Location and construction details of installing the fire service line shall include the installation of fire hydrant(s) that are to serve the Project, shall be protected with 4 concrete bollards around each hydrant. The layout of all fire hydrants shall be approved by the City Fire Marshal prior to the approval of the Improvement Plans by the City Engineer. The Developer shall submit a layout of the fire hydrants and obtain written approval of the location of fire hydrants and fire connections to the building from the Fire Marshal, prior completion of the of the water line design.

C.3.18 Prior to construction permit release, the Developer shall prepare Joint Trench Plans and Composite Utility Plans, prepared on a 24-inch x 36-inch size 4-

millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others to serve the Project. All private utility services to serve Project must be installed underground or relocated to be underground, and to be installed at the location approved by the respective owner(s) of the utilities from the street or an existing or proposed utility easement to the building(s).

Prior to construction permit release, the Developer shall dedicate 10-feet wide P.U.E. for access to these new utilities for re-installation, replacement, repair, and maintenance work to be performed by the respective utility owner(s).

C.3.19 Prior to construction permit release, the Developer shall provide signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.3.20 Prior to construction permit release, the Developer shall provide payment of fees required by the City requirements including but not limited to plan checking, grading, construction inspection, agreement processing, encroachment permits, and other fees. The engineering review fees will be calculated based on the fee rate adopted and updated by the City Council.

C.3.21 Traffic Control Plan - Prior to starting the work for any work within City's right-of way, the Developer shall submit a Traffic Control Plan (TCP). TCP can be split among the different construction phases. TCP will show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. TCP shall conform to the Manual on Uniform Traffic Control Devices as amended by the State of California, latest edition (MUTCD-CA). TCP shall be prepared under the supervision of, signed and stamped by a Registered Civil Engineer or Registered Traffic Engineer.

Access and Traffic Circulation to Existing Businesses/Residents - Developer shall take all steps necessary to plan and construct site improvements such that construction operations do not impact safety and access (including emergency vehicles) to the existing businesses and residents throughout the duration of construction. The Developer shall coordinate with the owners and cooperate to minimize impacts on existing businesses. All costs of measures needed to provide safe and functional access shall be borne by the Developer.

C.3.22 No street trench shall be left open, uncovered, and/or unprotected during night hours or when the Developer's contractor is not performing construction activities. Appropriate signs and barricades shall be installed on the street and on all trenches during construction. If the Developer or his contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistant, and shall be ramped on all sides. Ramps will be a minimum two-foot wide and will run the entire length of each side.

C.3.23 If at any point during utility installation or construction, the Developer, or his contractor, engineers, and their respective officials, employees, subcontractors, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer;

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2) shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.3.24 Improvement Security - Developer shall provide improvement security for all public facilities, as required by the TMC. The form of the improvement of security may be a bond, or other form in accordance with the Government Code, and the TMC. The amount of the improvement security shall be in accordance with Title 12 of the TMC.

Insurance – Developer shall provide written evidence of insurance coverage that meets the TMC.

Construction Permit Special Condition(s)

C.3.25 The Developer shall file for an encroachment permit for the demolition and construction of new improvements in the city right of way.

C.3.26 Prior to construction permit release, Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the Improvement Plans including the Fire Marshal prior to submitting said plans to Engineering for City Engineer's signature.

C.3.27 Prior to construction permit release, Developer shall submit to the City a signed and notarized grant deed of dedication in fee title to dedicate right-of-way to the City for Corral Hollow Road. The square-footage and dimensions of the dedication shall be to the satisfaction of the City Engineer.

C.4. Building Permit

Prior to building permit release, the Developer shall demonstrate, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

C.4.1 The Developer has satisfied all the requirements set forth in these Conditions of Approval.

C.4.2 Prior to building permit release, the Developer shall pay all necessary City and County development impact fees to the satisfaction of the City Engineer.

C.4.3 Prior to building permit release, the Developer shall have obtained a Grading Permit.

C.5. Acceptance of Public Improvements and Occupancy

Prior to acceptance of public improvements, the Developer shall demonstrate to the satisfaction of the City Engineer completion of the following:

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C.5.1 The Developer has satisfied all the requirements set forth in these Conditions of Approval.

C.5.2 Prior to any form of occupancy, the Developer shall demonstrate satisfactory completion of all required/conditioned improvements. The Developer shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.5.3 Prior to any form of occupancy, the Developer shall provide Certified “As-Built” Improvement Plans (or Record Drawings) from the Project’s CA-CE. Upon completion of the construction by the Developer, the City, at its sole discretion, temporarily release the original mylars of the Improvement Plans to the Developer so that the Developer will be able to document revisions to show the "As-Built" configuration of all improvements.

C.5.4 Prior to occupancy, the Developer shall provide both AutoCAD files (including all X-references files), and GIS Shape files (both in formats approved by the City) for the public improvements.

C.5.5 Prior to occupancy, the Developer shall complete potable domestic and irrigation water service connection(s). The developer shall also complete all fire water lines to fire sprinkler system and on-site fire hydrants. These items are to be installed per City requirements.

C.5.6 Prior to occupancy, the Developer shall complete all sewer improvements. The developer shall also complete but not limited to reconstructing PCC curb, gutter, and sidewalk, replacing asphalt concrete pavement, restoring pavement marking and striping, and other improvements that are disturbed because of installing the Project’s permanent sewer connection.

C.5.7 Prior to acceptance of public improvements, if determined by the City Engineer that an existing pavement to be in poor condition or damaged by construction activities related to the Project, the Developer shall repair or reconstruct street pavement fronting the project including curb, gutter and sidewalk and other public improvements

C.5.8 Prior to acceptance of public improvements, the Developer will need to complete the ninety (90) day public landscaping maintenance period.

C.5.9 Prior to improvement acceptance Per Section 21107.5 of the California Vehicle Code, the Developer shall install signs at all entrance(s) to the Project stating that the streets are privately owned and maintained and are not subject to the public traffic regulations or control. Said signs must be conspicuously placed, plainly visible, and legible during daylight hours from a distance of one hundred (100) feet, if applicable.

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C.5.10 Prior to improvement acceptance, the Developer shall submit warranty bonds to the City for review.

C.5.11 Prior to acceptance of public improvements, the Developer shall have constructed all public improvements in accordance with City requirements, the recommendation(s) of the Project's (CA-CE), and to the satisfaction of the City Engineer.

C.5.12 Release of Improvement Security – Release of improvement security shall be in accordance with the requirements of Title 12 of the TMC. The Monumentation Bond will be released to the Developer after the City Council's acceptance of the public improvements and if the Developer meets the terms set in Section 66497(c) of the Subdivision Map Act. All survey monuments shown on the Final Map, if applicable, must be installed. Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. The Developer shall submit centerline tie sheets or a record of survey for the following: new public streets; re-established survey monuments, and/or benchmarks. If the Developer destroyed, altered, and/or reconstructed any existing curb returns, the Developer shall also submit corner records. Any survey document will be submitted the city and to the San Joaquin County Surveyor to comply with California Business and Professions Code Section 8771(c). Said work shall be executed by a California licensed Land Surveyor at the Developer's sole expense.

Acceptance or Occupancy Special Condition(s)

C.6.0 Special Conditions

C.6.1 When Street cuts are made for the installation of utilities in the paved street, the Developer shall conform to Section 3.14 of the 2008 Design Standards that he is required to install a 2-inch-thick asphalt concrete (AC) overlay with reinforcing fabric at least 25-feet from all sides of each utility trench. A 2-inch-deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be of uniform thickness to maintain current pavement grades, cross sectional, and longitudinal slopes. This pavement repair is required when cuts/trenches are perpendicular to and parallel to the street's direction.

C.6.2 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the improvement plans, prior to the City Engineer's signature on the improvement plans, and prior to issuance of Grading Permit, Encroachment Permit, Building Permit, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Developer shall bear all the cost for the inclusion, design, and implementation of such additions and requirements, without reimbursement or any payment from the City.

C.6.3 If water is required for the construction of the project, the Developer shall obtain an account for the water service and register for a temporary water meter with

the City Finance Department and Public Works Departments. The Developer shall pay all fees associated with obtaining the account number and temporary water meter for the water service.

C.6.4 The Developer shall obtain an account for the water service to the Project and register the water meter with the Finance Department and Public Works department prior to the start of construction. The Developer shall prepare and submit a map depicting the location of the water meter on an 8.5-inch X 11-inch sheet to the Finance Department.

C.6.5 The Developer shall prepare Joint Trench Plans and Composite Utility Plans, prepared on a 24-inch x 36-inch size 4-millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others. If required by the power company, this joint trench line shall be located within the ten (10) feet wide P.U.E. be installed to serve the Project. All private utility services to serve Project must be installed underground or relocated to be underground, and to be installed at the location approved by the respective owner(s) of the utilities from the street or an existing or proposed utility easement to each building(s). If necessary, the Developer shall dedicate a (10 feet) wide Public Utility Easements (PUE) behind the proposed sidewalk along the Project frontage prior to building permit.

D. Utilities Department, Water Resources Division Conditions

D.1. Prior to issuance of a construction or building permit, the applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:

D.1.1. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.

D.1.1.a. Design and sizing requirements shall comply with PCSWS Manual.

D.1.1.b. Demand Management Areas must be clearly designated along with identification of pollutants of concern.

D.1.1.c. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.

D.1.1.d. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24 hour storm.

D.1.1.e. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department (WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.

D.1.2. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections and design specifications

such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

D.1.3. Develop and electronically submit to the Utilities Department for approval (WaterResources@cityoftracy.org) a preliminary Operations and Maintenance (O & M) Plan that identifies the operation, maintenance, and inspection requirements for all stormwater treatment and baseline hydromodification control measures identified in the approved PSP.

D.1.4. No later than two (2) months after approval notification of the submitted PSP, the applicant shall electronically submit the following information to the Utilities Department (WaterResources@cityoftracy.org) for development of a draft stormwater maintenance access agreement, in accordance with the MAPCSWS:

i. Property Owner(s) name and title report; or Corporate name(s) and binding documents (resolutions, etc) designating ability to sign agreement
ii. Property Address
iii. Exhibit A – legal property description
iv. Exhibit B – approved O & M Plan

D.2. Prior to issuance of a grading permit, the applicant shall provide proof of permit coverage under the Construction General Permit and submittal of an electronic Stormwater Pollution Prevention Plan (SWPPP), to be submitted to WaterResources@cityoftracy.org.

D.3. Prior to Certificate of Occupancy, the applicant shall complete the following to the satisfaction of the Utilities Director:

D.3.1. Return to the City Clerk, a legally signed and notarized copy of the final maintenance access agreement including all exhibits and approved O & M plan received from the Utilities Department.

D.3.2. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333.

D.3.3. The project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

D.4. Before the approval of a construction, grading or building permit, the applicant shall demonstrate compliance with Tracy Municipal Code Chapters 11.28 and 11.34 and Chapter 4 of the California Green Building Standards Code to the satisfaction of the Utilities Director.

D.5. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Model Water Efficient Landscape Ordinance and obtain

approval by the Utilities Department through the following:

D.5.1. Develop and submit electronically and by hard copy, a Landscape Document Package (LDP) that identifies the methods to be employed to reduce water usage through proper landscape design, installation and maintenance. This LDP shall consist of:

i. A project information sheet that includes the checklist of all documents in the LDP;
ii. The Water Efficient Landscape Worksheets that include a hydrozone information table and the water budget calculations – Maximum Applied Water Allowance and Estimate Total Water Use;
iii. A soil management report, after compaction and from various locations throughout the project;
iv. A landscape design plan that includes the statement, "I agree to comply with the requirements of the 2015 water efficient landscape ordinance and shall submit for approval a complete Landscape Document Package:
v. An irrigation design plan with schedule; and
vi. A grading design plan.

D.5.2. A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

E. Building Division Conditions

E.1. Prior to the construction of the project, applicant shall submit construction documents, plans, specifications and/or calculations to the Building Safety Division, which meet all requirements of Title 24 California Code of Regulations and City of Tracy Municipal Codes, as applicable.

F. South San Joaquin County Fire Authority (SSJCFA) Conditions

F.1. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503.

F.2. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

F.3. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.

a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
b. Deferred submittals shall be listed on the coversheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
c. Fire protection water supply must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA

standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
d. A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.

G. The following conditions provide the applicant with options for funding required Citywide services.

G.1. Streets and Streetlights

Before issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), by doing one of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District (CFD). Developer shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the final inspection, Developer shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Developer shall be responsible for all costs associated with the CFD proceedings.

Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, Developer must do the following:

1) Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

2) Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) of the POA to ensure the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70

(seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

3) Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"). The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

c. Direct funding. Developer shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to approval of final inspection, Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure").

If the provisions for adequate funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure") are met prior to issuance of the building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

G.2. Landscaping Maintenance

Prior to issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for public landscaping for the Property at a high-quality service level as determined by the Parks Director by doing one of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Developer shall form or

annex into a Community Facilities District (CFD) for funding the on-going costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Developer shall deposit an amount equal to the first year's taxes; and (6) the Developer shall be responsible for all costs associated with formation or annexation of the CFD.

Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, the Developer must do the following:

    1. Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas that will serve the Property;

    2. Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the POA of all public landscape areas that will serve the Property;

    3. Make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas that will serve the Property;

    4. Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

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c. Direct funding. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails.

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PLANNING COMMISSION STAFF REPORT

Item No. 1.D

DATE	December 4, 2024
TITLE	Tracy Costco Depot Annex Project
LOCATION	16000 West Schulte Road Tracy, California APN 209-230-02
APPLICATION TYPE	Annexation/Pre-zone A/P19-0001 Development Review Permit D19-0014
CEQA STATUS	Proposed certification of an Environmental Impact Report (EIR), including adoption of a mitigation monitoring and reporting program (MMRP), findings of fact, and a statement of overriding considerations
PROJECT PLANNER	Genevieve Federighi (209) 831-6435 Genevieve.Federighi@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution recommending that the City Council:

1. Adopt a resolution that (A) certifies an Environmental Impact Report ("EIR") and adopts a mitigation monitoring and reporting program ("MMRP"), findings of fact and a statement of overriding considerations for the annexation and development of the Tracy Costco Depot Annex project, which consists of approximately 104.46 acres located at 16000 West Schulte Road, (B) approves a Development Review Permit for the Property for construction of two industrial warehouse buildings totaling approximately 1,736,724 square feet, provided that the Development Review Permit will not be effective until the first day following the effective date of LAFCo's approval of the annexation of the Property to the City, and (C) authorizes the City Manager to submit a petition to the San Joaquin County Local Agency Formation Commission ("LAFCo") to annex that certain 104.46 acres located at 16000 West Schulte Road bearing Assessor's Parcel Number 209-230-02 (the "Property") to the City of Tracy; and

2. Introduce and adopt an ordinance that approves the prezoning of the Property to Light Industrial (M1).

PROJECT DESCRIPTION

This agenda item is regarding the proposed Tracy Costco Depot Annex project, which involves a request for annexation and pre-zoning (Application Number A/P19-0001) and a Development Review Permit (Application Number D19-0014) for construction of two industrial warehouse buildings totaling approximately 1,736,724 square feet on an approximately 103-acre property located at 16000 West Schulte Road, Assessor's Parcel Number 209-230-02. Attachment A provides a location map and Attachment B includes the project plans.

ANALYSIS

BACKGROUND

The property is within the City's General Plan Sphere of Influence (SOI), which is a long-range vision of future development and expansion of the City for lands that are not currently within the City limits. Property within the City's SOI can be pursued for annexation into the City limits. In 2019, LAFCo approved the City's Municipal Services Review for the SOI, which shows the Property is located within the ten-year planning horizon. LAFCo policies required ten and thirty-year "horizons" in an effort to plan for and evaluate upcoming development within the City's SOI.

When annexing property into the City, pre-zoning must be established to determine the zoning designation that will take effect upon approval of annexation by LAFCo. The proposed zoning for the site is Light Industrial which is consistent with the property's General Plan designation of Industrial. The proposed project meets all the zone standards for the Light Industrial zone.

ANNEXATION AND PRE-ZONING

The Project site is located within unincorporated San Joaquin County, adjacent to the southern boundary of the City and the Cordes Ranch Specific Plan area. The subject property is within the City's SOI, with a General Plan designation of Industrial. The applicants' proposal is to annex the subject property into the City Limits and assign it a zoning designation of Light Industrial. This zoning for the site would be consistent with the General Plan designation of Industrial and with all the adjacent properties to the north, similarly developed with warehouses. The surrounding properties also have an Industrial designation in the General Plan with the exception of the City-owned property directly to the east that has a designation of Park. In accordance with the City's General Plan policies, including Land Use Objective 2.3, the annexation and development of this acreage is consistent with the expansion of the City's industrial base. Annexation and development of the Project site is a logical extension of the City limits, has been planned as a part of the City's Sphere of Influence, and was included for infrastructure planning as a part of the City's Infrastructure Master Plans.

The project site itself is 103 acres; however, there is also a small portion of the property that is to the north of the Delta Mendota Canal, which projects into the southwestern edge of the project site. The additional property north of the Canal means that the total annexation would be 104.46 acres. The 1.46-acre portion of land owned by the Delta Mendota Canal will not have any improvements as part of this project but is included as part of the proposed annexation area to create a logical boundary along the Canal.

There is currently a Costco distribution warehouse located within San Joaquin County, just over a half of a mile west of the project site, located at 25501 Gateway Boulevard. The proposed project

will provide additional storage and expand the operations for the existing Costco site as they now have the demand for additional space.

ARCHITECTURE AND SITE DESIGN

The project includes the construction and operation of two warehouse buildings (Building 1 approximately 543,326 square feet and Building 2 approximately 1,202,750 square feet). The project site is approximately 103 acres and currently vacant. The proposed warehouse design would be contemporary in style and would use a variety of massing and appropriate materials for the scale of the building. Architectural metal with varied textures and horizontal and vertical orientations would be used, while varying parapet cap heights would break up the long elevations both horizontally and vertically. The parapets will also assist in concealing rooftop-mounted mechanical equipment. The proposed architecture places and focuses the design's detailed elements, varied building materials and color changes towards the front of the buildings along West Schulte Road.

Landscaping would be placed along West Schulte Road to provide a substantial amount of canopy tree coverage which would also aid in screening and breaking up the bulk of the building. In addition, solar carport canopies will be placed in the parking area to provide shade and provide a renewable resource to be utilized on-site. The circulation system has been designed with a primary entrance for vehicles toward the center of the site while truck access will primarily be on the east side of the site. Ample truck stacking area is provided to ensure there is no back-up on Schulte Road. All City parking and circulation standards have been met or exceeded.

FINDINGS

REQUIRED FINDINGS FOR PRE-ZONING

Tracy Municipal Code ("TMC") Section 10.08.970 (Classification of newly annexed territory) provides that territory proposed for annexation to the City be prezoned in accordance with Article 29 (Amendments) of the TMC. Article 29 of the TMC, Section 10.08.3840, states that the Planning Commission must find that the approval or denial of an application to amend the zoning ordinance (such as the instant application for prezoning) is "necessary to carry out the general purposes" of the zoning ordinance and state the "facts and reasons" that support this finding. Staff recommends that the Planning Commission recommend that City Council make the following finding:

> The approval of the prezoning of the Property to Light Industrial as set forth in Section 10.08.3022 of the Tracy Municipal Code is necessary to carry out the City's General Plan policies and Zoning regulations, because adding the property to the Light Industrial zone will allow for its annexation and development consistent with the City's General Plan Industrial Designation, the Sphere of Influence Plan approved by the San Joaquin County LAFCo, and the City of Tracy's Infrastructure Master Plans.

REQUIRED FINDINGS FOR THE DEVELOPMENT REVIEW PERMIT

Development Review Permits must meet the requirements set forth in Tracy Municipal Code (TMC) Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the reviewing body (in this case, the City Council) must review application materials and public comments submitted prior to or at the public hearing, and

consider, among other things, the following several site-specific factors set forth in TMC 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the reviewing body may approve the Development Review Permit if the facts on the record support the following findings:

(a) The proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) The proposal conforms to the Zoning Regulations of Tracy Municipal Code Chapter 10.08, the General Plan, any applicable specific plan, the City Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Staff recommends that the Planning Commission conduct a noticed public hearing on December 4, 2024, and upon its conclusion, recommend that the City Council make the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including without limitation, the following:

(a) The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed warehouse buildings will be constructed with complementary materials and colors to the existing industrial buildings in the area. Additionally, substantial landscaping proposed with project improvements will create a buffer between the right of way and the buildings also adding visual interest and aid in screening.

(b) The proposal conforms to the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes. The project has met all City requirements for the Light Industrial Zone, landscaping has been provided for screening and to provide shade for employees, complementary materials consistent with the industrial development in the surrounding area are proposed, a high-quality employee break area will be provided, and all other improvements meet City standards.

CEQA DETERMINATION

The proposed Project is subject to the California Environmental Quality Act (“CEQA”), which prescribes the preparation of a project Environmental Impact Report (EIR) as described in CEQA Guidelines Section 15161. This type of EIR focuses primarily on the changes in the environment

that would result from the development project. The EIR must examine all phases of the project including planning, construction, and operation.

On August 28, 2020, a Notice of Preparation (NOP) was published for the EIR, to solicit comments from responsible agencies, various City departments, and the public regarding what areas should be studied within the EIR. A scoping meeting for the NOP took place on September 9, 2020, after which the EIR analysis commenced. On September 16, 2022, the Notice of Availability of the Draft EIR was published for public review and comment, a public hearing to solicit comments was held on October 12, 2022, and the comment period closed on October 31, 2022. Based on the comments received on the EIR during the comment period, the City modified certain sections (Introduction, Project Description, Air Quality, Greenhouse Gases, Climate Change and Energy, Other CEQA- Related Topics and References) of the Draft EIR, and on December 22, 2023, the City published a Recirculated Draft EIR containing the modified sections. The Recirculated Draft EIR was presented at the Environmental Sustainability Commission (ESC) meeting on January 25, 2024, and an additional, special ESC meeting on February 1, 2023. The comment period on the Recirculated Draft EIR closed on February 5, 2024. On November 22, 2024, the City published the Final EIR / Response to Comments (RTC Document) containing responses to all comments received on the Draft EIR and Recirculated Draft EIR, along with minor revisions to the Draft EIR documents based on the comments received. The RTC Document also includes a full timeline of the entire EIR process, and a record of all comments received on the Draft EIR and Recirculated Draft EIR. Together, the Draft EIR, the Recirculated Draft EIR, and the RTC Document comprise the Final EIR for the Project. The entire EIR can be found in Attachment C.

The analyses of potential environmental effects in the EIR results in the conclusion that some impacts of the proposed project are potentially significant and unavoidable. These include the following:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality
- Noise
- Transportation and Circulation

The State Guidelines for CEQA provide that “no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> 3. Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (Guidelines, § 15091)

The required findings must be supported by substantial evidence in the record. CEQA requires that a lead agency (the City) balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the lead agency determines that the benefits outweigh the unavoidable adverse effects, those effects may be considered acceptable pursuant to CEQA Guidelines Section 15093(a). If a lead agency intends to approve a project that may have significant and unavoidable adverse effects, it must state in writing the specific reasons for its approval, which reasons must be based on substantial evidence in the administrative record for the project. The lead agency's written reasons are referred to as a Statement of Overriding Considerations. These above-referenced findings and the Statement of Overriding Considerations are referred to herein as the "CEQA Findings", and can be found in Attachment D. In addition, as required by Section 15097 of CEQA's implementing regulations, the City has prepared a Mitigation Monitoring and Reporting Program ("MMRP") to ensure that, if the Project is approved, the mitigation measures in the EIR will be implemented appropriately. The MMRP can be found in Attachment E.

SUMMARY

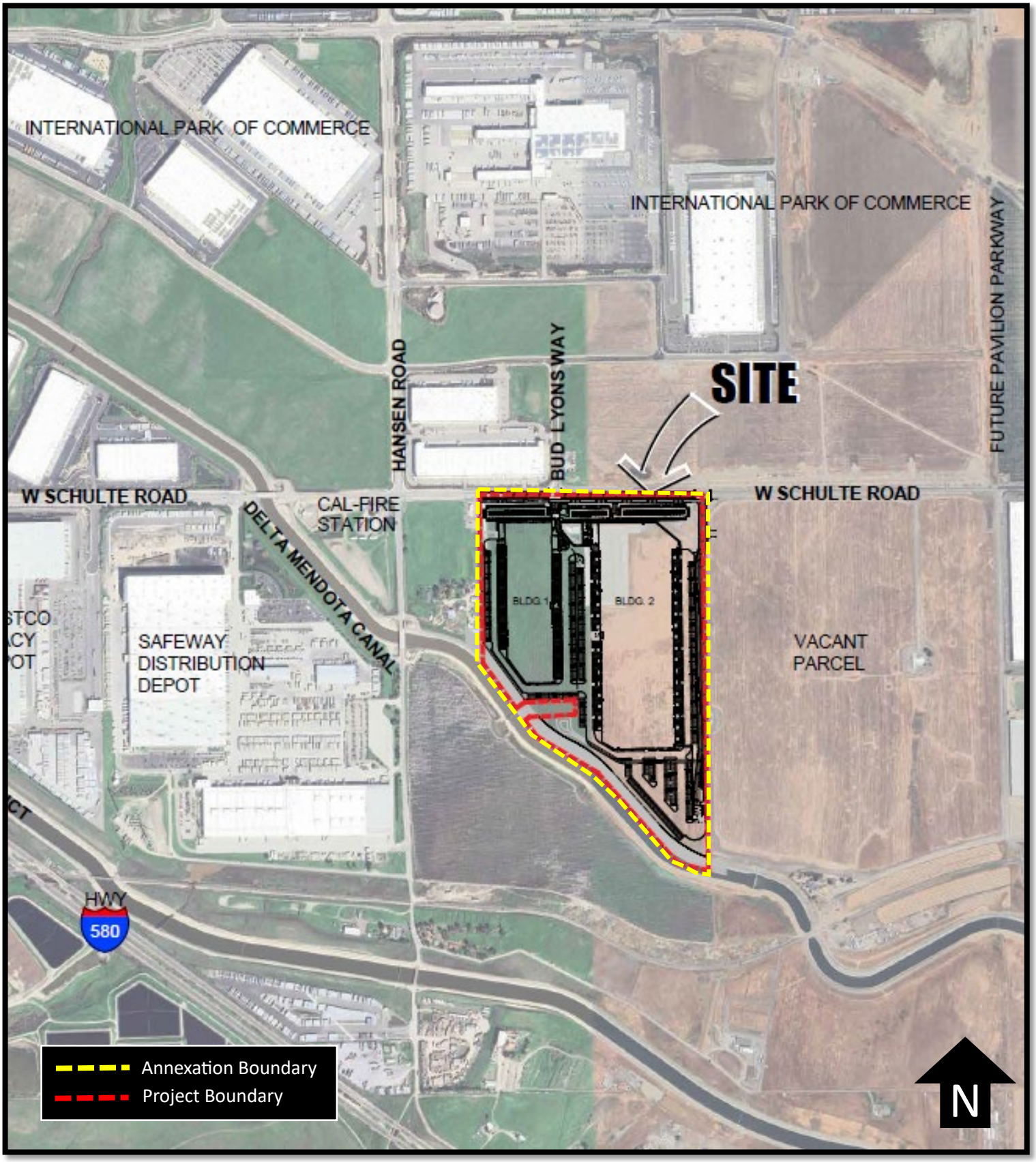
This agenda item involves making recommendations to the City Council regarding certifying an EIR, annexing approximately 104.46 acres into the City limits, pre-zoning the property as Light Industrial (M-1), and approving a Development Review Permit for construction of two industrial warehouse buildings totaling approximately 1,736,724 square feet on an approximately 103-acre property located at 16000 West Schulte Road, Assessor's Parcel Number 209-230-02.

Prepared by: Genevieve Federighi, Senior Planner
Reviewed by: Scott Claar, Planning Manager
Approved by: Forrest Ebbs, Director of Community and Economic Development

ATTACHMENTS

Attachment A – Location Map
Attachment B – Development Review Permit Plan Set
Attachment C – Environmental Impact Report (Including Notice of Preparation, Draft EIR, Recirculated Draft EIR and Final EIR (Response to Comments), which can be found using the following link: https://www.cityoftracy.org/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies/-folder-77
Attachment D – CEQA Findings
Attachment E – Mitigation Monitoring and Reporting Program (MMRP)
Attachment F – Proposed City Council Resolution for CEQA Compliance and LAFCo Petition
    Exhibit 1 - Environmental Impact Report (Including Notice of Preparation, Draft EIR, Recirculated Draft EIR and Final EIR (Response to Comments)
    Exhibit 2 - CEQA Findings
    Exhibit 3 - MMRP
Attachment G – Proposed City Council Ordinance for Prezoning
    Exhibit 1 - Prezoning Findings
Attachment H – Proposed City Council Resolution for Development Review Permit
    Exhibit 1 - Development Review Permit Findings
    Exhibit 2 - Conditions of Approval
Attachment I – Proposed Planning Commission Resolution with Recommendations

Attachment A: Location Map



Attachment B

RECEIVED
August 8, 2024
City of Tracy
Community and Economic Development

NEW COSTCO FACILITIES

DEVELOPMENT REVIEW

16000 WEST SCHULTE ROAD, TRACY, CA

AUGUST 7, 2024

PROJECT DIRECTORY

APPLICANT:

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
PHONE: (425) 785-5344
CONTACT: CHRISTINE LASLEY

CIVIL ENGINEER/SURVEY:

WARE MALCOMB
4683 CHABOT DRIVE, SUITE 300
PLEASANTON, CA 94588
PHONE: (925) 480-6154
CONTACT: JON LORENZO

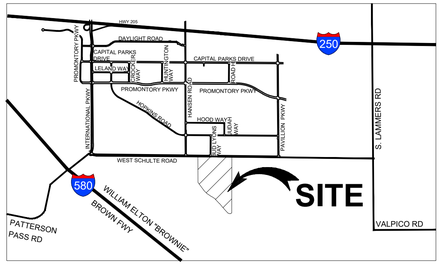
LANDSCAPE ARCHITECT:

DAVID BABCOCK & ASSOCIATES
3581 MT. DIABLO BLVD, SUITE 235
LAFAYETTE, CA 94549
PHONE: (925) 283-5070
CONTACT: JEFF BERBERICH

ARCHITECTS:

WARE MALCOMB
4683 CHABOT DRIVE, SUITE 300
PLEASANTON, CA 94588
PHONE: (925) 368-1327
CONTACT: REGI RUNNELS

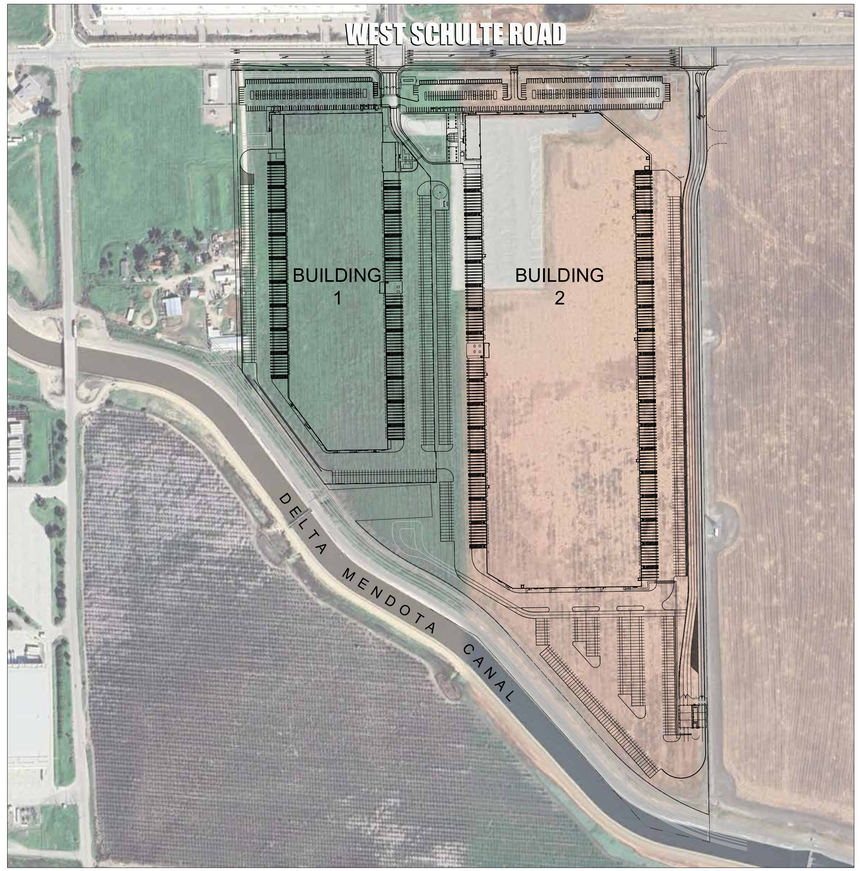
DAVID BABCOCK + ASSOCIATES
3581 MOUNT DIABLO BLVD, SUITE 235
LAFAYETTE, CA 94549
PHONE: (925) 283-5070
CONTACT: JEFF BERBERICH



VICINITY MAP

N.T.S.

NORTH



LOCATION MAP

N.T.S.

NORTH

PROJECT DATA

PROJECT LOCATION :	16000 WEST SCHULTE ROAD, TRACY, CA 95377
APN :	209-230-020-000
CURRENT ZONING :	AGRICULTURE
PROPOSED ZONING:	M1 - LIGHT INDUSTRAIL
JURISDICTION :	EXISTING: SAN JOAQUIN COUNTY, CA
	PROPOSED: CITY OF TRACY, CA
GROSS SITE AREA:	±104 AC
ROAD DEDICATION:	± 8.8 AC (383,050 SF.)
NET SITE AREA:	± 95.2 AC
BOUNDARIES INFORMATION :	THIS PLAN HAS BEEN PREPARED USING THE SITE DATA FROM KIER & WRIGHT DATED JUNE 2018

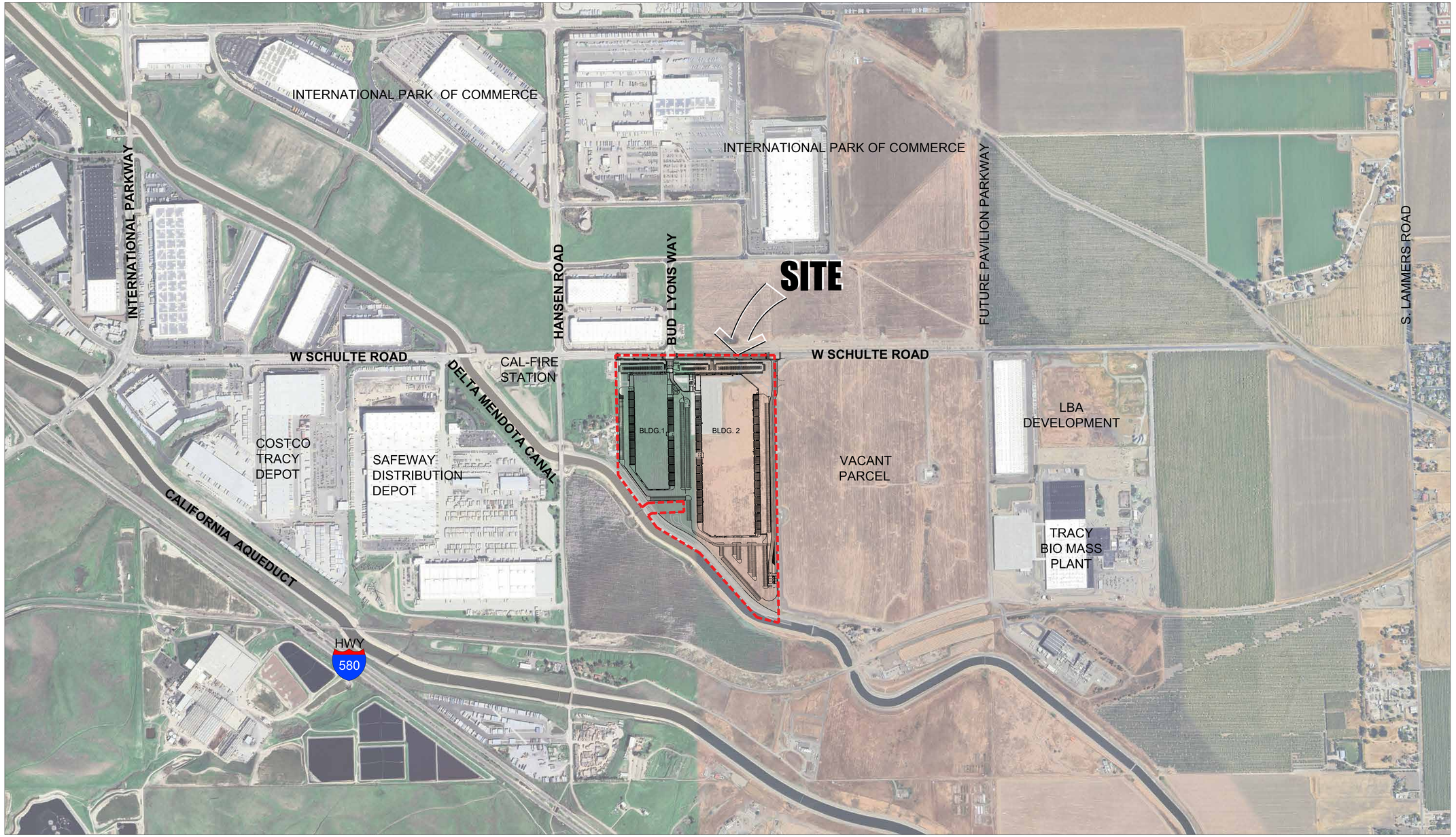
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3. SITE PHOTOS
4. OVERALL SITE PLAN
5. ENLARGED SITE PLAN
6. PHASING PLAN
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37. C4.0 UTILITY PLAN
38. C4.1 UTILITY PLAN
39. C4.2 UTILITY PLAN
40. C5.0 STORMWATER MANAGEMENT PLAN
41. C5.1 STORMWATER MANAGEMENT PLAN
42. C5.2 STORMWATER MANAGEMENT PLAN
43. C5.3 STORMWATER MANAGEMENT PLAN
44. C5.4 STORMWATER MANAGEMENT PLAN

DBA #P.281

DB+A

DAVID BABCOCK + ASSOCIATES
ARCHITECTURE PLANNING LANDSCAPE
3581 MT. DIABLO BLVD. , SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070



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DB+A
DAVID BABCOCK + ASSOCIATES
ARCHITECTURE PLANNING LANDSCAPE
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO FACILITIES

CONTEXT SITE PLAN

NOT TO SCALE

AUGUST 7, 2024

NORTH



1 VIEW OF WEST SCHULTE ROAD
AT NORTH WEST CORNER



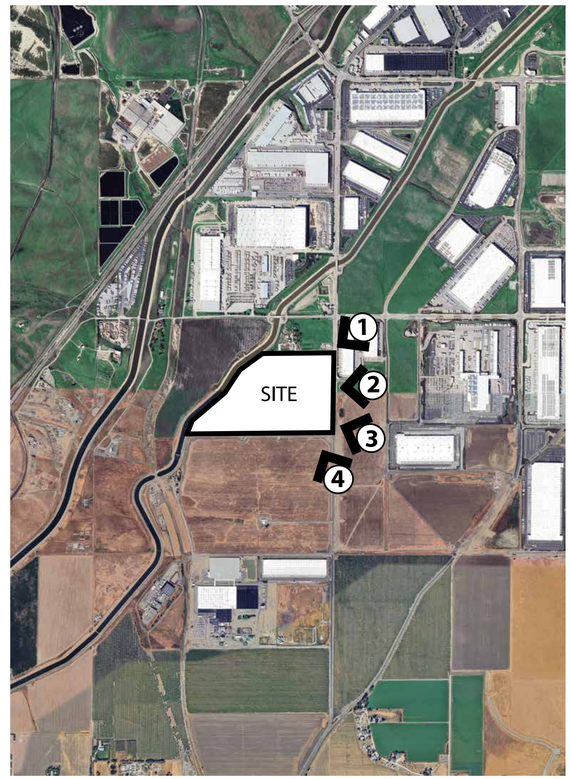
2 VIEW OF MID-SITE AT WEST SCHULTE ROAD
LOOKING SOUTH



3 VIEW OF MID-SITE AT WEST SCHULTE ROAD
LOOKING AT SOUTH



4 VIEW AT WEST SCHULTE ROAD
LOOKING AT NORTH EAST CORNER



KEY MAP

NOT TO SCALE

NORTH

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COSTCO FACILITIES

SITE PHOTOS

NOT TO SCALE
AUGUST 7, 2024

Proposed Building Data

Building 1

Office Area:	11,800 sf
Warehouse Area:	530,463 sf
Total Area Building 1:	543,526 sf

Building 2

Office Area:	10,800 sf
Warehouse Area:	1,182,398 sf
Total Area Building 2:	1,193,198 sf

Total Building Area:	1,736,724 sf

Truck Route

Warehouse Delivery Truck Route

Proposed Parking Data

Building 1

Total s.f. = 543,526 s.f.

1/1000 s.f. for First 20,000 s.f. of Building Area:	20 Stalls
1/2000 s.f. for 20,000-40,000 s.f. of Building Area:	+10 Stalls
1/4000 s.f. for Remaining s.f. of Building Area. Remaining Warehouse Building Area (503,526 s.f.)	+126 Stalls
1/250 s.f. for the Office Building Area (11,800 s.f.):	+48 Stalls
Total Required Parking:	**204 Stalls**
Total Proposed Parking:	**211 Stalls**
Total Proposed Truck/Trailer Parking:	**181 Stalls**

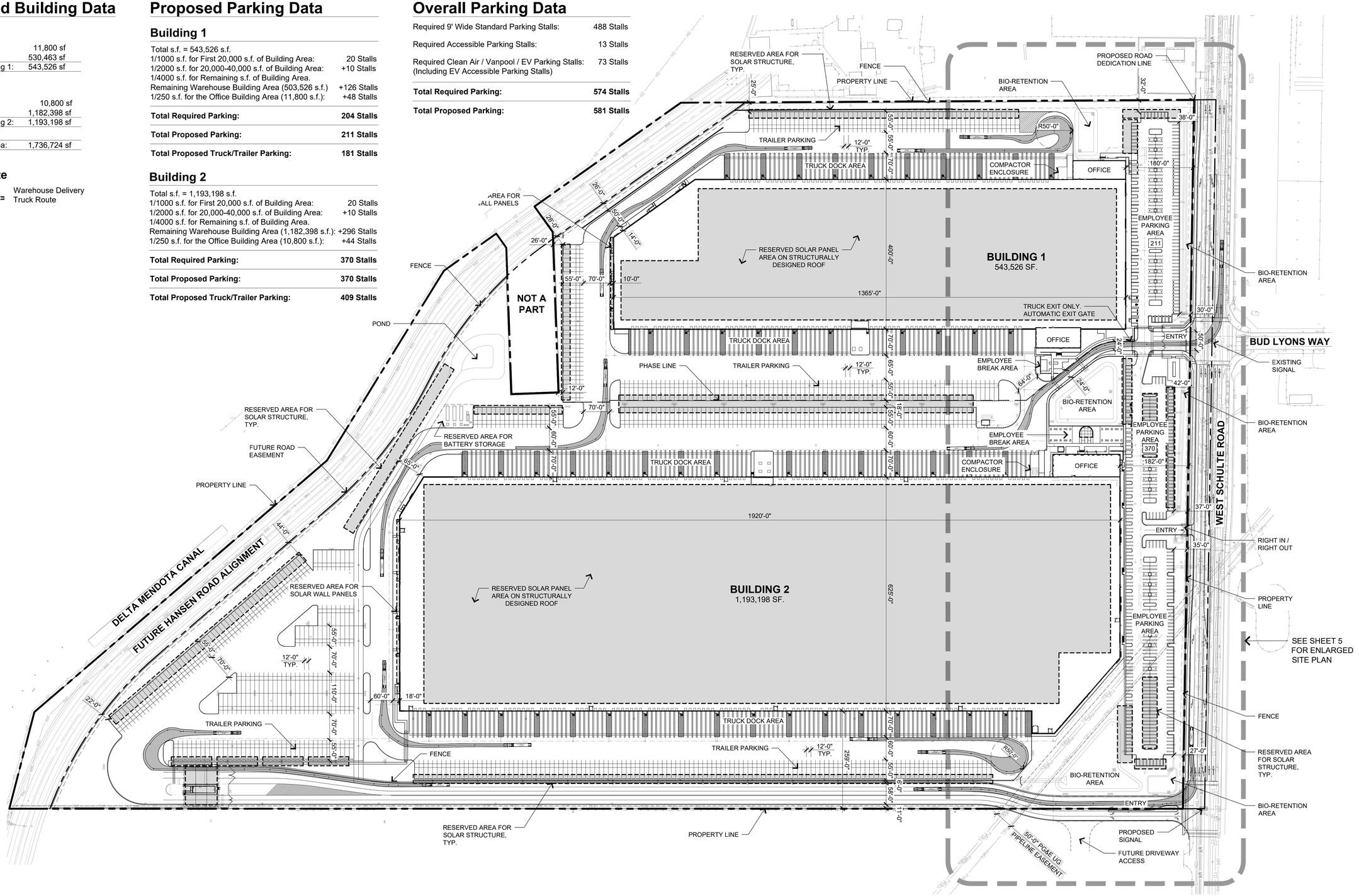
Building 2

Total s.f. = 1,193,198 s.f.

1/1000 s.f. for First 20,000 s.f. of Building Area:	20 Stalls
1/2000 s.f. for 20,000-40,000 s.f. of Building Area:	+10 Stalls
1/4000 s.f. for Remaining s.f. of Building Area. Remaining Warehouse Building Area (1,182,398 s.f.):	+296 Stalls
1/250 s.f. for the Office Building Area (10,800 s.f.):	+44 Stalls
Total Required Parking:	**370 Stalls**
Total Proposed Parking:	**370 Stalls**
Total Proposed Truck/Trailer Parking:	**409 Stalls**

Overall Parking Data

Required 9' Wide Standard Parking Stalls:	488 Stalls
Required Accessible Parking Stalls:	13 Stalls
Required Clean Air / Vanpool / EV Parking Stalls: (Including EV Accessible Parking Stalls)	73 Stalls
Total Required Parking:	**574 Stalls**
Total Proposed Parking:	**581 Stalls**



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DAVID BABCOCK + ASSOCIATES
ARCHITECTURE PLANNING LANDSCAPE
3581 MT. DIABLO BLVD. , SUITE 235
LAFAYETTE, CALIFORNIA 94549
t: 925.283.5070

COSTCO FACILITIES

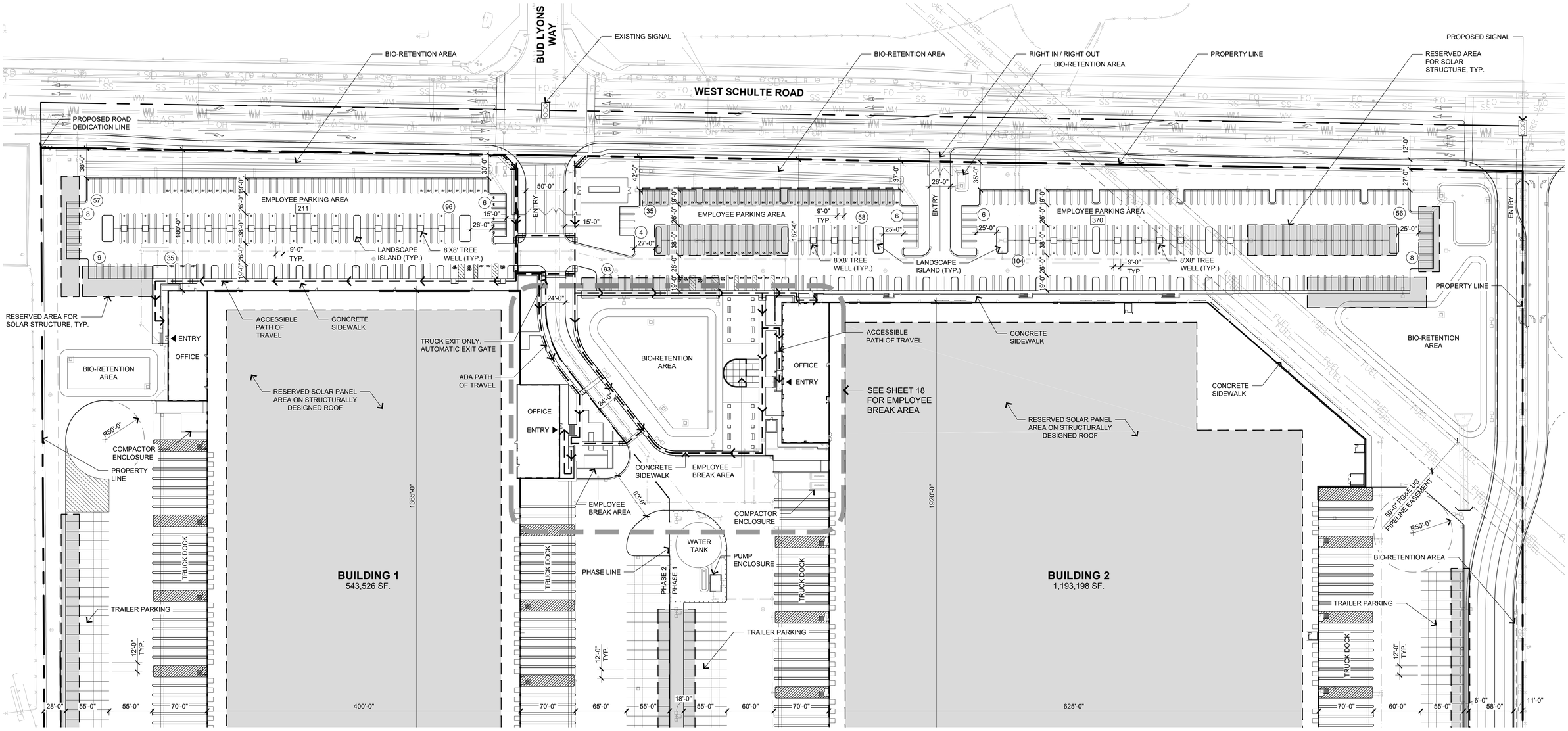
OVERALL SITE PLAN

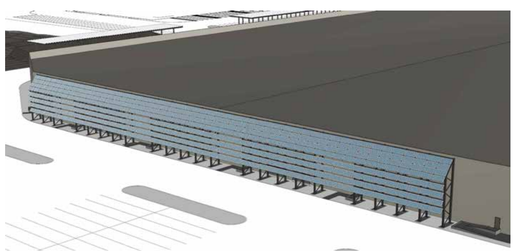
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SCALE 1"=120'

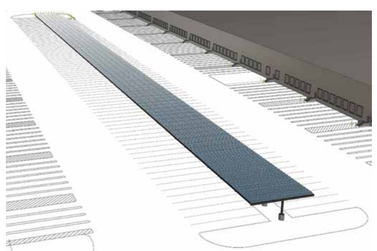
AUGUST 7, 2024

NORTH





SOLAR WALL PANELS



SOLAR STRUCTURE

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3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO FACILITIES

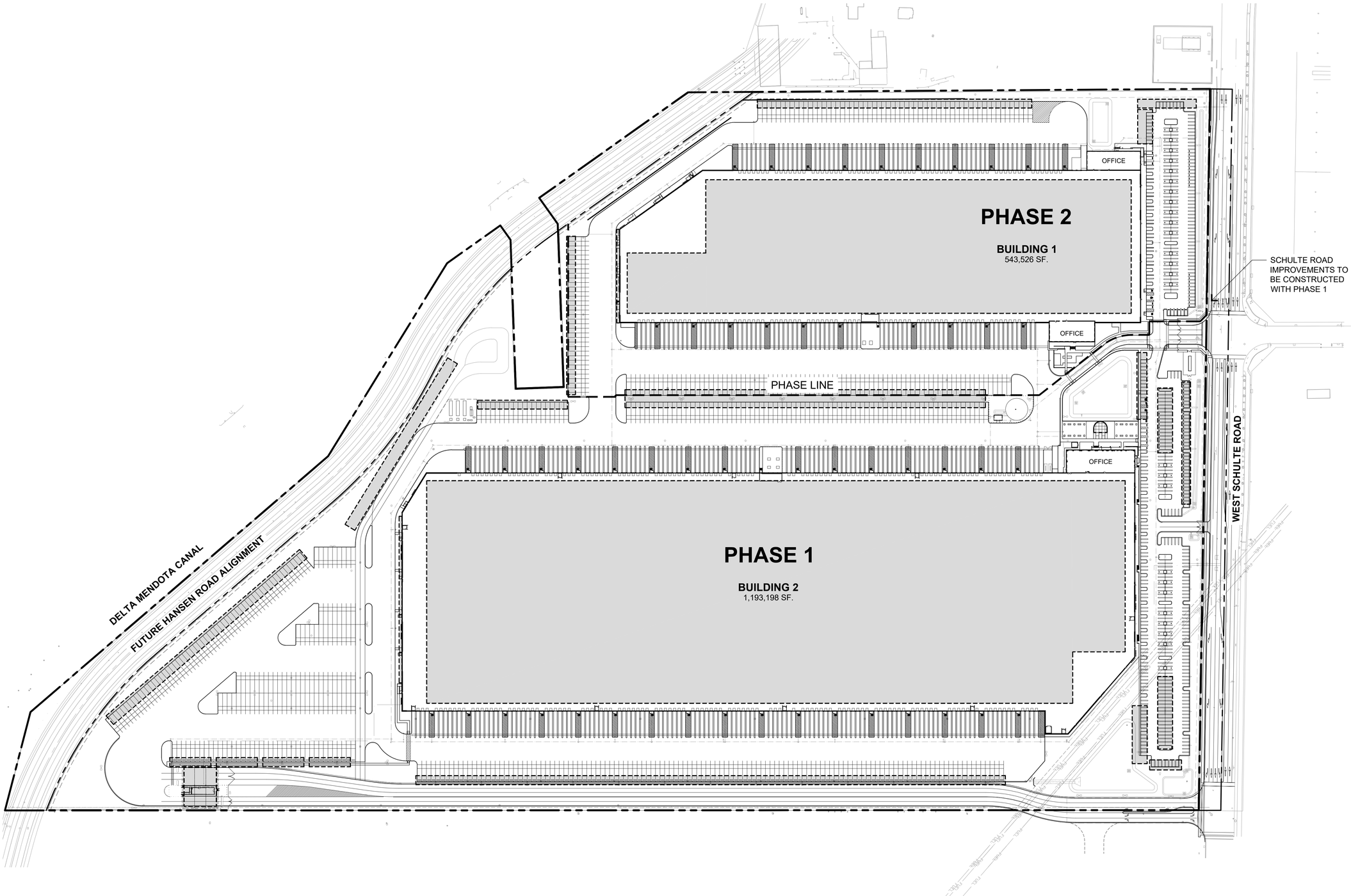
ENLARGED SITE PLAN

0 30' 60' 120'

SCALE 1"=60'

AUGUST 7, 2024

NORTH



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ARCHITECTURE PLANNING LANDSCAPE
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T: 925.283.5070

COSTCO FACILITIES

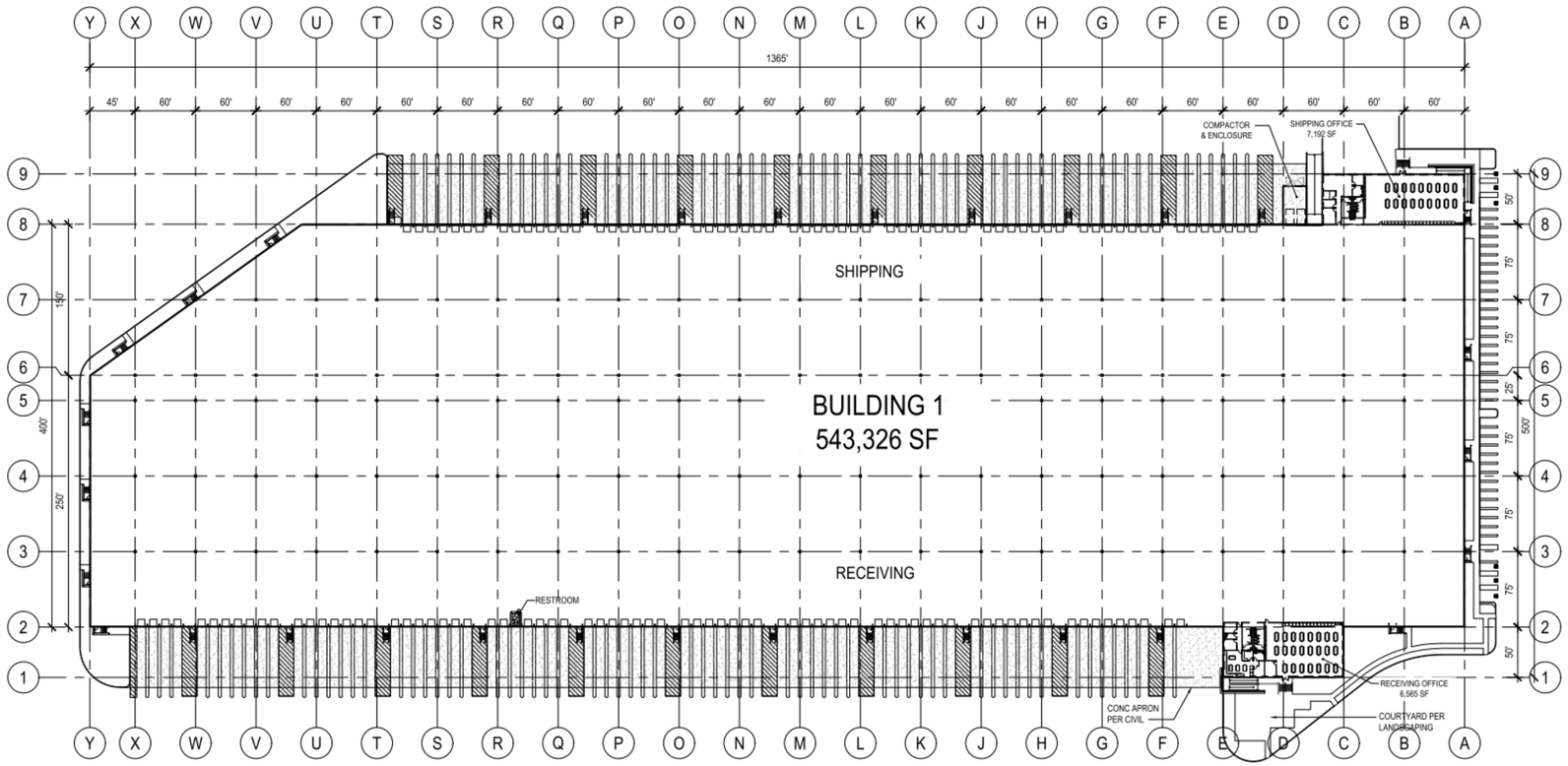
PHASING PLAN

0 60' 120' 240'

SCALE 1"=120'

AUGUST 7, 2024

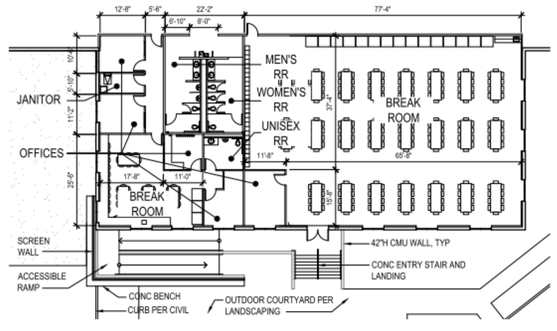
NORTH



1 OVERALL FLOOR PLAN

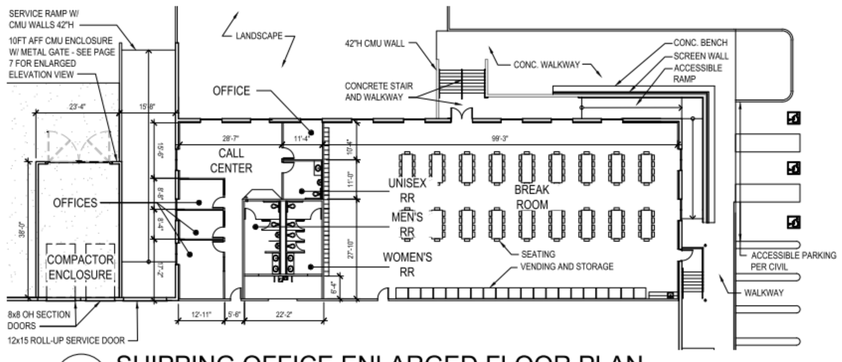
SCALE: 1" = 70'

CONSTRUCTION TYPE: VB
OCCUPANCY CLASS: S1/B



2 RECEIVING OFFICE ENLARGED FLOOR PLAN

SCALE: 1" = 20'



3 SHIPPING OFFICE ENLARGED FLOOR PLAN

SCALE: 1" = 20'

NORTH

COSTCO WHOLESALE

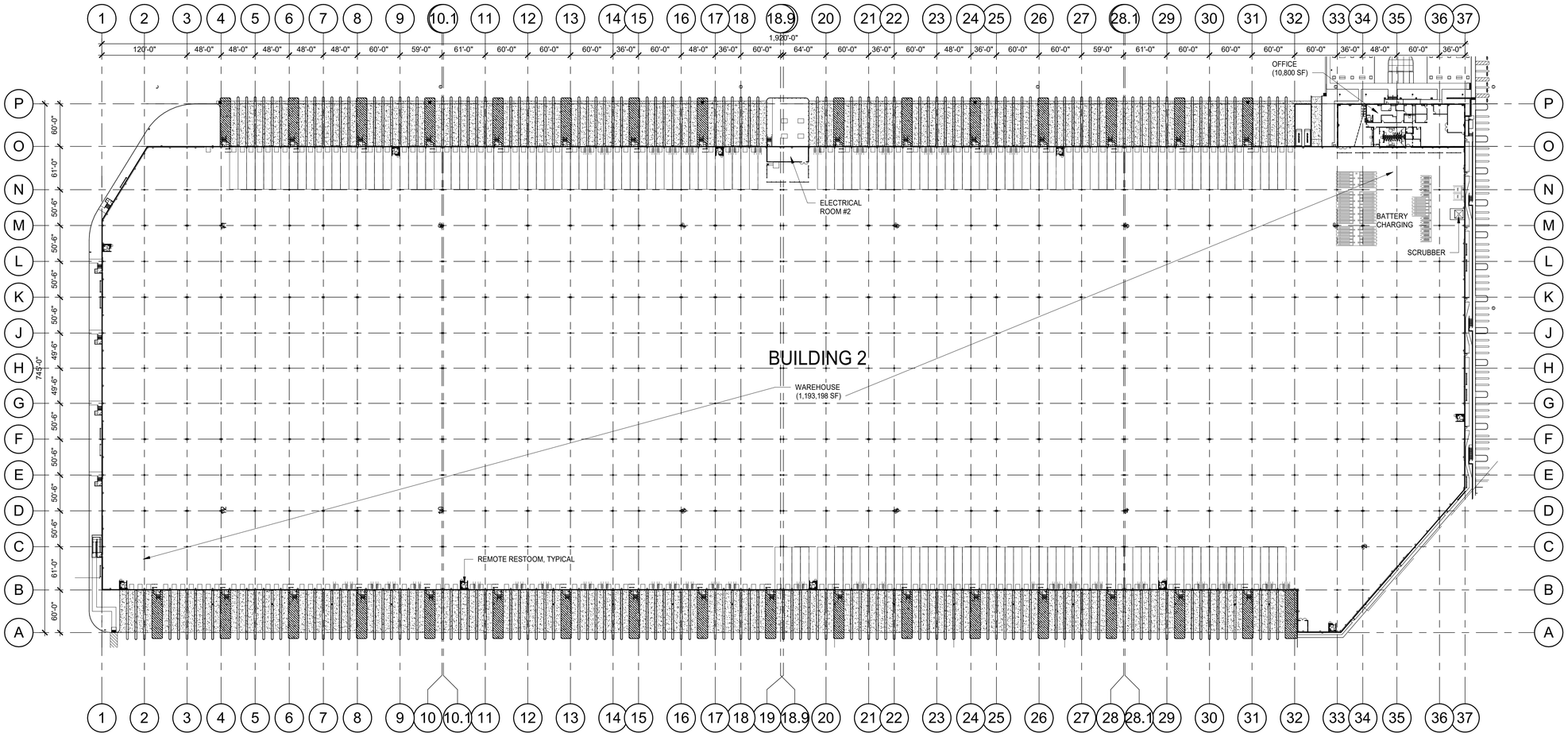
FLOOR PLAN - BUILDING 1

COSTCO WHOLESALE DDC (TRACY HOM)
16000 W Schulte Rd.
Tracy, CA 95377

WARE MALCOMB

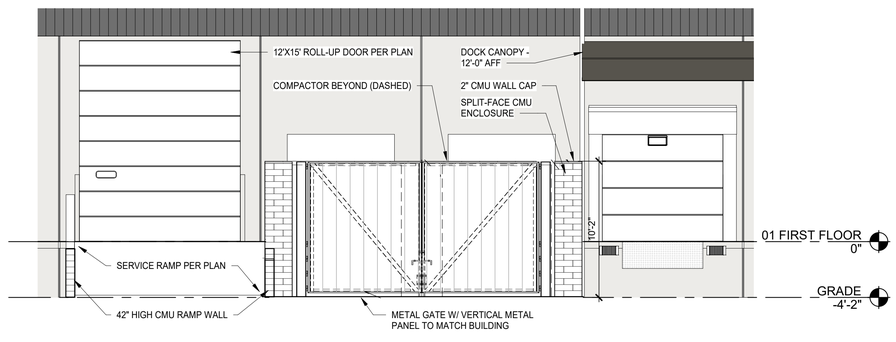
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11/30/22

SHEET
7



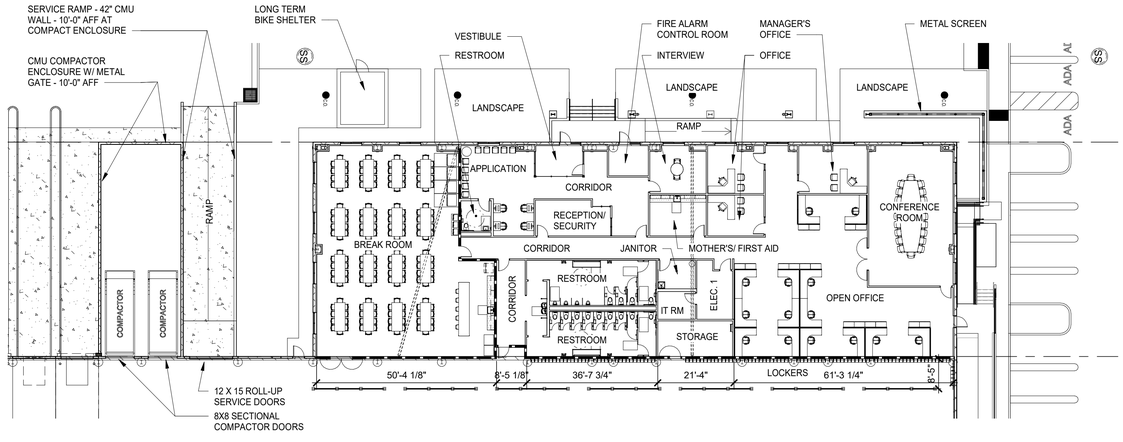
OVERALL FLOOR PLAN 1

SCALE: 1" = 80'-0"



ENLARGED COMPACTOR ELEVATION 3

SCALE: 3/16" = 1'-0"



ENLARGED FLOOR PLAN 2

SCALE: 1" = 20'-0"

NORTH

COSTCO WHOLESALE

FLOOR PLAN - BUILDING 2

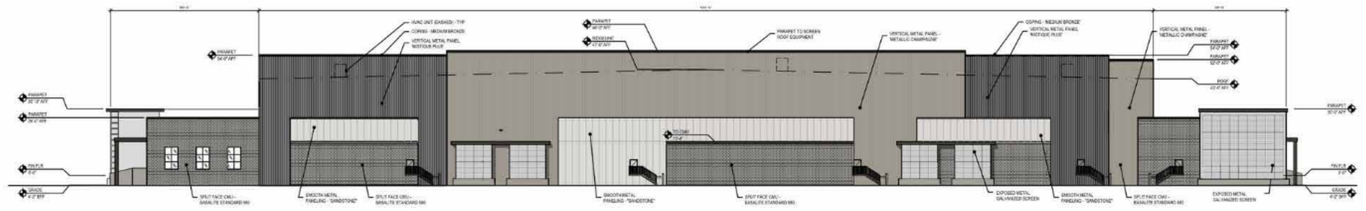
COSTCO WHOLESALE DDC (TRACY HOM)

16000 W Schulte Rd.
Tracy, CA 95377

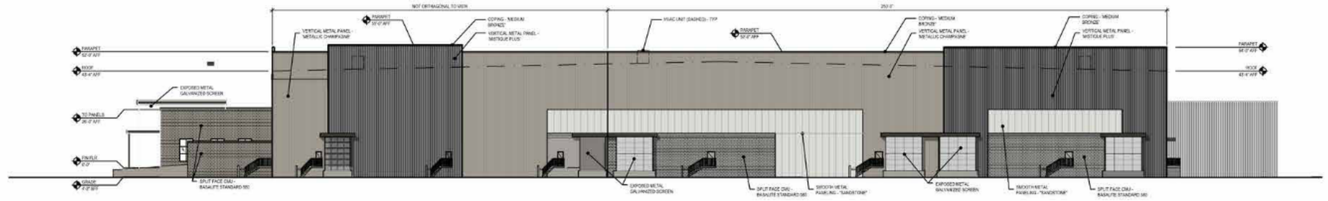
WARE MALCOMB

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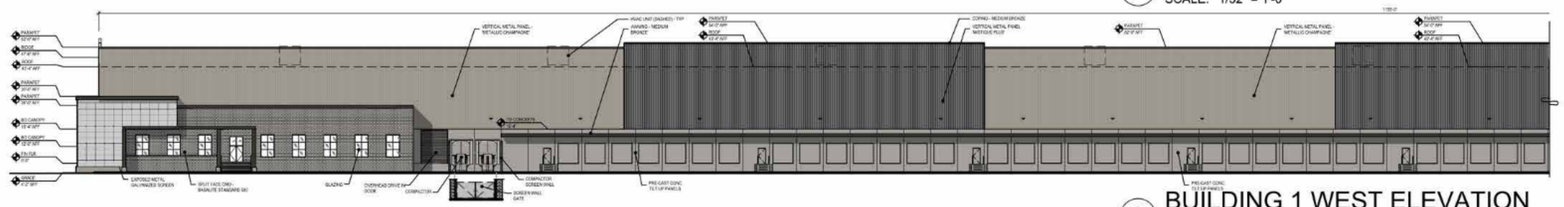
SHEET **8**



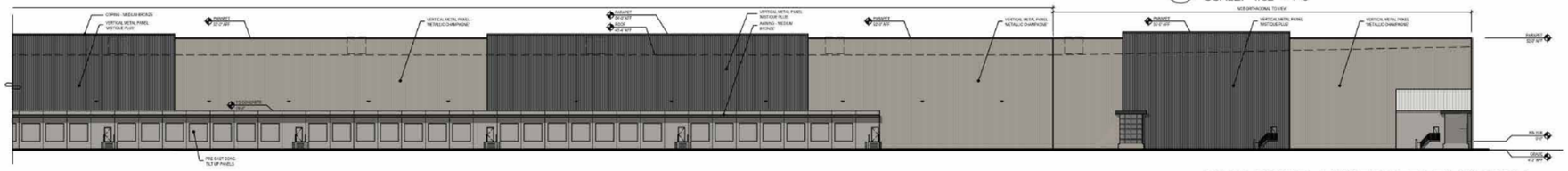
1 BUILDING 1 NORTH ELEVATION
SCALE: 1/32" = 1'-0"



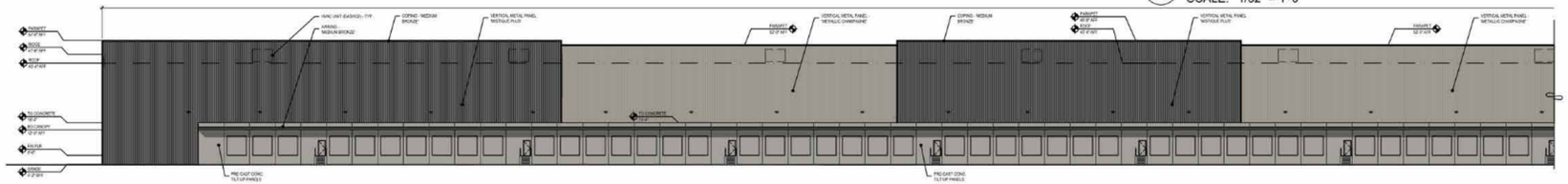
2 BUILDING 1 SOUTH ELEVATION
SCALE: 1/32" = 1'-0"



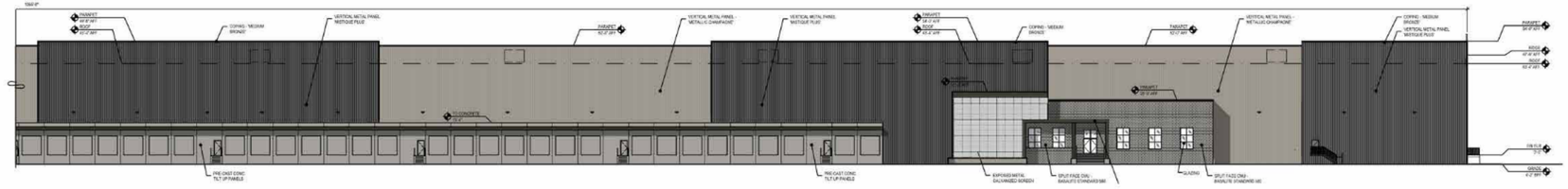
3 BUILDING 1 WEST ELEVATION
SCALE: 1/32" = 1'-0"



4 BUILDING 1 WEST ELEVATION
SCALE: 1/32" = 1'-0"



5 BUILDING 1 EAST ELEVATION
SCALE: 1/32" = 1'-0"



6 BUILDING 1 EAST ELEVATION
SCALE: 1/32" = 1'-0"

COSTCO WHOLESALE

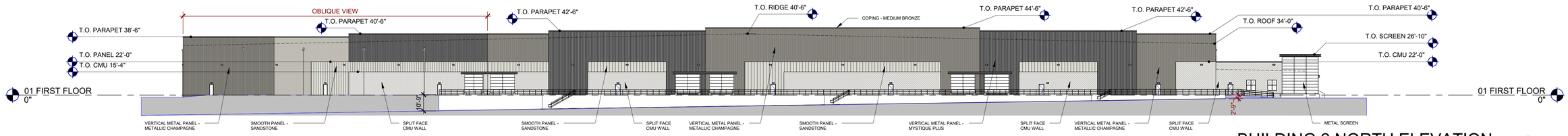
BUILDING 1 ELEVATIONS

COSTCO WHOLESALE DDC (TRACY HOM)
16000 W Schulte Rd.
Tracy, CA 95377

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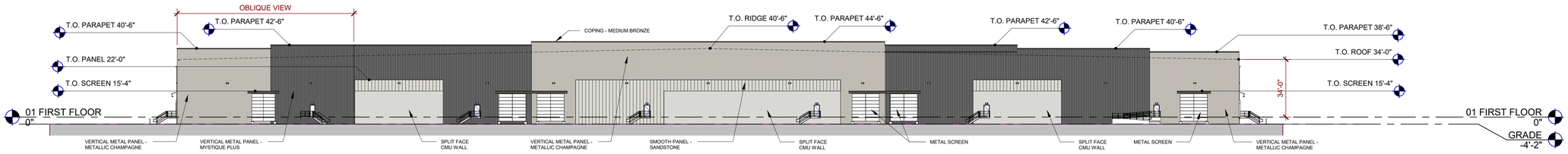
SHEET
9



BUILDING 2 NORTH ELEVATION

SCALE: 1/32" = 1'-0"

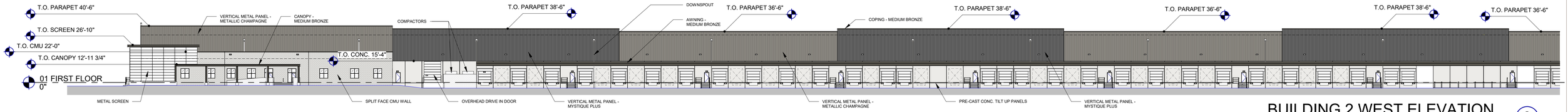
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OVERALL SOUTH EXTERIOR ELEVATION

SCALE: 1/32" = 1'-0"

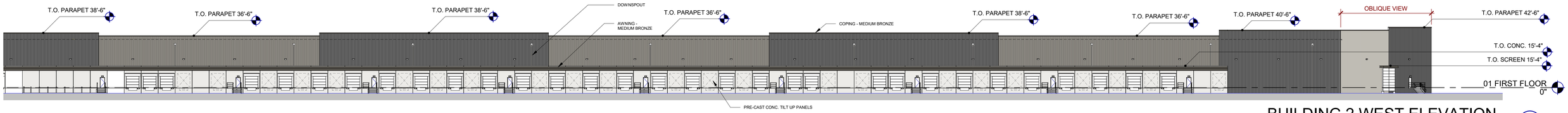
2



BUILDING 2 WEST ELEVATION

SCALE: 1/32" = 1'-0"

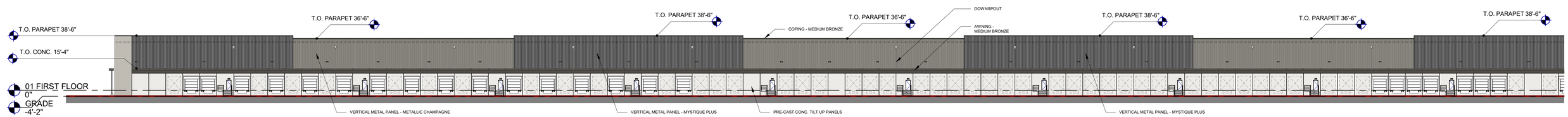
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BUILDING 2 WEST ELEVATION

SCALE: 1/32" = 1'-0"

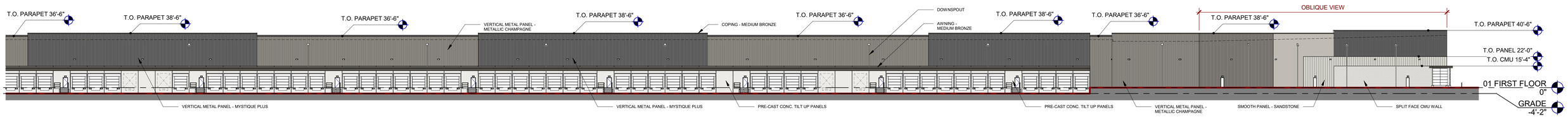
4



BUILDING 2 EAST ELEVATION

SCALE: 1/32" = 1'-0"

5



BUILDING 2 EAST ELEVATION

SCALE: 1/32" = 1'-0"

6

COSTCO WHOLESALE

BUILDING 2 ELEVATIONS

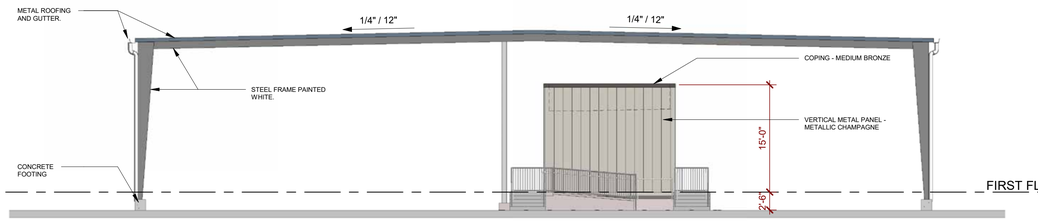
COSTCO WHOLESALE DDC (TRACY HOM)

16000 W Schulte Rd.
Tracy, CA 95377

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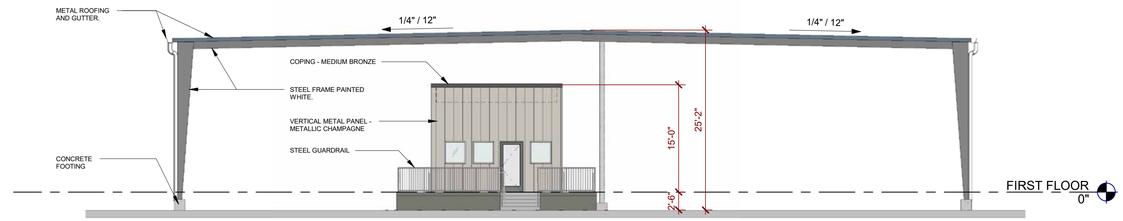
SHEET
10



South Elevation

SCALE: 1" = 10'-0"

3



North Elevation

SCALE: 1" = 10'-0"

1



West Elevation

SCALE: 1" = 10'-0"

4



East Elevation

SCALE: 1" = 10'-0"

2

COSTCO WHOLESALE

GUARDHOUSE ELEVATIONS

COSTCO WHOLESALE DDC (TRACY HOM)

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Tracy, CA 95377

WARE MALCOMB

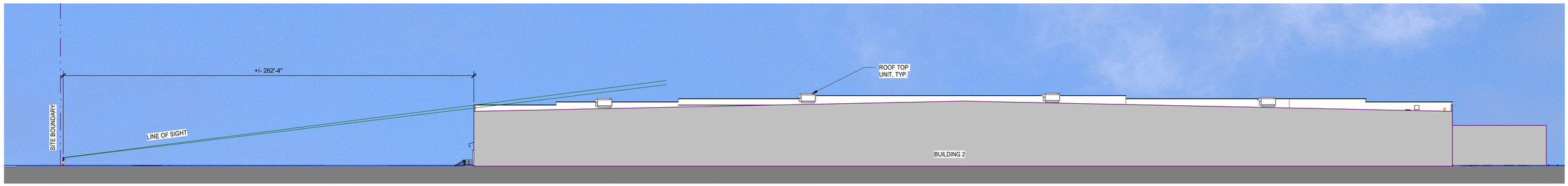
SNR22-5021-00
11/30/22

SHEET
11



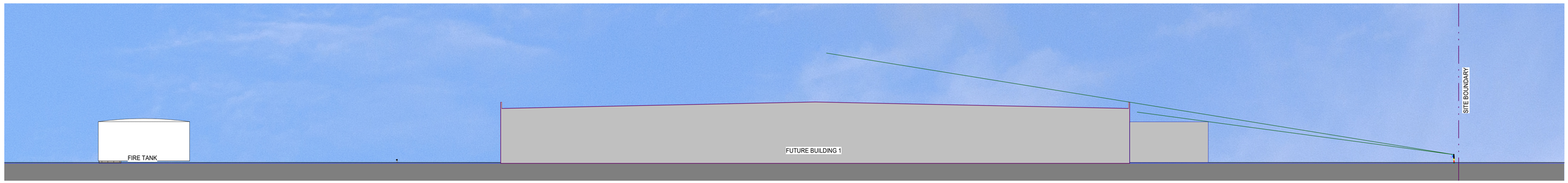
OVERALL SITE STUDY NORTH SECTION — A

SCALE: 1" = 80'-0"



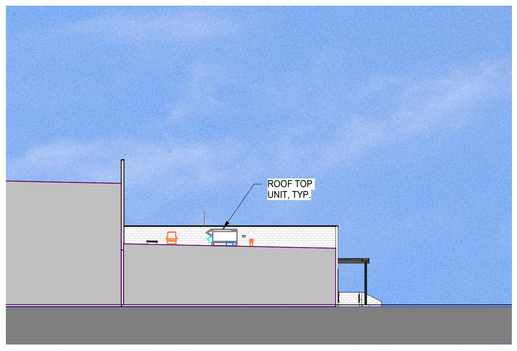
BUILDING 2 SITE STUDY NORTH SECTION — A1

SCALE: 1" = 30'-0"



FUTURE BUILDING 1 ENLARGED SITE STUDY NORTH SECTION — A2

SCALE: 1" = 30'-0"



BUILDING 2 SECTION @ OFFICE — A3

SCALE: 1" = 20'-0"



SIGHT LINE SECTION LABELS

COSTCO WHOLESALE

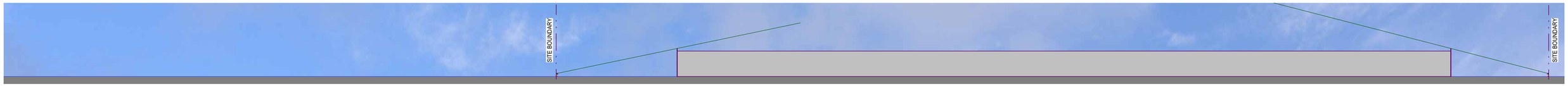
SITE SECTIONS

COSTCO WHOLESALE DDC (TRACY HOM)
16000 W Schulte Rd.
Tracy, CA 95377

WARE MALCOMB

SNR22-5021-00
11/30/22

SHEET
12



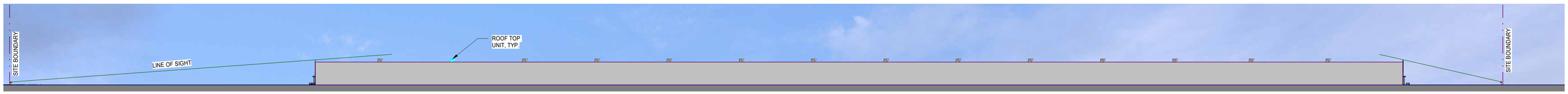
FUTURE BUILDING 1 OVERALL SITE STUDY WEST SECTION — B

SCALE: 1" = 80'-0"



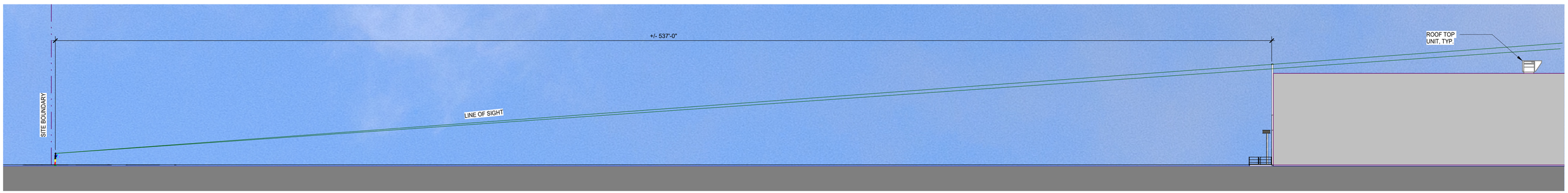
FUTURE BUILDING 1 SITE STUDY WEST SECTION — B1

SCALE: 1" = 30'-0"



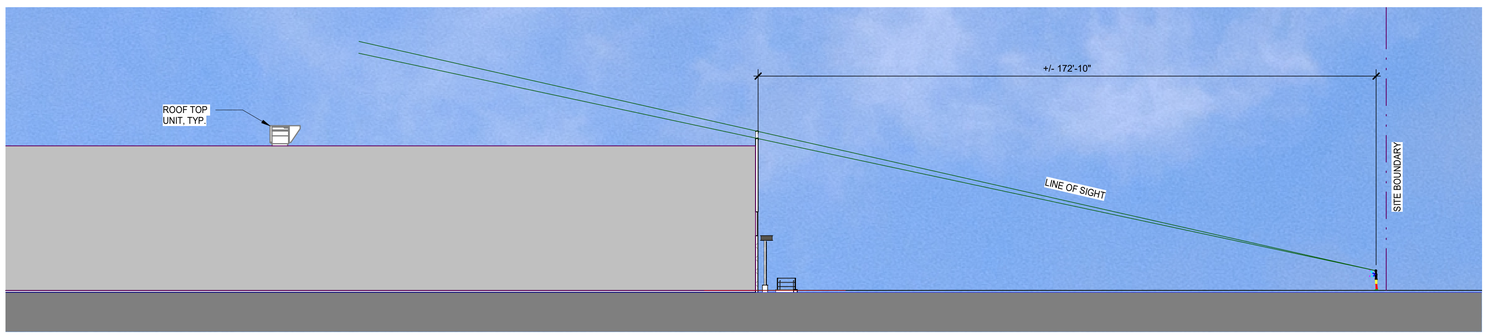
OVERALL BUILDING 2 SITE STUDY EAST SECTION — C

SCALE: 1" = 80'-0"



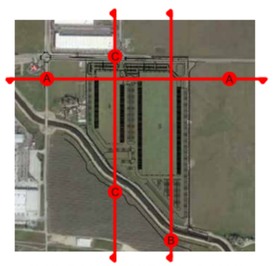
BUILDING 2 SITE STUDY EAST SECTION — C1

SCALE: 1" = 20'-0"



BUILDING 2 SITE STUDY EAST SECTION — C2

SCALE: 1" = 20'-0"



SIGHT LINE SECTION LABELS

COSTCO WHOLESALE

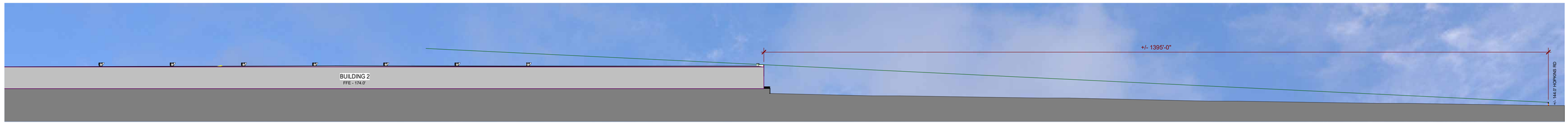
SITE SECTIONS

COSTCO WHOLESALE DDC (TRACY HOM)
16000 W Schulte Rd.
Tracy, CA 95377

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11/30/22

SHEET
13



OVERALL SITE STUDY FROM HOPKINS RD

D

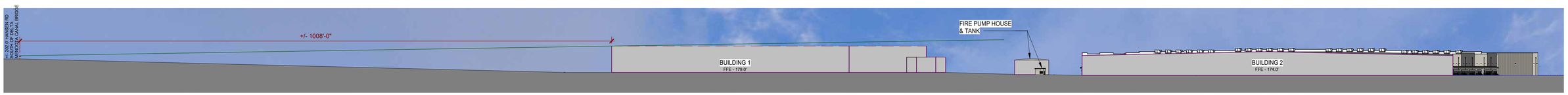
SCALE: 1" = 80'-0"



OVERALL SITE STUDY FROM INTERSECTION OF SCHULTE RD AND HANSEN RD

E

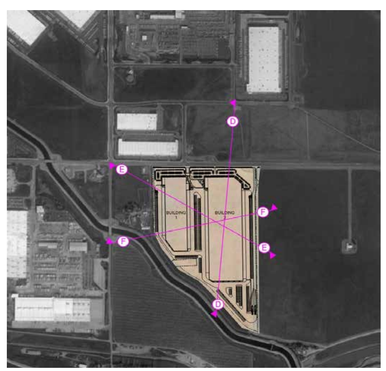
SCALE: 1" = 80'-0"



OVERALL SITE STUDY SOUTHWEST TO NORTHEAST SECTION

F

SCALE: 1" = 80'-0"



COSTCO WHOLESALE

SITE SECTIONS

COSTCO WHOLESALE DDC (TRACY HOM)
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Tracy, CA 95377

WARE MALCOMB

SNR22-5021-00
11/30/22

SHEET
14



COSTCO WHOLESALE

PERSPECTIVE 1

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16000 W Schulte Rd.
Tracy, CA 95377

WARE MALCOMB

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11/30/22

SHEET
15



COSTCO WHOLESALE

BUILDING 2

PERSPECTIVE 2

COSTCO WHOLESALE DDC (TRACY HOM)
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11/30/22

SHEET
16





A **ARCHITECTURAL METAL PANEL**
METALLIC CHAMPAGNE



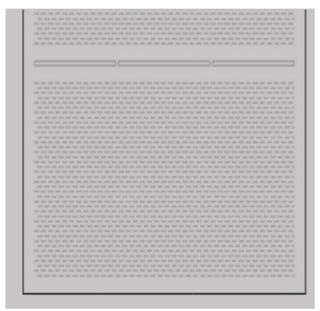
B **ARCHITECTURAL METAL PANEL**
MISTIQUE PLUS



C **CMU**
BASALITE - STANDARD 580



D **CANOPY AND COPING ACCENT**
MEDIUM BRONZE



E **PERFORATED SCREENING**
METAL

F **SMOOTH METAL PANEL**
SANDSTONE

COSTCO WHOLESALE

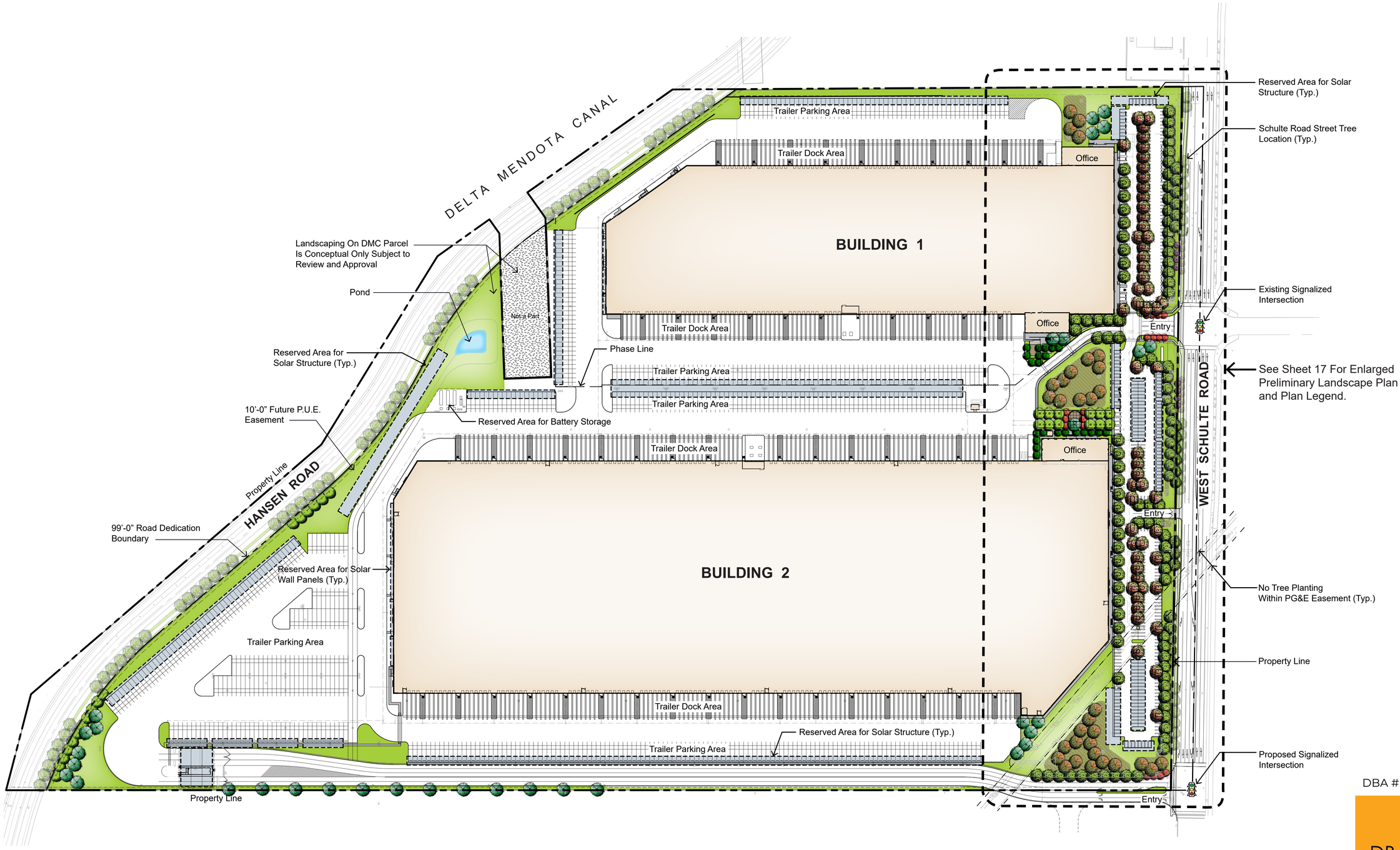
MATERIAL BOARD

COSTCO WHOLESALE DDC (TRACY HOM)
16000 W Schulte Rd.
Tracy, CA 95377

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SHEET
17



DBA #P.281

DB+A
DAVID BABCOCK + ASSOCIATES
ARCHITECTURE PLANNING LANDSCAPE
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO FACILITIES

OVERALL PRELIMINARY LANDSCAPE PLAN

0 60' 120' 240'

SCALE 1"=120'

AUGUST 7, 2024

NORTH



PLANT LEGEND

	BOTANICAL / COMMON NAME	SIZE	SPACING	WUCOLS (Water Use Classification of Landscape Species)	TREE SIZE CANOPY (Diameter in Feet) at Maturity	QTY	COMMENTS
	Trees						
	Lagerstroemia hyb. 'Dynamite'/ Dynamite Crape Myrtle	24" Box	16' – 0" o.c.	L	16'	8	Matched Standards
	Lagerstroemia hyb. 'Tuscarora' / Pink/Red Flowering Crape Myrtle	24" Box	16' – 0" o.c.	L	16'	18	Matched Standards
	Quercus ilex / Holly Oak	24" Box	80' – 0" o.c. or as shown.	L	35'	33	Matched Standards
	Quercus macrocarpa / Urban Pinnacle Oak	24" Box	As shown	M	25'	22	Matched Standards
	Quercus shumardii / Shumard Red oak	24" Box	As shown	M	35'	54	Matched Standards
	Quercus v. 'Sky Climber' / Sky Climber Southern Oak	24" Box	As shown	L	35'	32	Matched Standards
	Ulmus parvifolia 'True Green' / True Green Chinese Evergreen Elm	24" Box	30' – 0" o.c. or as shown.	M	30'	119	Matched Standards
	Ulmus 'Frontier' / Frontier Elm	24" Box	As shown	M	25'	29	Matched Standards
					TOTAL NUMBER OF TREES :	**315**	
	Street Trees at Schulte Road						
	Lagerstroemia hyb. 'Dynamite'/ Dynamite Crape Myrtle	24" Box		M	16'	10	Matched Standards
	Ulmus parvifolia 'True Green' / True Green Chinese Evergreen Elm	24" Box		M	30'	22	Matched Standards
	Street Trees at Hansen Road						
	Ulmus parvifolia True Green Chinese Evergreen Elm	24" Box		M	16'	56	Matched Standards
					TOTAL NUMBER OF STREET TREES :	**88**	

BOTANICAL / COMMON NAME	SIZE	SPACING	WUCOLS (Water Use Classification of Landscape Species)	COMMENTS
Understory Planting				
Screen Shrubs				
Arbutus unedo 'Compacta' / Compact Strawberry Tree	15 gal.	10' – 0" o.c.	L	
Arctostaphylos 'Howard McMinn' / Howard McMinn Arctostaphylos	5 gal.	8' – 0" o.c.	L	
Dodonaea viscosa / Hop Bush	5 gal.	8' – 0" o.c.	L	Low-branching
Elaeagnus Dungens / Silverberry	5 gal.	12' – 0" o.c.	L	Multi-trunked
Heteromeles arbutifolia / Toyon	15 gal.	12' – 0" o.c.	L	
Myrica californica / Pacific Wax Myrtle	15 gal.	12' – 0" o.c.	M	Low-branching
Thuja o. 'Emerald' / Emerald Arborvitae	15 gal.	3' – 6" o.c.	M	Matched in size
Shrubs and Perennials				
Dietes vegata 'Variegata' / Variegated Fortnight Lily	5 gal.	3' – 0" o.c.	L	
Grevillea 'Scarlet Sprite' / Scarlet Sprite Grevillea	5 gal.	4' – 0" o.c.	L	
Lomandra longifolia 'Breeze' / Breeze Lomandra	1 gal.	4' – 0" o.c.	L	
Nerium Oleander 'Petite Red' Petite Red Oleander	5 gal.	6' – 0" o.c.	L	
Rhaphiolepis Indica 'Pink Dancer' / Pink Dance Indian Hawthorn	5 gal.	3' – 6" o.c.	M	
Salvia l. 'Santa Barbara' / Santa Barbara Sage	5 gal.	4' – 0" o.c.	L	
Westringia fruticosa 'Blue Gem' / Blue Gem Coast Rosemary	5 gal.	4' – 0" o.c.	L	

BOTANICAL / COMMON NAME	SIZE	SPACING	WUCOLS (Water Use Classification of Landscape Species)	COMMENTS
Ornamental Grasses				
Festuca mairei / Atlas Fescue	1 gal.	2' – 6" o.c.	M	
Muhlenbergia rigens / Deer Grass	1 gal.	5' – 0" o.c.	L	
Pennisetum orientale / Oriental Fountain Grass	1 gal.	2' – 0" o.c.	M	
Ground Covers				
Cotoneaster dammeri 'Lowfast' / Lowfast Bearberry	1 gal.	8' – 0" o.c.	L	
Juniperus horizontalis 'Blue Chip' / Blue Chip Juniper	1 gal.	6' – 0" o.c.	L	
Lantana hyb. 'Dwarf Yellow' / Dwarf Yellow Lantana	1 gal.	4' – 6" o.c.	L	
Myoporum parvifolium 'Pink' / Pink Myoporum	1 gal.	8' – 0" o.c.	L	
Rosmarinus o. 'Huntington Blue' / Huntington Blue Rosemary	1 gal.	5' – 0" o.c.	L	

BOTANICAL / COMMON NAME	SIZE	SPACING	WUCOLS (Water Use Classification of Landscape Species)	COMMENTS
Bio-Retention Area Planting				
Chondropetalum tectorum / Small Cape Rush	1 gal.	3' – 6" o.c.	M	
Festuca mairei / Atlas Fescue	1 gal.	2' – 6" o.c.	L	
Juncus patens 'Elk Blue' / Elk Blue California Gray Rush	1 gal.	2' – 0" o.c.	M	
Muhlenbergia rigens / Deer Grass	1 gal.	5' – 0" o.c.	L	
Rosa californica / California Wild Rose	5 gal.	8' – 0" o.c.	L	

Irrigation System Statement

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and ensure deeply rooted plant material while avoiding excess water application. The system will be programmable, allowing operation during late night and/or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will bn the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources model Water Efficient Landscape Ordinance (MWELO).

WUCOLS LEGEND:

(WATER USAGE CLASSIFICATION OF LANDSCAPE SPECIES)

L Low Water Use

M Moderate Water Use

LANDSCAPE DATA:

Parking Lot Trees

Total number of Trees Required: 119 Trees
(1 Tree / 5 Parking stalls)

Total number of Trees Provided: 133 Trees
(At perimeter parking and within parking lot planters, typ.)

Tree Shade Calculation

Shade Required: 50%
Shade Provided: 55%

DBA #P.281

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T: 925.283.5070

COSTCO FACILITIES

ENLARGED PRELIMINARY LANDSCAPE PLAN

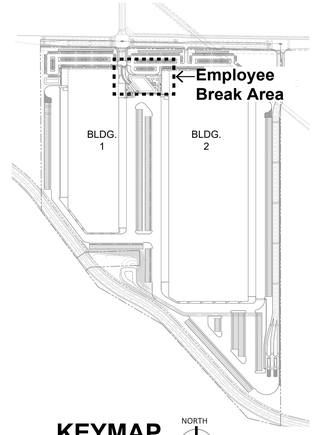
0 30' 60' 120'

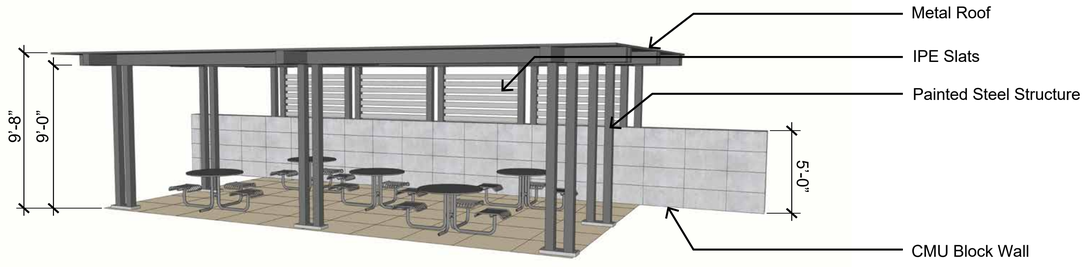
SCALE 1"=60'

AUGUST 7, 2024

NORTH







Shade Structure Perspective

NOTE:
SEE SHEET 17
FOR PLANT LEGEND

SEE SHEET 25
FOR HARDSCAPE
MATERIALS

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T: 925.283.5070

COSTCO FACILITIES

EMPLOYEE BREAK AREA - PRELIMINARY LANDSCAPE PLAN

0 10' 20' 40'
SCALE 1"=20'
AUGUST 7, 2024

NORTH

MATCHLINE 'L' - SEE SHEET 24

Solar Structure (Typ.)

Bio-Retention Area

Phase Line

MATCHLINE 'A'

Plan A

MATCHLINE 'A'

Building 1

Bio-Retention Area

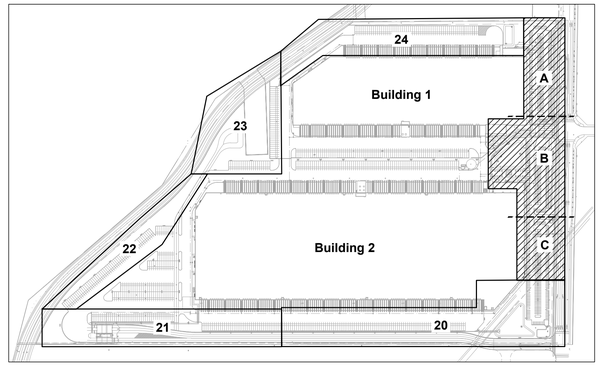
Bio-Retention Area

Building 2

Reserved Area For Solar Structure (Typ.)

MATCHLINE 'B'

Plan B



KEY PLAN
N.T.S

MATCHLINE 'B'

Bio-Retention Area

Solar Structure (Typ.)

No Tree Planting Within PG&E Easement (Typ.)

MATCHLINE 'C' - SEE SHEET 20

Plan C

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COSTCO FACILITIES

PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'

SCALE 1"=30'

AUGUST 7, 2024

NORTH

MATCHLINE 'C' - SEE SHEET 19

Building 2

Reserved Area For Solar Structure (Typ.)

Bio-Retention Area

No Tree Planting Within PG&E Easement (Typ.)

MATCHLINE 'D'

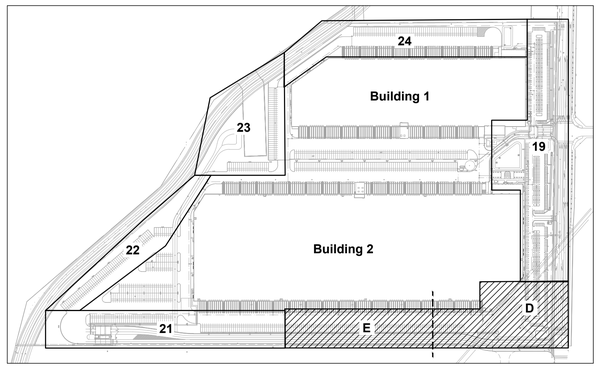
Plan D

Reserved Area For Solar Structure (Typ.)

MATCHLINE 'E' - SEE SHEET 21

MATCHLINE 'D'

Plan E



KEY PLAN
N.T.S

NORTH

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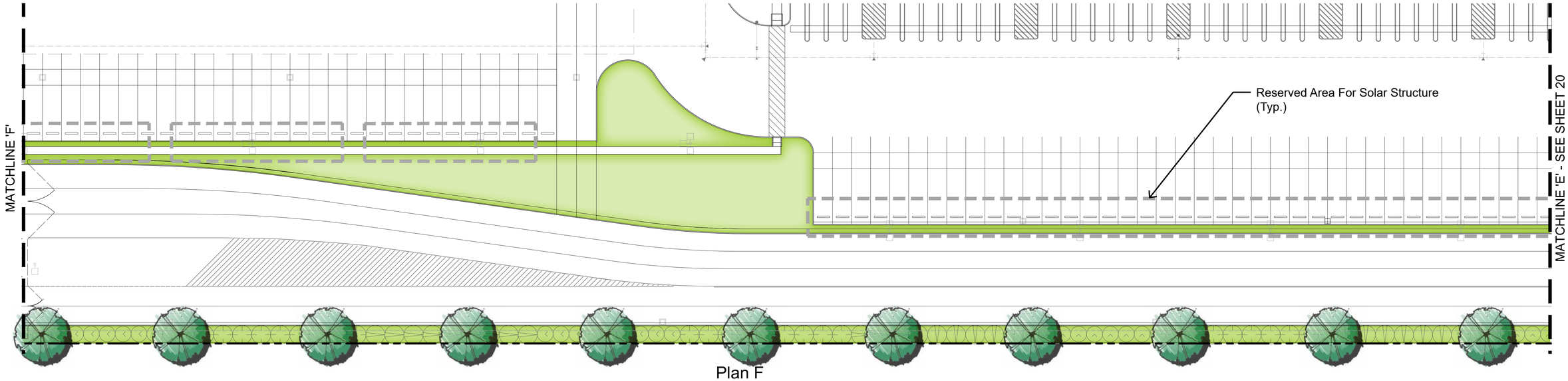
PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'

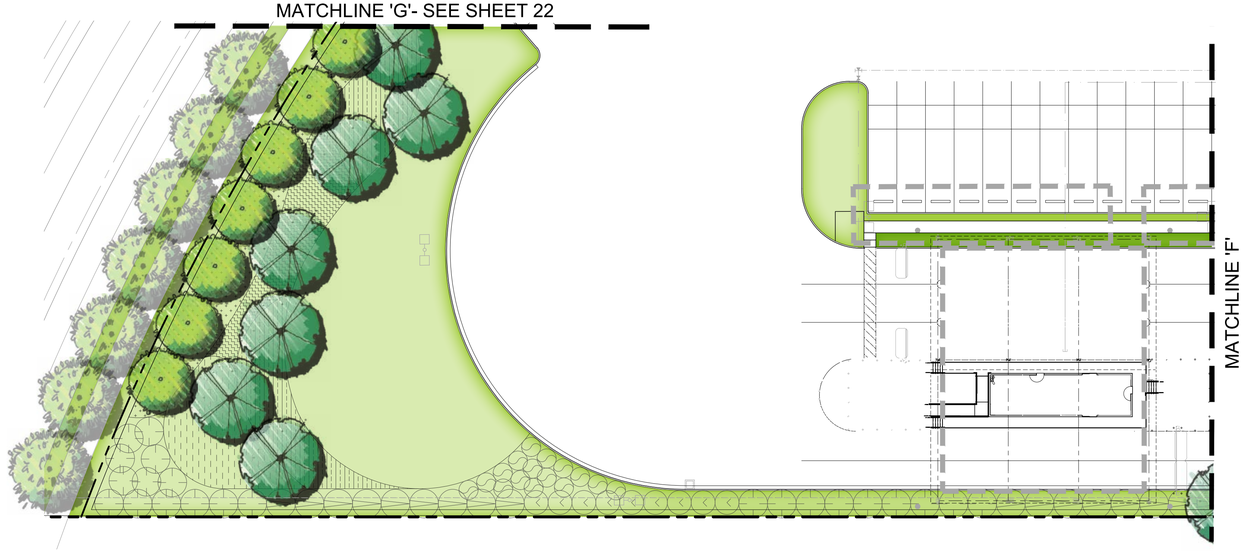
SCALE 1"=30'

AUGUST 7, 2024

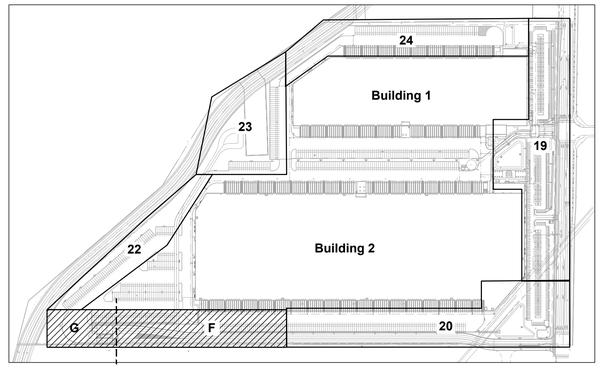
NORTH



Plan F



Plan G



KEY PLAN
N.T.S

NORTH

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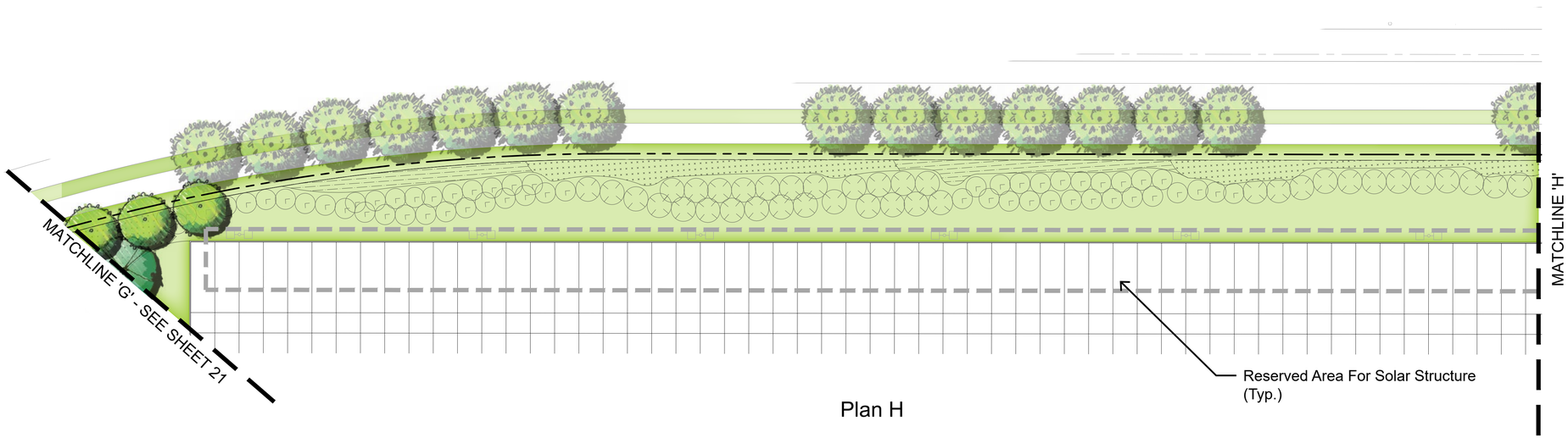
PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'

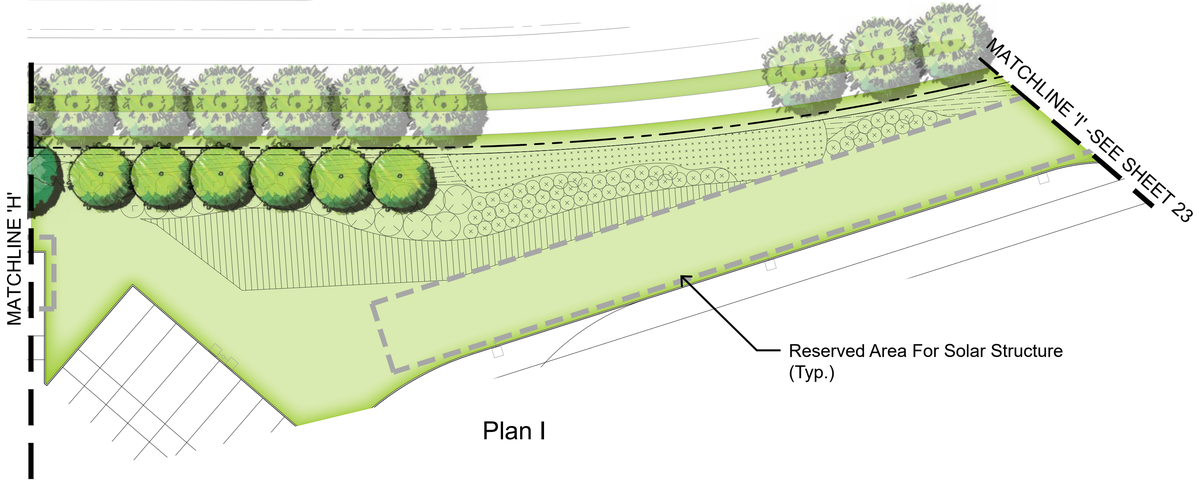
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AUGUST 7, 2024

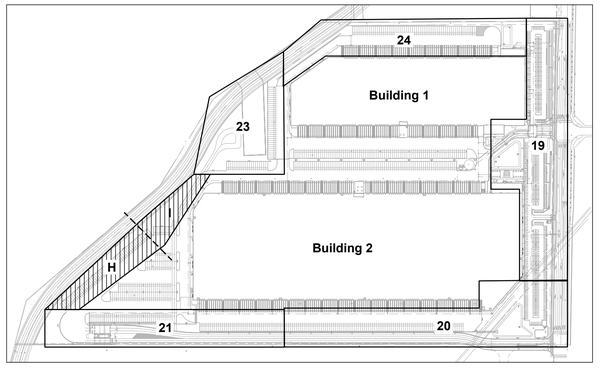
NORTH



Plan H



Plan I



KEY PLAN
N.T.S

NORTH

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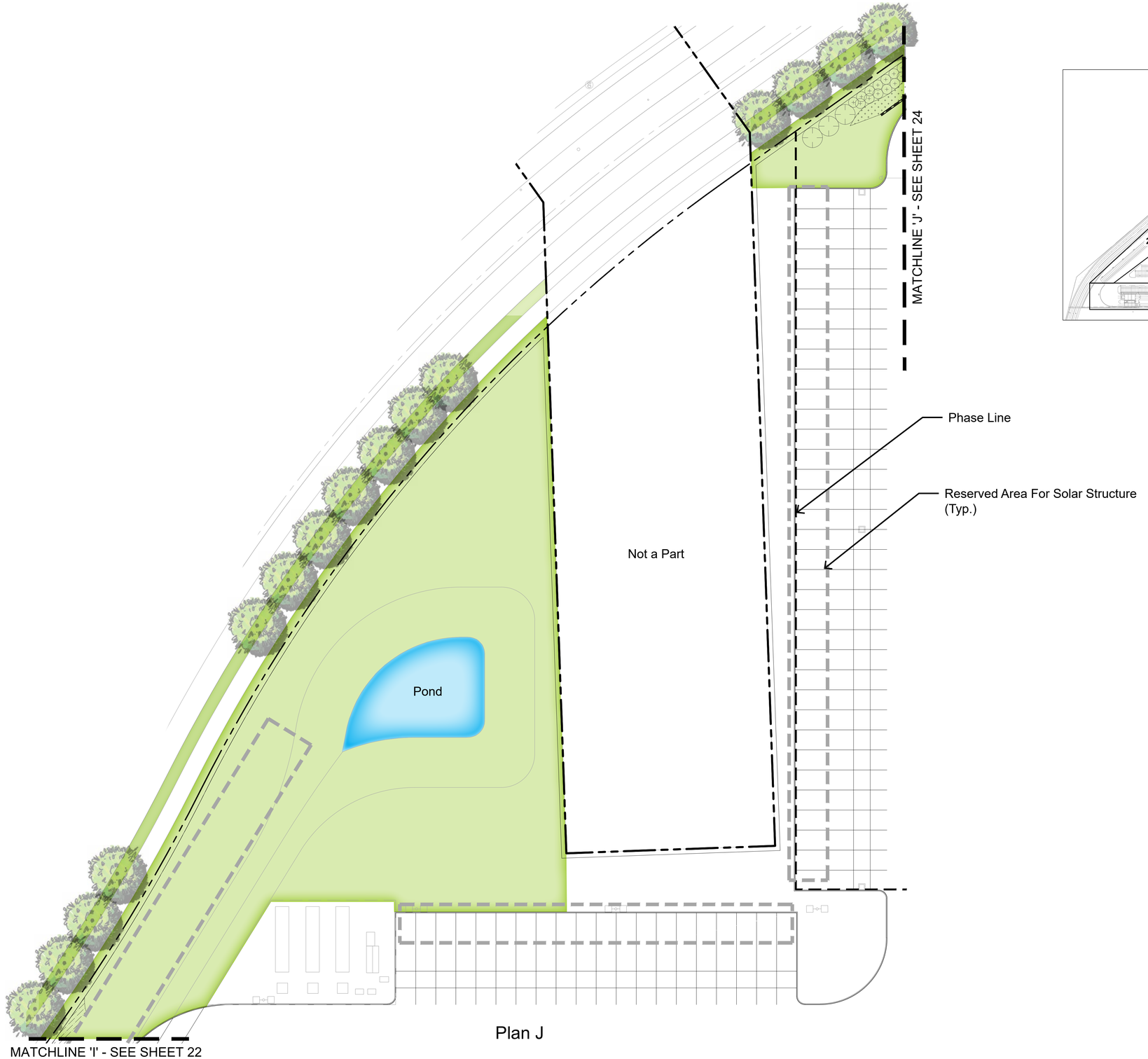
PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'

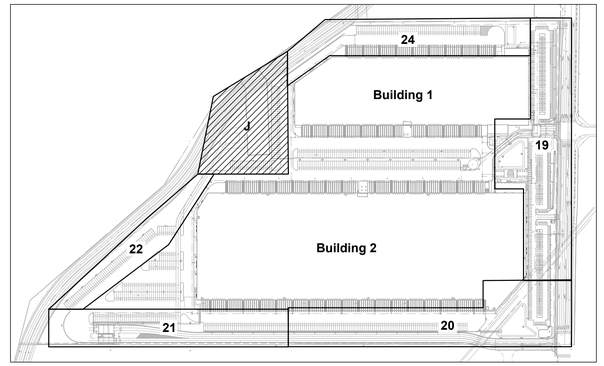
SCALE 1"=30'

AUGUST 7, 2024

NORTH



Plan J



KEY PLAN
N.T.S

DBA #P.281

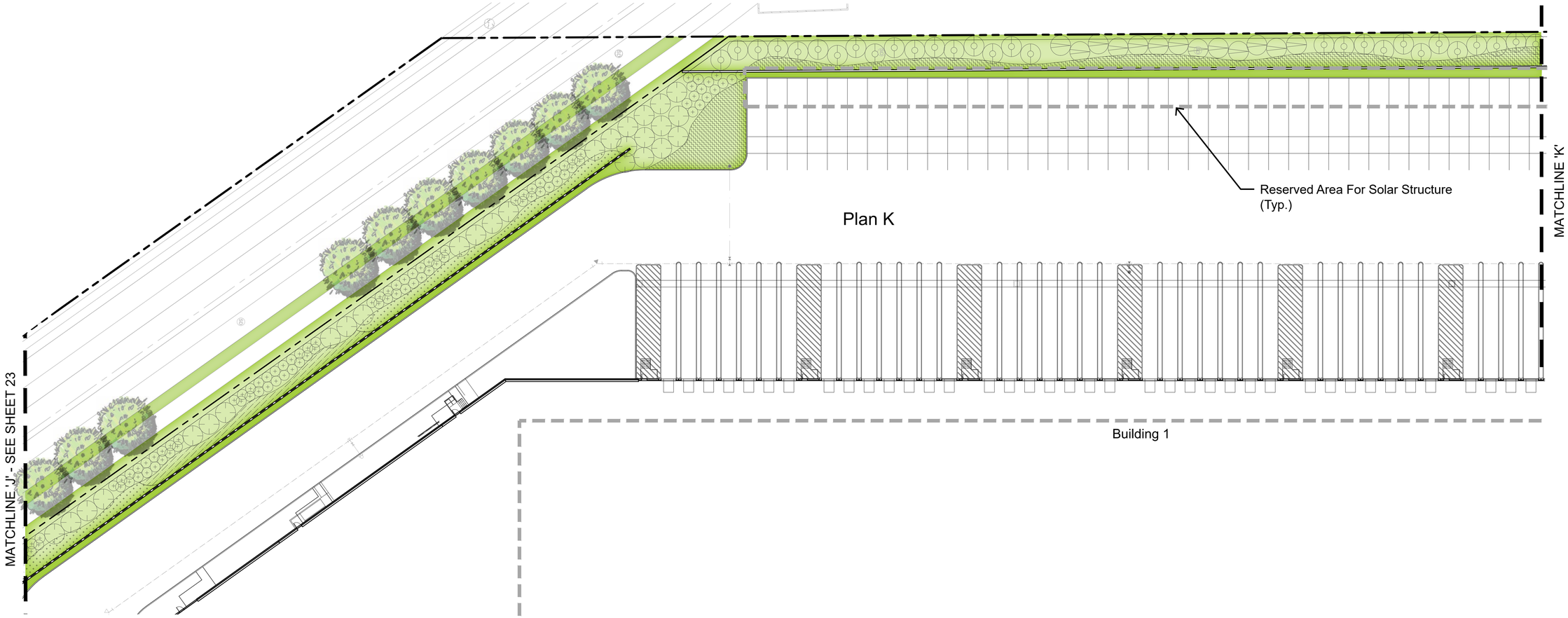
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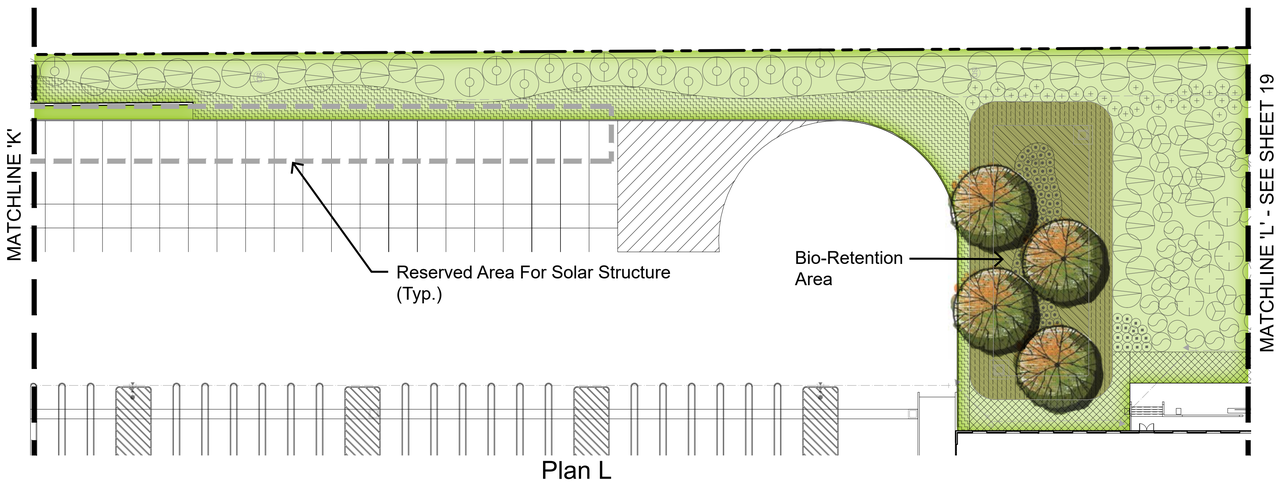
COSTCO FACILITIES

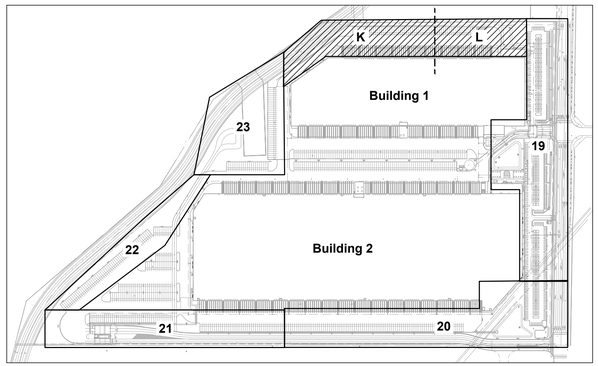
PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'
SCALE 1"=30'
AUGUST 7, 2024

NORTH







KEY PLAN
N.T.S

NORTH

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COSTCO FACILITIES

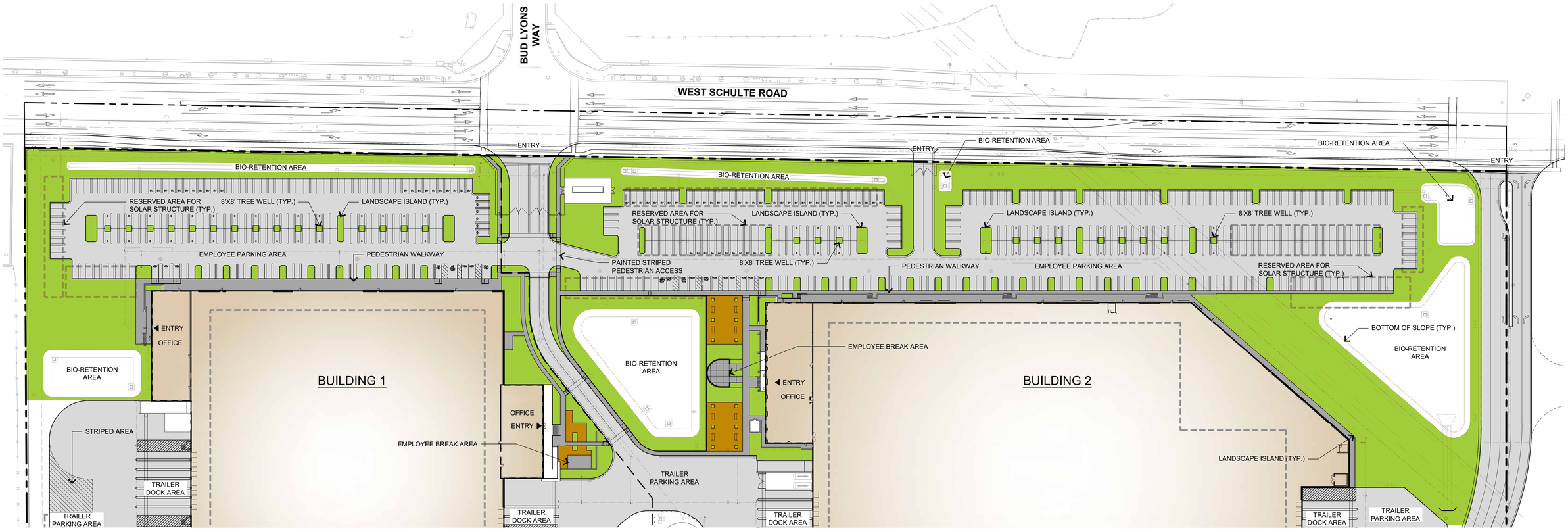
PRELIMINARY UNDERSTORY LANDSCAPE PLAN

0 15' 30' 60'

SCALE 1"=30'

AUGUST 7, 2024

NORTH



Hardscape Legend

- Broom Finished Concrete Surface
- Asphalt Surface
- Decomposed Granite Surface

Parking Lot Landscape Data

- Proposed Landscape Area

Parking Lot Landscape Calculations

Landscape Required: 37,766 s.f. 20% of gross area of parking lot (188,832 s.f.)

Landscape Provided: 160,726 s.f.

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LANDSCAPE CALCULATIONS AND HARDSCAPE PLAN

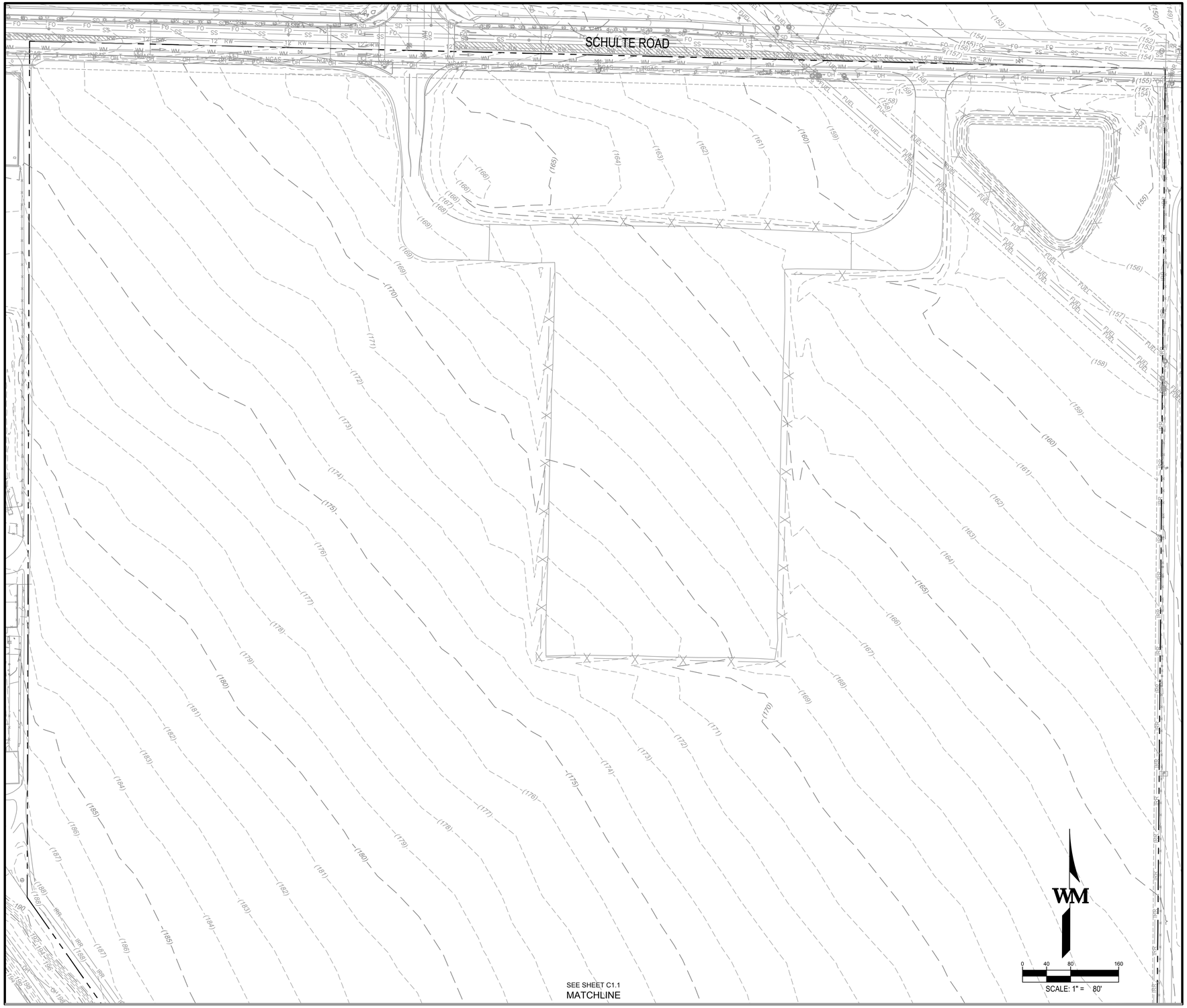
0 30' 60' 120'

SCALE 1"=60'

AUGUST 7, 2024

NORTH

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LEGEND

EXISTING

- BOUNDARY
- LOT LINE
- EASEMENT
- CENTERLINE
- (5280) MAJOR CONTOUR
- (5278) MINOR CONTOUR
- CURB / GUTTER
- BUILDING
- SIDEWALK
- CURB RAMPS
- X FENCE
- SIGN
- B BOLLARD
- PAVEMENT MARKINGS
- CROSSWALK STRIPING
- TREES
- N/A SAWCUT
- STORM DRAIN
- CATCH BASIN
- C.O. STORM CLEANOUT
- FLARED END SECTION
- ST STORM INLET
- ST STORM MANHOLE
- STORM PLUG
- DD ROOF DRAIN
- SS SANITARY
- C.O. SANITARY CLEANOUT
- SS SANITARY MANHOLE
- SANITARY PLUG
- WM WATERLINE
- FIRE HYDRANT
- WATER VALVE
- WATER REDUCER
- WATER FITTINGS
- M WATER METER
- WATER PLUG
- WA WATER MANHOLE
- PRV WATER PRV
- H2O WATER VAULT
- IRR IRRIGATION
- RCB IRR CONTROL BOX
- IR IRR METER
- IR IRR VALVE
- IRVLT IRR VAULT
- OH OVERHEAD UTILITY
- UTILITY POLE
- DOWN GUY
- LIGHT POLE
- TB TRAFFIC BOX
- TRAFFIC POLE
- CATV CABLE TV
- TV CATV PEDESTAL
- E BURIED ELECTRIC
- AC A/C UNIT
- EBKR BREAKER PANEL
- GEN GENERATOR
- EJB JUNCTION BOX
- E ELEC METER
- E ELEC MANHOLE
- E ELEC PEDESTAL
- ETRANS TRANSFORMER
- E ELEC VAULT
- FO FIBER OPTIC
- FO FO MANHOLE
- FO FO PEDESTAL
- FP FO PULLBOX
- FOVLT FO VAULT
- NGAS NATURAL GAS
- G GAS METER
- GAS VALVE
- GAS VENT
- GAS WELL
- T TELEPHONE
- TB TELE BOOTH
- T TELE MANHOLE
- T TELE PEDESTAL
- UKWN UNKNOWN UTILITY
- UN V UNKNOWN STRCTURE

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OF WARE MALCOMB

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COSTCO WHOLESALE
TRACY, CALIFORNIA

TOPOGRAPHIC SURVEY
(SHEET 1 OF 2)

NO.	DATE	REMARKS
	11.04.2022	PLANNING SUBMITTAL
	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

JOB NO.:	SNR22-0027
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DATE:	
PLOT DATE:	08/02/24

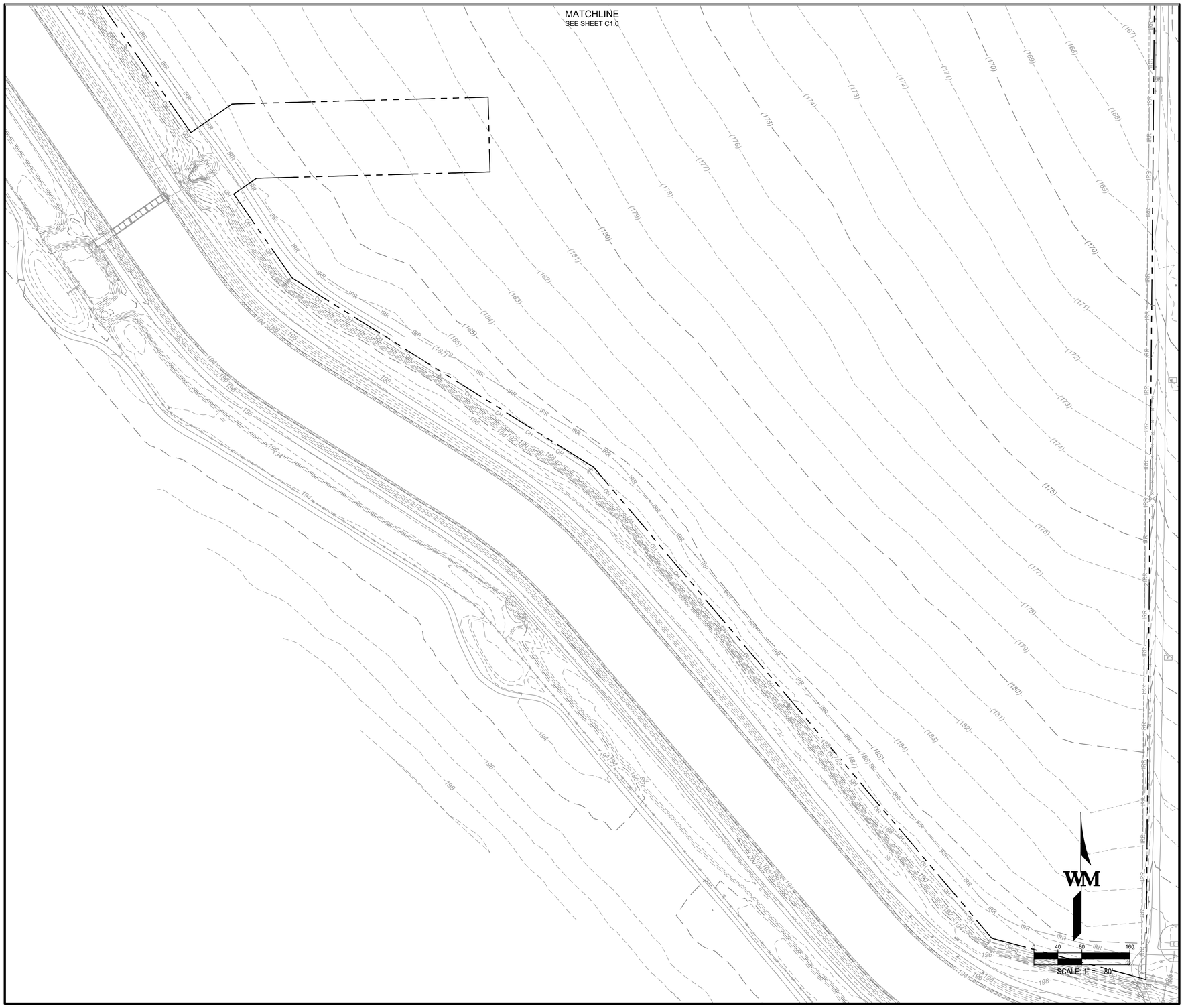
SHEET
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Sheet 1 of 17

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- TV CATV PEDESTAL
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- AC A/C UNIT
- EBKR BREAKER PANEL
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- ETRANS TRANSFORMER
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TOPOGRAPHIC SURVEY
(SHEET 2 OF 2)

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DATE:	
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SHEET
C1.1
Sheet 2 of 17

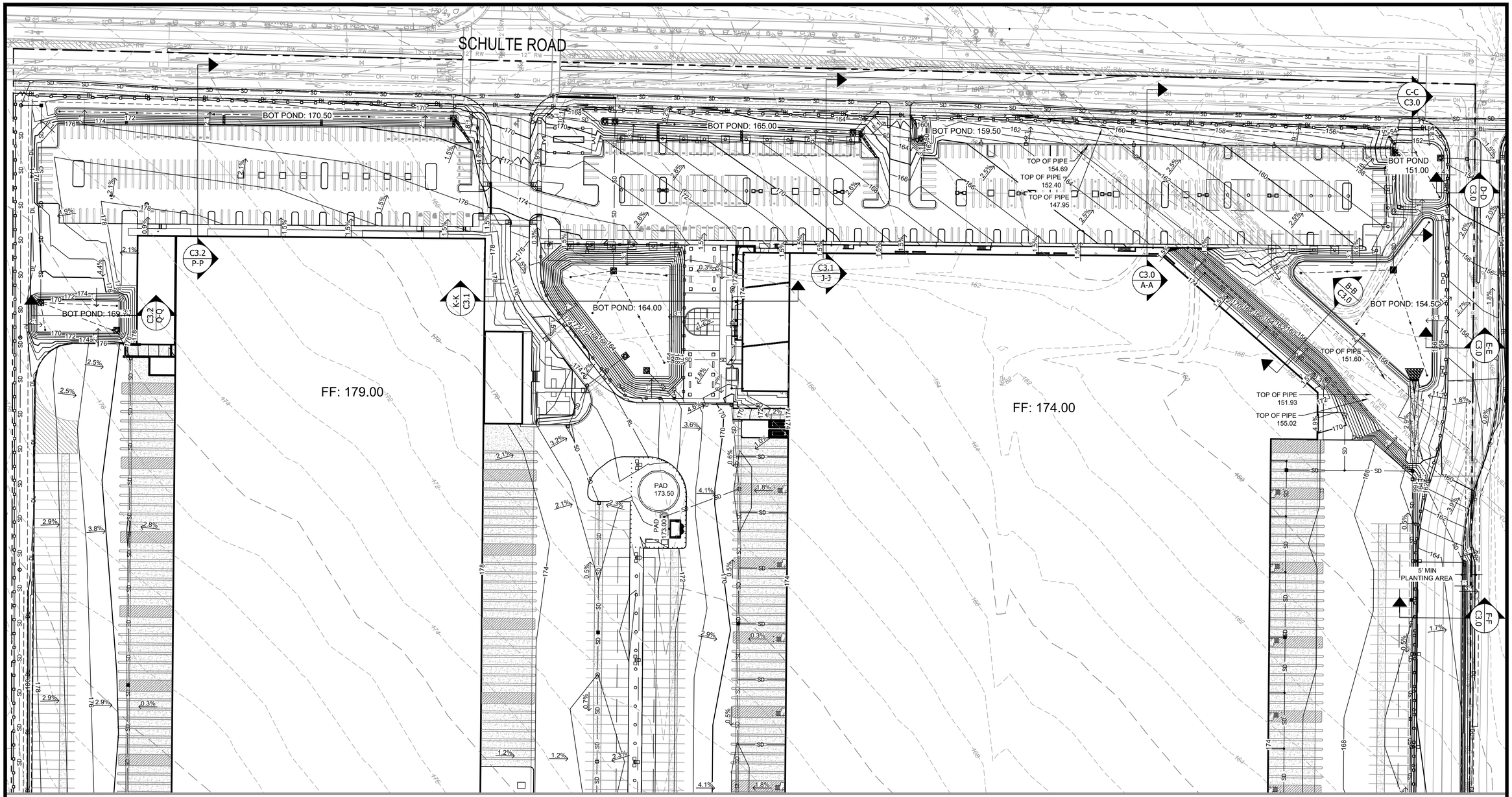
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MATCHLINE
SEE SHEET C2.1

EARTHWORK QUANTITIES

CUT:	424,280 C.Y.
FILL:	424,280 C.Y.
EXPORT:	0 C.Y.
IMPORT:	0 C.Y.

OVER EXCAVATION:
335,779 C.Y. OF CUT/FILL

QUANTITIES SHOWN ARE "FINISH GRADE" TO "EXISTING GRADE" CALCULATIONS. NO SHRINK, SWELL, OR COMPACTION FACTORS SHOWN. PAVEMENT SECTIONS, BUILDING PAD SECTIONS, TRENCH SPOILS, AND FOUNDATION SPOILS AND OTHERS HAVE BEEN INCLUDED IN THE CALCULATIONS AND SHOULD BE VERIFIED BY THE CONTRACTOR. QUANTITIES ARE SHOWN FOR INFORMATION ONLY AND SHALL BE CONFIRMED BY CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ALL EARTHWORK OPERATIONS SHALL BE PREPARED PER THE GEOTECHNICAL REPORT INCLUDING SUBGRADE PREPARATION AND DEPTHS.

WM

0 30 60 120
SCALE: 1" = 60'

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FOR AND ON BEHALF OF WARE MALCOMB

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COSTCO WHOLESALE
TRACY, CALIFORNIA

PRELIMINARY GRADING PLAN
(SHEET 1 OF 3)

NO.	DATE	REMARKS
	11.04.2022	PLANNING SUBMITTAL
	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

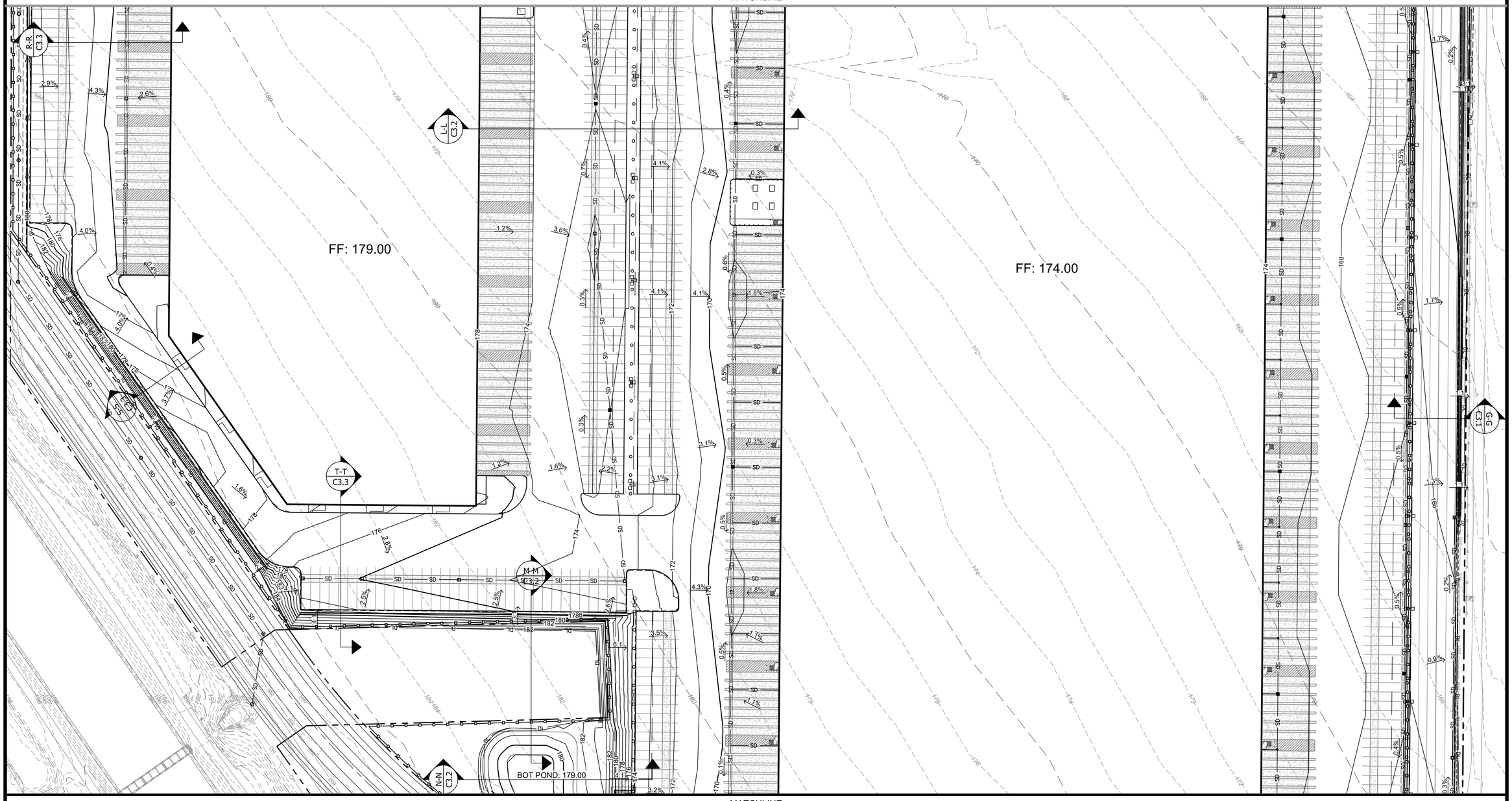
JOB NO.:	SNR22-0027
PA / PM:	
DESIGNED:	
DATE:	
PLOT DATE:	08/02/24

SHEET
C2.0
Sheet 3 of 17

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COSTCO WHOLESALE
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PRELIMINARY GRADING PLAN
(SHEET 2 OF 3)

NO.	DATE	REMARKS
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JOB NO.:	SNR22-0027
PA / PM:	
DESIGNED:	
DATE:	
PLOT DATE:	08/02/24

SHEET
C2.1
Sheet 4 of 17

SCALE: 1" = 60'

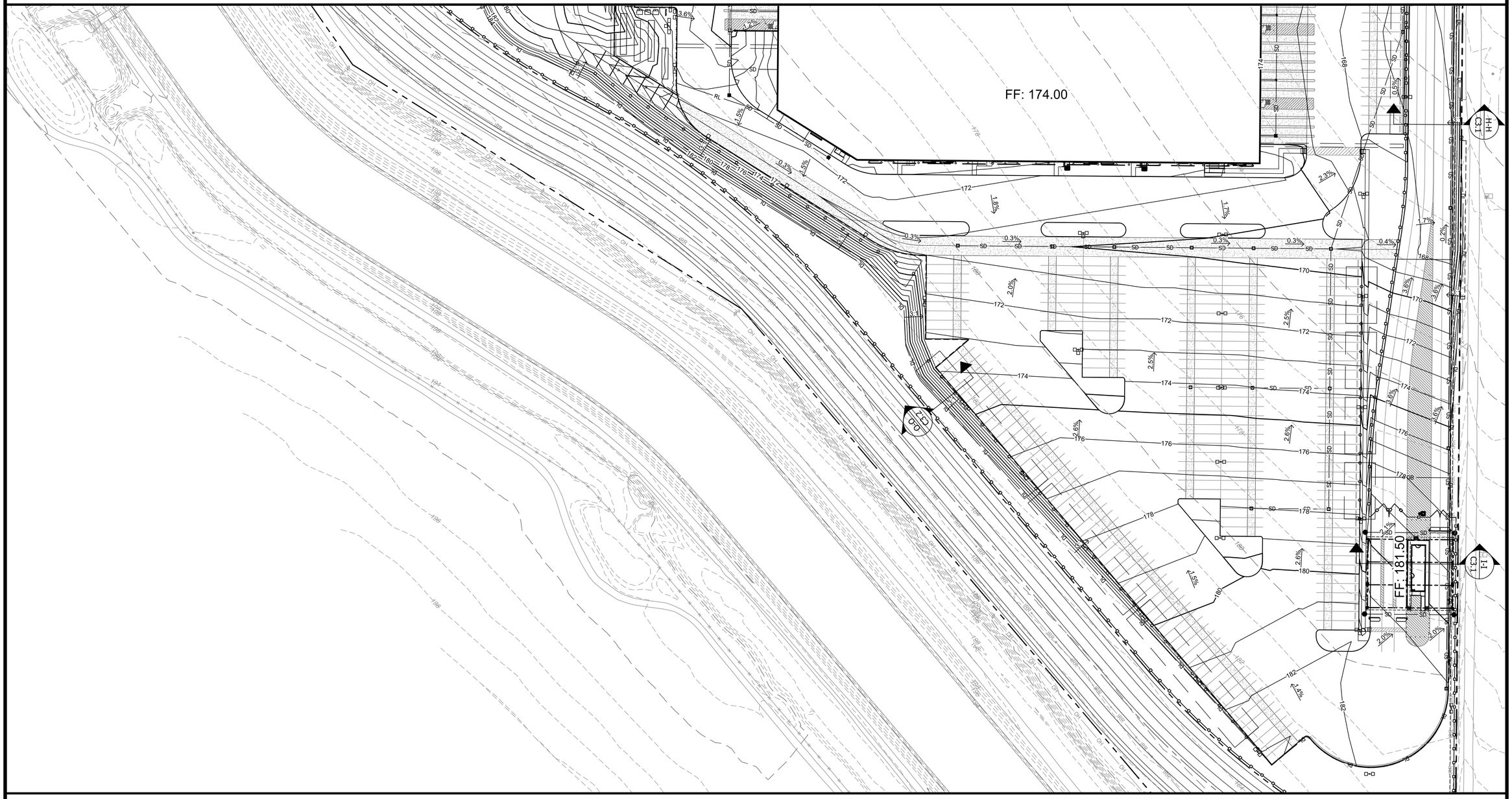
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SEE SHEET C2.1
MATCHLINE



WM

0 30 60 120

SCALE: 1" = 60'

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PRELIMINARY GRADING PLAN
(SHEET 3 OF 3)

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DATE:	
PLOT DATE:	08/02/24

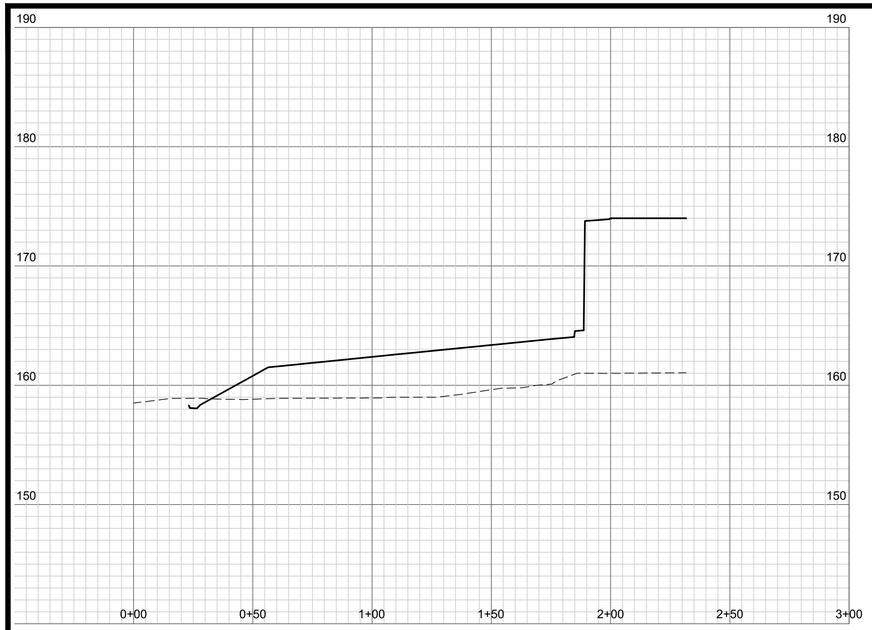
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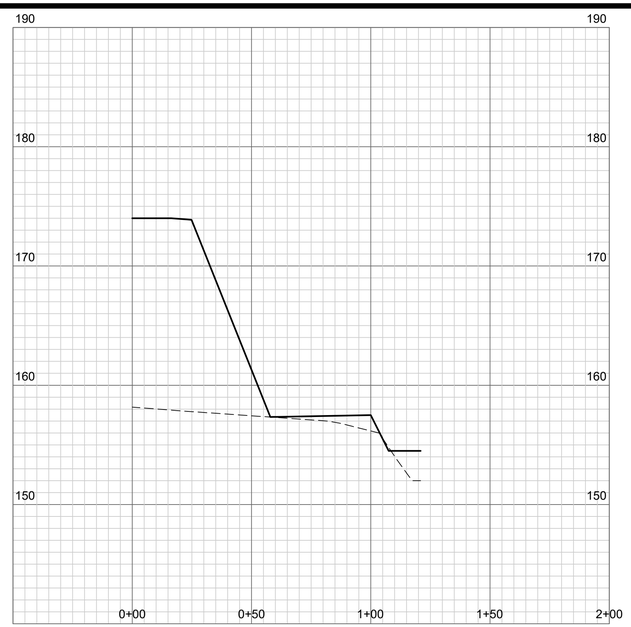
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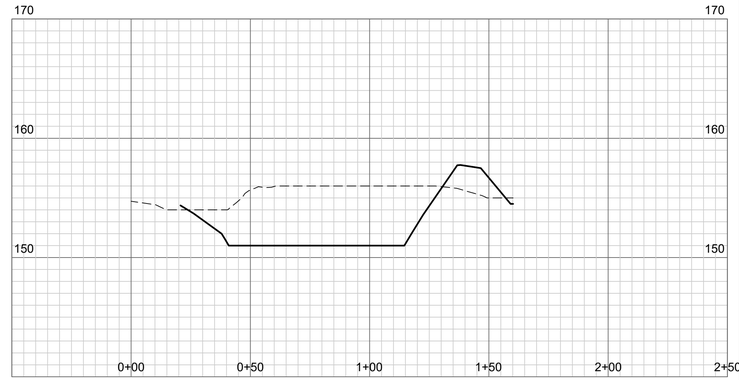
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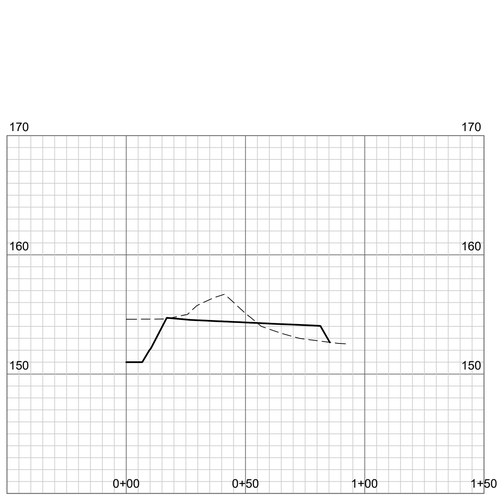
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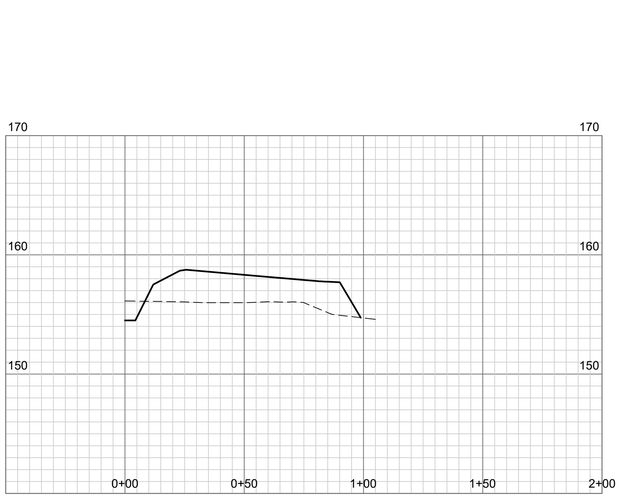
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SECTION C-C
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION D-D
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION E-E
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION F-F
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'

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PRELIMINARY GRADING SECTIONS
(SHEET 1 OF 4)

NO.	DATE	REMARKS
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	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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DATE:	
PLOT DATE:	08/02/24

SHEET
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Sheet 6 of 17

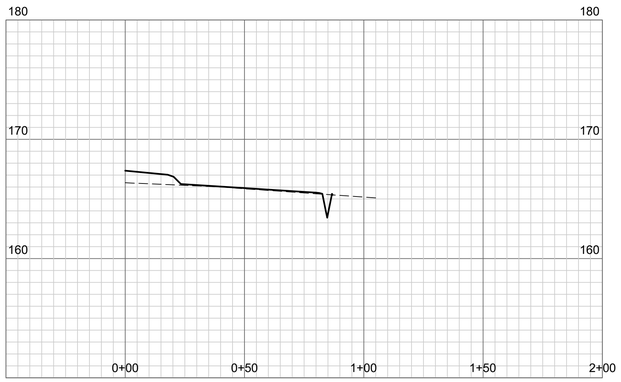
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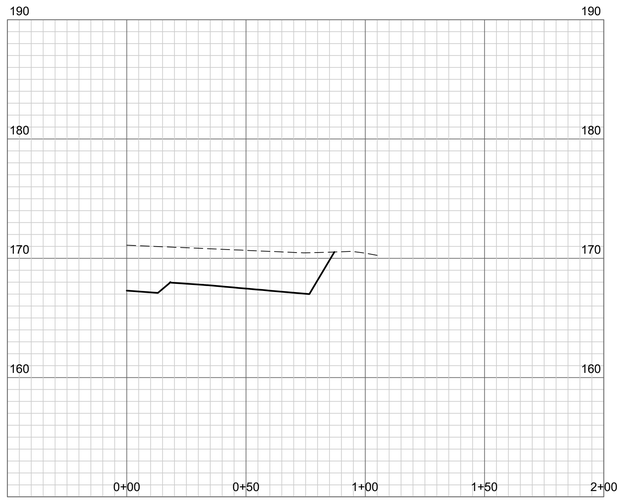
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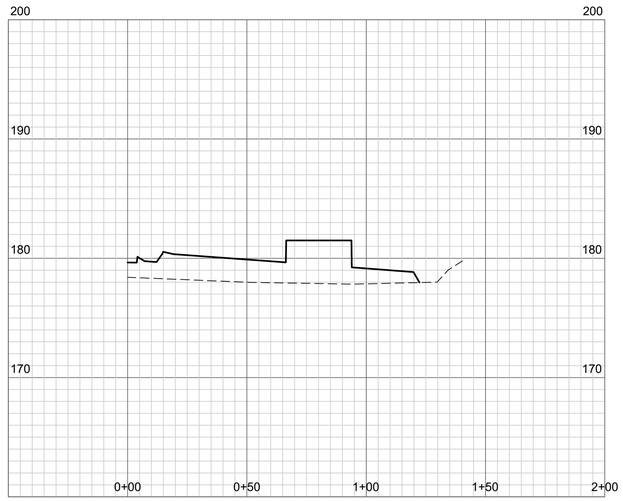
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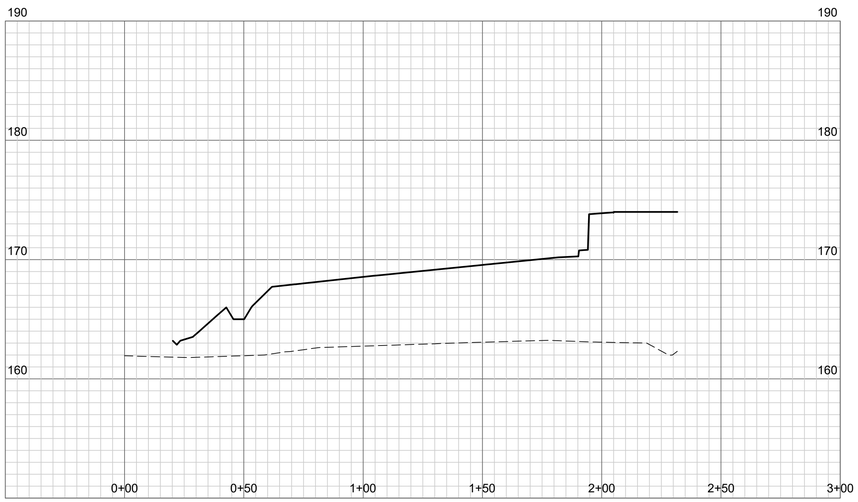
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SECTION H-H
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SECTION I-I
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION J-J
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION K-K
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'

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PRELIMINARY GRADING SECTIONS
(SHEET 2 OF 4)

NO.	DATE	REMARKS
1	11.04.2022	PLANNING SUBMITTAL
2	06.02.2023	PLANNING RESUBMITTAL
3	08.02.2024	PLANNING RESUBMITTAL

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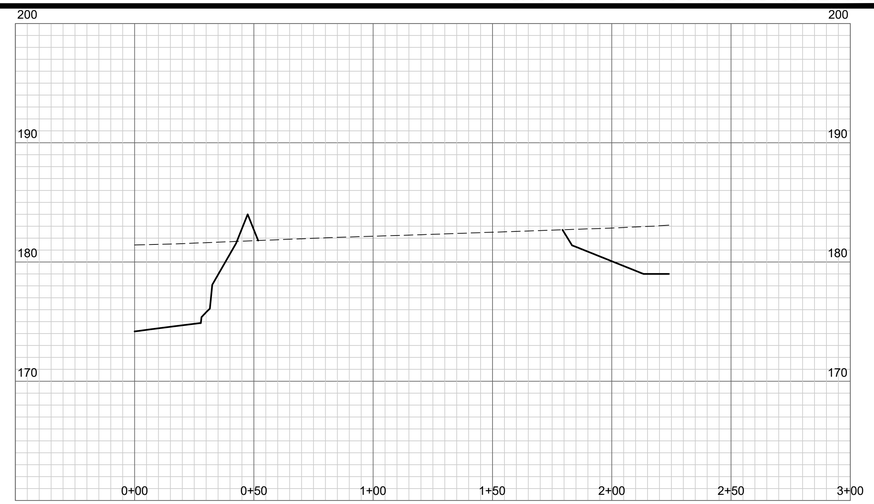
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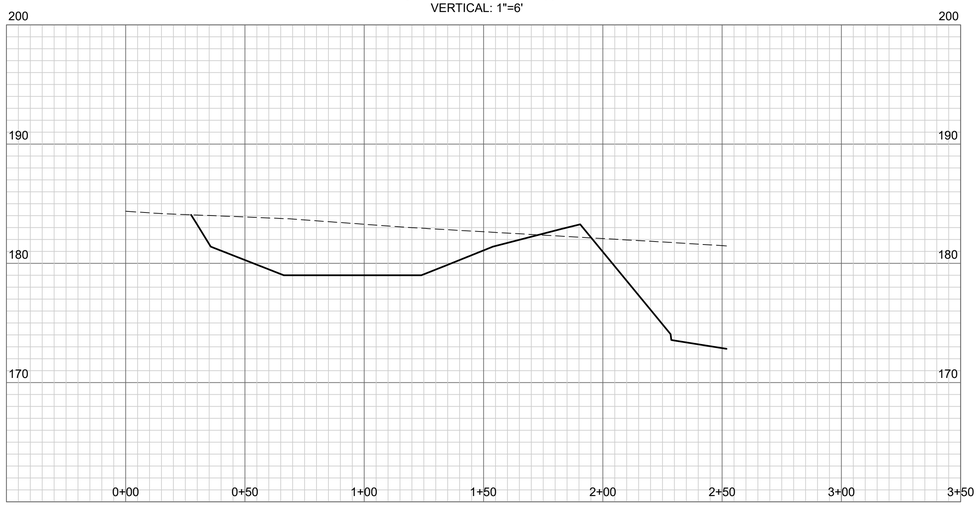
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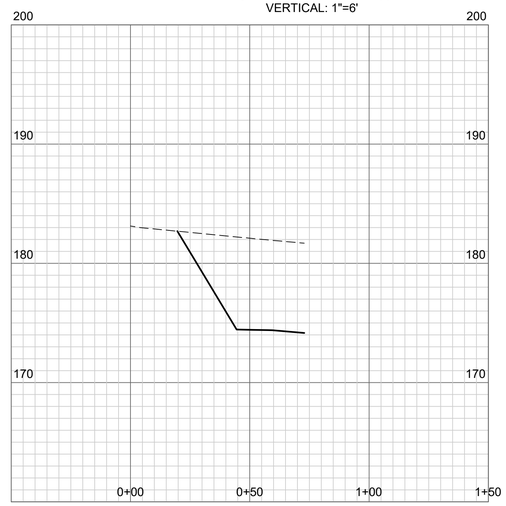
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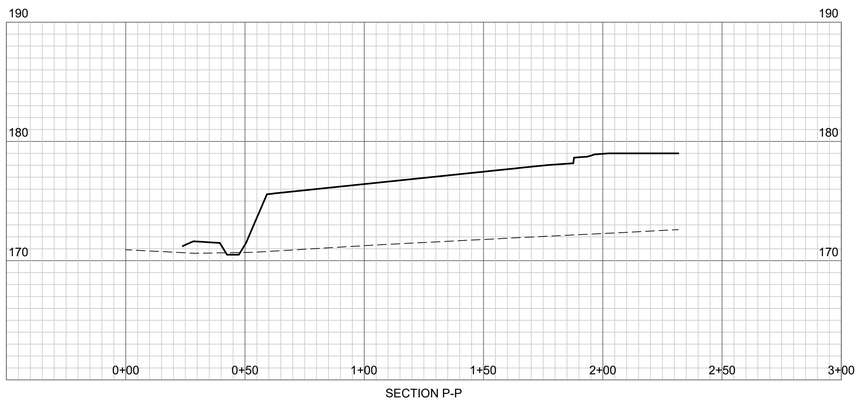
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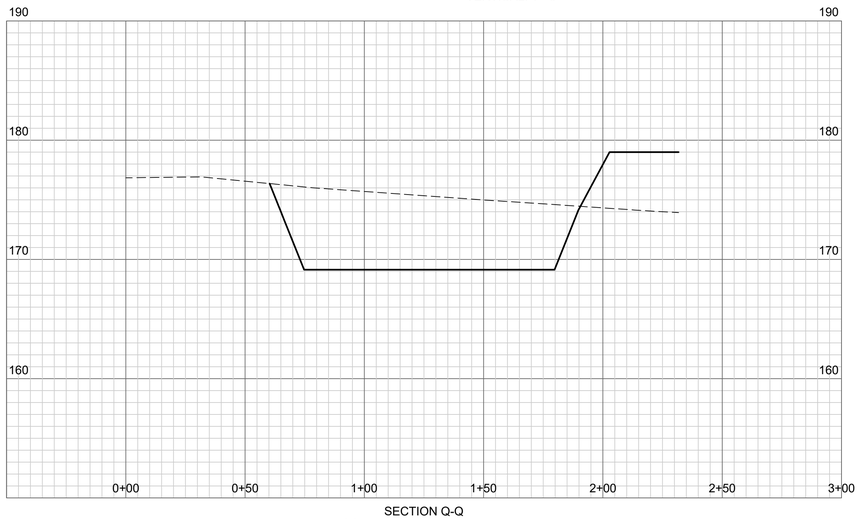
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SECTION O-O
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION P-P
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION Q-Q
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'

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PRELIMINARY GRADING SECTIONS
(SHEET 3 OF 4)

NO.	DATE	REMARKS
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	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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Sheet 8 of 17

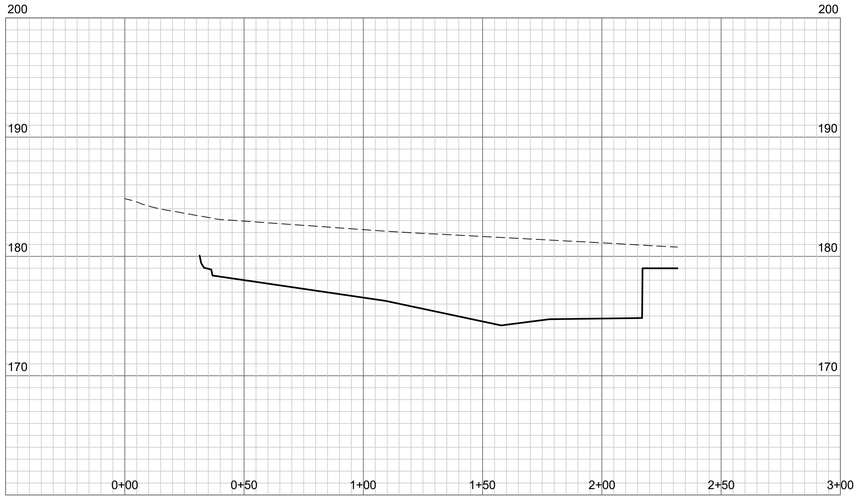
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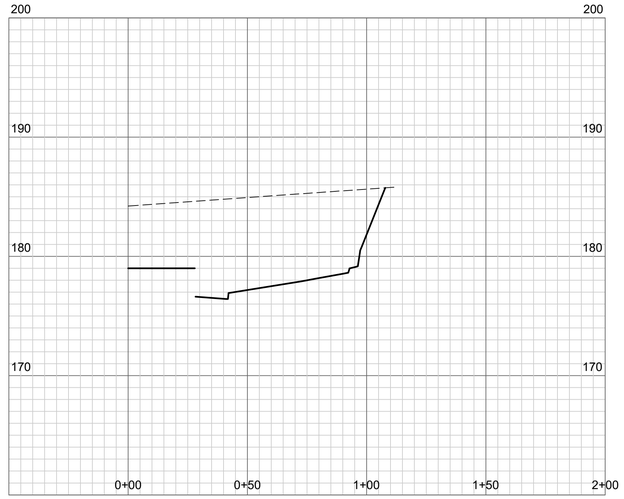
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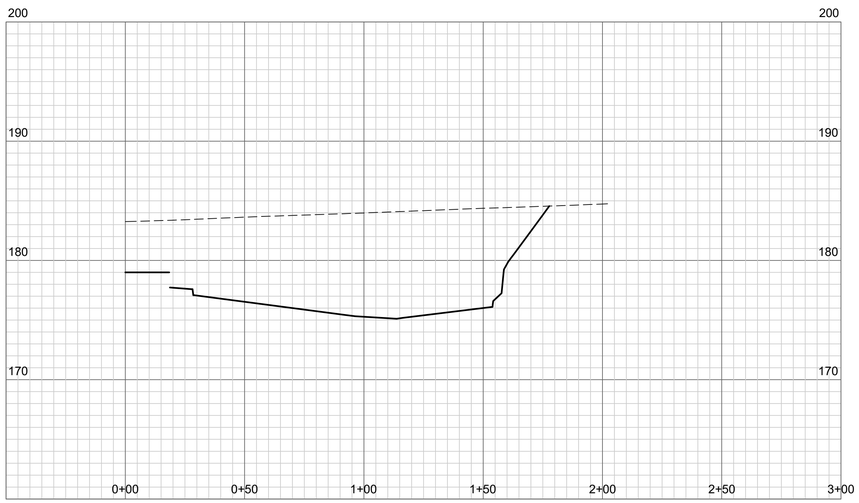
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SECTION R-R
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION S-S
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'



SECTION T-T
SCALE: HORIZONTAL: 1"=30'
VERTICAL: 1"=6'

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PRELIMINARY GRADING SECTIONS
(SHEET 4 OF 4)

NO.	DATE	REMARKS
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	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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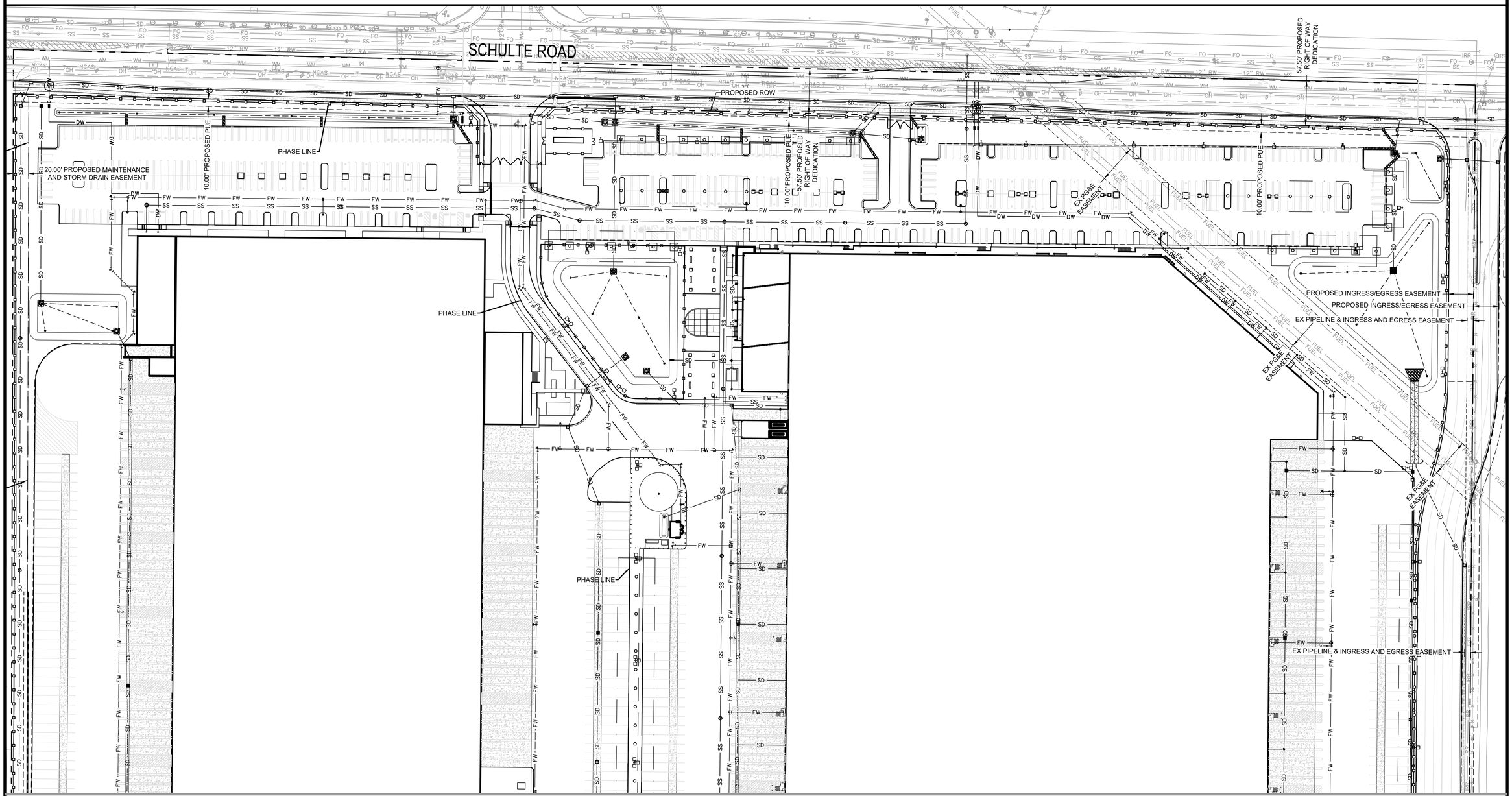
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0 30 60 120

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UTILITY PLAN
(SHEET 1 OF 3)

NO.	DATE	REMARKS
	11.04.2022	PLANNING SUBMITTAL
	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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C4.0
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SEE SHEET C4.0
MATCHLINE

20.00' PROPOSED MAINTENANCE AND STORM DRAIN EASEMENT

99.0' RIGHT OF WAY DEDICATION FOR FUTURE HANSEN ROAD

99.0' RIGHT OF WAY DEDICATION FOR FUTURE HANSEN ROAD

PHASE LINE

PHASE LINE

PHASE LINE

EX PIPELINE & INGRESS AND EGRESS EASEMENT

MATCHLINE
SEE SHEET C4.2

0 30 60 120
SCALE: 1" = 60'

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UTILITY PLAN
(SHEET 2 OF 3)

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SEE SHEET C4.1
MATCHLINE

99.0' RIGHT OF WAY DEDICATION FOR FUTURE HANSEN ROAD

99.0' RIGHT OF WAY DEDICATION FOR FUTURE HANSEN ROAD

EX PIPELINE & INGRESS AND EGRESS EASEMENT

SCALE: 1" = 60'

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SHEET
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Sheet 12 of 17

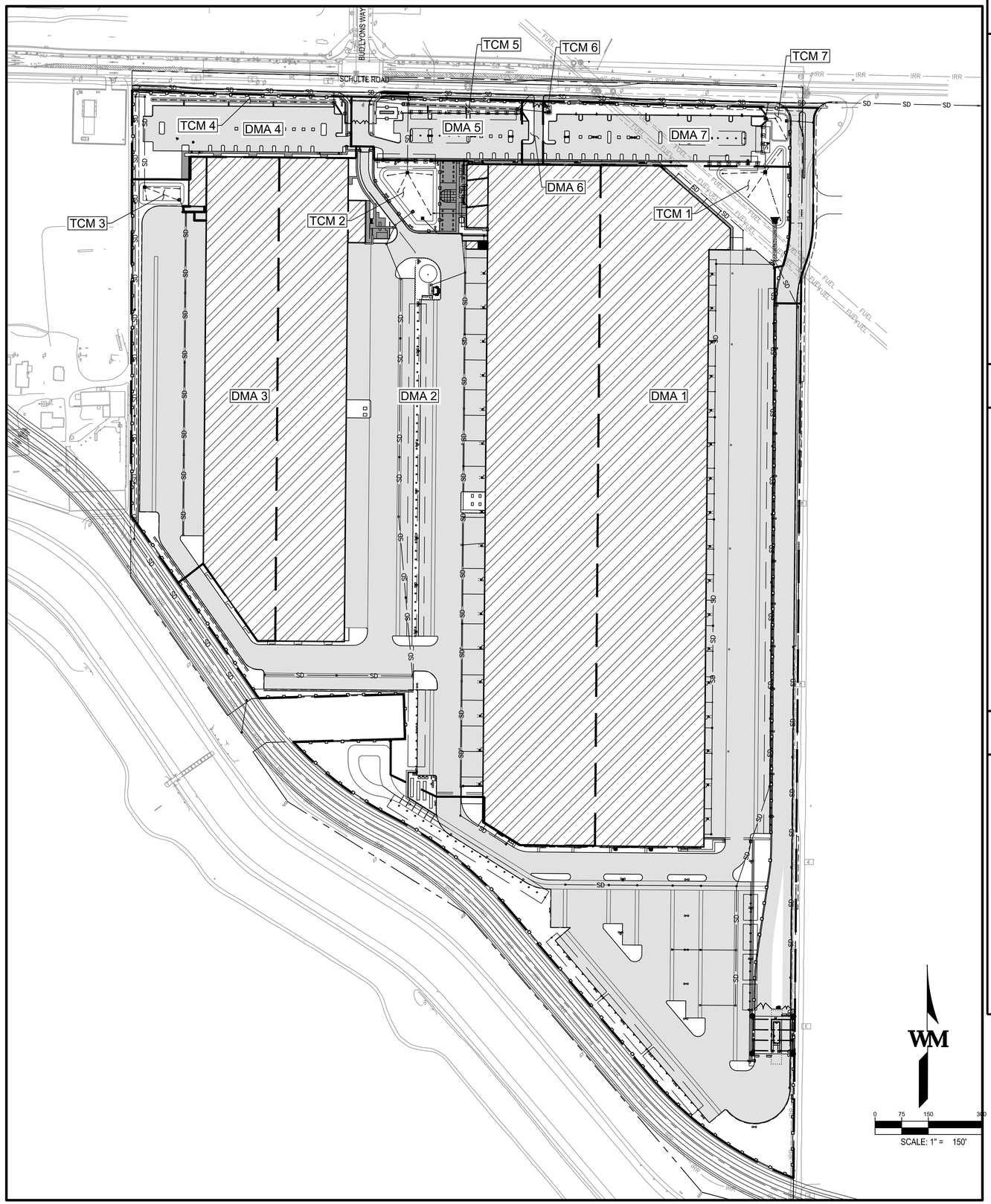
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PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE

PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE			
Project Phase Number:			N/A
Total Site (acres):	94.544	Total Area of Site Disturbed (acres):	94.544
Impervious Surfaces	Existing Condition of Site Area Disturbed	Proposed Condition of Site Area Disturbed (square feet) Replaced	New
Roof Area(s)	0	0	1,744,250
Parking	0	0	1,723,830
Sidewalks, Patios, Paths, etc	0	0	40,900
Streets (Public)	0	0	0
Streets (Private)	0	0	0
Total Impervious Surfaces	0	0	3,508,980
Pervious Surfaces			
Landscaped Areas	4,118,340	0	609,360
Pervious Paving	0	0	0
Other Pervious Surfaces (green roof, etc.)	0	0	0
Total Pervious Surfaces:	4,118,340	0	609,360
	Total Proposed Replaced + New Impervious Surfaces:		3,508,980
	Total Proposed Replaced + New Pervious Surfaces:		609,360

TREATMENT CONTROL MEASURE SUMMARY TABLE

TREATMENT CONTROL MEASURE SUMMARY TABLE

DRAINAGE MANAGEMENT AREAS	STORMWATER CONTROL MEASURES	TCM #	TOTAL (Sq.Ft.)	IMPERVIOUS AREA (Sq.Ft.)	PERVIOUS AREA (Sq.Ft.)	BIORETENTION AREA REQUIRED (Sq. Ft.)	BIORETENTION AREA PROVIDED (Sq.Ft.)	OVERFLOW RISER HEIGHT (IN.)
DMA 1	BIORETENTION POND*	1	1,658,000	1,363,080	294,920	18,989	19,050	24
DMA 2	BIORETENTION POND*	2	1,599,400	1,472,200	127,200	14,760	14,950	42
DMA 3	BIORETENTION POND*	3	486,800	438,900	47,900	4,326	4,450	42
DMA 4	BIORETENTION POND*	4	121,890	80,450	41,440	2,077	2,580	6
DMA 5	BIORETENTION POND*	5	83,750	28,650	55,100	1,422	1,500	6
DMA 6	BIORETENTION POND*	6	10,700	5,600	5,100	84	230	6
DMA 7	BIORETENTION POND*	7	157,800	120,100	37,700	3,264	3,470	18
			4,118,340	3,508,980	609,360	44,922	46,230	

*SIZING FOR BIORETENTION AREA AND VOLUMES REQUIRED CALCULATED USING THE SAN JOAQUIN COUNTY C.3 GUIDANCE MANUAL

LEGEND

- SIDEWALK AREA
- UNCOVERED PARKING
- ROOF AREA

ABBREVIATIONS

- **DMA-01** DRAINAGE MANAGEMENT AREA (BIORETENTION AREA)
- **TCM-01** TREATMENT CONTROL MEASURE

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4683 chabot dr
suite 300
pleasanton, ca 94588
p. 925.244.9620
waremalcomb.com

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COSTCO WHOLESALE
TRACY, CALIFORNIA

STORMWATER MANAGEMENT PLAN (SHEET 1 OF 5)

NO.	DATE	REMARKS
	11.04.2022	PLANNING SUBMITTAL
	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

JOB NO.:	SNR22-0027
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DATE:	
PLOT DATE:	08/02/24

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SOURCE CONTROL

SD-10: SITE DESIGN & LANDSCAPE PLANNING

- MAXIMIZED TREES AND PLANTING WITHIN HARDSCAPE AND LANDSCAPE AREAS.
- VEGETATED SLOPES FOR ALL LANDSCAPE SLOPES LESS THAN 1:5 SLOPE.

SD-11: EFFICIENT IRRIGATION

- RAIN-TRIGGERED SHUTOFF DEVICES TO PREVENT IRRIGATION AFTER PRECIPITATION.
- SYSTEM DESIGNED TO SITE-SPECIFIC WATER DEMANDS AND PLANTING REQUIREMENTS.

SD-13: STORM DRAIN SIGNAGE

- ALL CATCH BASINS TO BE STENCILED WITH PROHIBITIVE LANGUAGE PER CITY STANDARDS.

BIOTREATMENT SOIL REQUIREMENTS

1. BIOTREATMENT SOIL MIX (BSM) SHALL MEET THE SPECIFICATIONS IN ATTACHMENT "K" OF THE MUNICIPAL REGIONAL PERMIT (MRP), APPROVED BY THE REGIONAL WATER BOARD ON APRIL 18, 2016. THE BSM SHALL BE SUFFICIENTLY PERMEABLE TO INFILTRATE RUNOFF AT A MINIMUM RATE OF 5" PER HOUR DURING THE LIFE OF THE FACILITY, AND HAVE SUFFICIENT MOISTURE RETENTION TO SUPPORT HEALTHY VEGETATION.

   SOIL MIX MUST BE CERTIFIED IN ACCORDANCE WITH THE GUIDANCE DOCUMENTS PROVIDED BY THE ALAMEDA COUNTY STORMWATER PROGRAM HANDBOOK TITLED, "C.3 STORMWATER TECHNICAL GUIDANCE", DATED MAY 2, 2016, VERSION 5.1. AVAILABLE AT HTTP://CLEANWATERPROGRAM.ORG

   BIOTREATMENT AREAS SHALL BE CONSTRUCTED UNDER THE OBSERVATION OF THE SOILS ENGINEER.

2. PERMEABLE MATERIAL SHALL COMPLY WITH CALTRANS STANDARD SPECIFICATIONS SECTION 68-1.025, TYPE "A", CLASS 2, OR APPROVED EQUAL.

3. THE PERFORATED SUB-DRAIN SHOULD BE SET TO MATCH THE SLOPE OF THE ADJACENT CURB AND GUTTER, OR AT A 0.5% MINIMUM SLOPE OTHERWISE.

4. SEE LANDSCAPE PLANS FOR PLANTING SPECIFICATIONS. PLANT SPECIES SHALL BE IN COMPLIANCE WITH APPENDIX "C" OF THE C.3. STORMWATER TECHNICAL GUIDANCE HANDBOOK INSTALL AND MAINTAIN A 2-INCH LAYER OF COMPOSTED OR AGED MULCH BETWEEN PLANTS. ROCK, COBBLES OR LARGE, NON-FLOATING BARK MULCHES MAY ALSO BE USED, SUBJECT TO REVIEW AND APPROVAL.

BIOTREATMENT AREA MAINTENANCE

INSPECTION ACTIVITIES	SUGGESTED FREQUENCY
• INSPECT AFTER SEEDING AND AFTER FIRST MAJOR STORMS FOR ANY DAMAGES.	POST-CONTRUCTION
• INSPECT FOR SIGNS OF EROSION, DAMAGE TO VEGETATION, CHANNELIZATION OF FLOW, DEBRIS AND LITTER, AND AREAS OF SEDIMENT ACCUMULATION. PERFORM INSPECTIONS AT THE BEGINNING AND END OF THE WET SEASON. ADDITIONAL INSPECTIONS AFTER PERIODS OF HEAVY RUNOFF ARE DESIRABLE.	SEMI-ANNUAL
• INSPECT BASIN ONCE DURING THE WET SEASON AFTER A LARGE RAIN EVENT TO CONFIRM THE FACILITY IS DRAINING WITHIN 72 HOURS. IF FACILITY FAILS TO DRAIN WITHIN TIMEFRAME, REMOVE & REPLACE TOP 2" OF FILTER MEDIA.	SEMI-ANNUAL
MAINTENANCE ACTIVITIES	**SUGGESTED FREQUENCY**
• MOW GRASS TO MAINTAIN A HEIGHT OF 3-4 INCHES, FOR SAFETY, AESTHETIC, OR OTHER PURPOSES. LITTER SHOULD ALWAYS BE REMOVED PRIOR TO MOWING. CLIPPINGS SHOULD BE COMPOSTED. • IRRIGATE DURING DRY SEASON (APRIL THROUGH OCTOBER) OR WHEN NECESSARY TO MAINTAIN THE VEGETATION. • PROVIDE WEED CONTROL, IF NECESSARY TO CONTROL INVASIVE SPECIES.	AS NEEDED (FREQUENT, SEASONALLY)
• REMOVE LITTER, BRANCHES, ROCKS BLOCKAGES AND OTHER DEBRIS AND DISPOSE OF PROPERLY. • REPAIR ANY DAMAGED AREAS IDENTIFIED DURING INSPECTIONS. EROSION RILLS OR GULLIES SHOULD BE CORRECTED AS NEEDED. BARE AREAS SHOULD BE REPLANTED AS NECESSARY.	SEMI-ANNUAL
• CORRECT EROSION PROBLEMS IN THE SAND/SOIL BED.	AS NEEDED
• PLANT AN ALTERNATIVE GRASS SPECIES IF THE ORIGINAL GRASS COVER HAS NOT BEEN SUCCESSFULLY ESTABLISHED.	ANNUAL (AS NEEDED)
• RESEED AND APPLY MULCH TO DAMAGED AREAS. APPLY 1" TO 2" OF MULCH PREFERABLE IN JUNE AFTER WEEDING.	SEMI-ANNUAL
• REMOVE ALL ACCUMULATED SEDIMENT THAT MAY OBSTRUCT THE PROPER OPERATION OF THE BIO TREATMENT POND. SEDIMENT SHOULD BE REMOVED WHEN IT BUILDS UP TO 3" AT ANY SPOT, OR COVERS VEGETATION, OR ONCE IT HAS ACCUMULATED TO 10% OF THE ORIGINAL DESIGN VOLUME. REPLACE THE GRASS AREAS DAMAGED IN THE PROCESS.	AS NEEDED (INFREQUENT)
• ROTOTILL OR CULTIVATE SURFACE OF SAND/SOIL BED OF IF TREATMENT AREA DOESN'T DRAW DOWN WITHIN 48 HOURS.	AS NEEDED

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LEADING DESIGN FOR COMMERCIAL REAL ESTATE
4683 chabot dr
suite 300
pleasanton, ca 94588
p. 925.244.9620
waremalcomb.com

FOR AND ON BEHALF OF WARE MALCOMB

TRACY COSTCO HOM
COSTCO WHOLESALE
TRACY, CALIFORNIA

STORMWATER MANAGEMENT PLAN (SHEET 2 OF 5)

NO.	DATE	REMARKS
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POND CALCULATION METHODOLOGY

5.2. Stormwater Design Volume

All stormwater treatment control measures, based on the SDV, must mitigate (infiltrate or treat) the volume of stormwater runoff produced by the 85th percentile, 24-hour storm event based on historic rainfall records, determined as the maximized capture stormwater volume for the tributary area, from the formulae recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87* (1998). This approach uses the following two regression equations to calculate the unit stormwater volume, which is multiplied by the area of the DMA to calculate the SDV for sizing volume-based stormwater treatment control measures:

$$C = 0.858 \times i^3 - 0.78 \times i^2 + 0.774 \times i + 0.04$$

Where:

C = stormwater runoff coefficient [unitless]; and
i = DMA imperviousness ratio [expressed as a decimal].

$$P_0 = (a \times C) \times P_6$$

Where:

P_0 = unit stormwater volume [in];
a = regression constant (1.963 for 48-hr drawdown); and
P_6 = mean annual runoff-producing rainfall depth [in] (see **Table 5-1**).

Table 5-1. Mean Annual Runoff-Producing Rainfall Depth

Project Location	Mean Annual Runoff-Producing Rainfall Depth	Rain Gage
Lathrop	0.36	Global Historic Climatology Data Network Station USW00023237
Lodi	0.33	Global Historic Climatology Data Network Station US1CASJ0005
Manteca	0.37	California Irrigation Management System Station #70
Patterson	0.32	Global Historic Climatology Data Network Station USC00046168
Stockton	0.36	Global Historic Climatology Data Network Station USW00023237
Tracy	0.33	California Irrigation Management System Station #167

The SDV for each DMA is calculated using the following equation:

$$SDV = A \times \frac{P_0}{12}$$

Where:

SDV = stormwater design volume [ft^3];
A = total area of DMA [ft^2]; and
P_0 = unit stormwater volume [in].

Step 4: Calculate the bottom surface area of the bioretention facility

Determine the bottom surface area (surface area at the base of side slopes, not at the top of side slopes) of the bioretention facility using the following equation:

$$A = \frac{SDV_{adj}}{d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gl})}$$

Where:

A = bottom surface area of bioretention facility [ft^2];
SDV_{adj} = adjusted stormwater design volume [ft^3];
d_{pz} = depth of ponding zone (0.5-1.5 ft) [ft];
η_{pm} = porosity of planting media [unitless];
d_{pm} = depth of planting media (min 1.5 ft) [ft];
η_{gl} = porosity of gravel layer [unitless]; and
d_{gl} = depth of gravel layer (min 1 ft) [ft].

The total depth of the bioretention facility must meet the following condition to ensure that the stormwater runoff will be infiltrated within the maximum drawdown time:

$$d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gi}) \leq \frac{f_{design}}{12} \times t_{max}$$

Where:

d_{pz} = depth of ponding zone (0.5-1.5 ft) [ft];
η_{pm} = porosity of planting media [unitless];
d_{pm} = depth of planting media (min 1.5 ft) [ft];
η_{gl} = porosity of gravel layer [unitless];

d_{gl} = depth of gravel layer (min 1 ft) [ft]
f_{design} = design infiltration rate [in/hr]; and
t_{max} = drawdown time (max 48 hrs) [hr].

Table 5-2. Stormwater Runoff Coefficients for Typical Site Elements

Site Element	Stormwater Runoff Coefficient (C_r) (1)	
	Type A and B Soils	Type C and D Soils
Agricultural	0.25 (2)	0.45 (2)
Asphalt/concrete pavement	0.95	0.95
Disturbed soil	0.18	0.25
Forest/undisturbed open space	0.03	0.05
Gravel pavement	0.35	0.35
Managed turf	0.18	0.25
Permeable pavement	(3)	(3)
Roofs	0.95	0.95

TCM 1 CALCULATION

i	0.82	C	0.63
P_6	0.33 In.	P_0	0.41 In.
DMA_{Area}	1,658,000 Sq Ft.	SDV	56,019 Cu. Ft.
$DMA_{impervious}$	1,363,080 Sq Ft.	Bot $Pond_{Area}$	18,989 Sq. Ft.
$DMA_{pervious}$	294,920 Sq Ft.		
d_{pz}	2.00 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 2 CALCULATION

i	0.92	C	0.76
P_6	0.33 In.	P_0	0.49 In.
DMA_{Area}	1,599,400 Sq Ft.	SDV	65,680 Cu. Ft.
$DMA_{impervious}$	1,472,200 Sq Ft.	Bot $Pond_{Area}$	14,760 Sq. Ft.
$DMA_{pervious}$	127,200 Sq Ft.		
d_{pz}	3.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 3 CALCULATION

i	0.90	C	0.73
P_6	0.33 In.	P_0	0.47 In.
DMA_{Area}	486,800 Sq Ft.	SDV	19,252 Cu. Ft.
$DMA_{impervious}$	438,900 Sq Ft.	Bot $Pond_{Area}$	4,326 Sq. Ft.
$DMA_{pervious}$	47,900 Sq Ft.		
d_{pz}	3.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 4 CALCULATION

i	0.66	C	0.46
P_6	0.33 In.	P_0	0.30 In.
DMA_{Area}	121,890 Sq Ft.	SDV	3,012 Cu. Ft.
$DMA_{impervious}$	80,450 Sq Ft.	Bot $Pond_{Area}$	2,077 Sq. Ft.
$DMA_{pervious}$	41,440 Sq Ft.		
d_{pz}	0.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 5 CALCULATION

i	0.66	C	0.46
P_6	0.33 In.	P_0	0.30 In.
DMA_{Area}	83,750 Sq Ft.	SDV	2,061 Cu. Ft.
$DMA_{impervious}$	55,100 Sq Ft.	Bot $Pond_{Area}$	1,422 Sq. Ft.
$DMA_{pervious}$	28,650 Sq Ft.		
d_{pz}	0.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 6 CALCULATION

i	0.52	C	0.35
P_6	0.33 In.	P_0	0.23 In.
DMA_{Area}	10,700 Sq Ft.	SDV	205 Cu. Ft.
$DMA_{impervious}$	5,600 Sq Ft.	Bot $Pond_{Area}$	84 Sq. Ft.
$DMA_{pervious}$	5,100 Sq Ft.		
d_{pz}	1.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

TCM 7 CALCULATION

i	0.76	C	0.56
P_6	0.33 In.	P_0	0.36 In.
DMA_{Area}	157,800 Sq Ft.	SDV	4,732 Cu. Ft.
$DMA_{impervious}$	120,100 Sq Ft.	Bot $Pond_{Area}$	3,264 Sq. Ft.
$DMA_{pervious}$	37,700 Sq Ft.		
d_{pz}	0.50 Ft.		
n_{pm}	0.40		
d_{pm}	1.50 Ft.		
n_{gl}	0.35		
d_{gl}	1.00 Ft.		
a	1.963		

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suite 300
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p 925.244.9620
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TRACY COSTCO HOM
COSTCO WHOLESALE
TRACY, CALIFORNIA

STORMWATER MANAGEMENT PLAN (SHEET 3 OF 5)

NO.	DATE	REMARKS
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	12.02.2023	PLANNING SUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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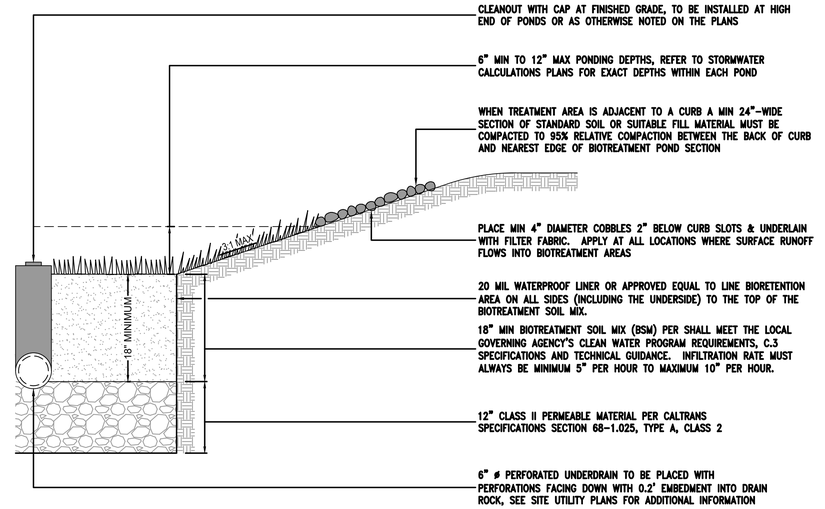
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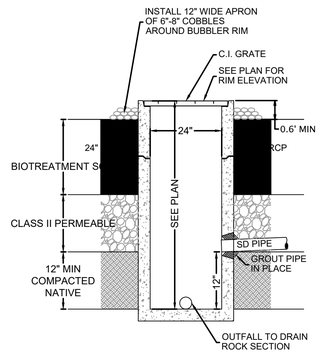
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DETAIL 1 - TYPICAL BIORETENTION AREA HALF-SECTION



DETAIL 2 - BUBBLE-UP STRUCTURE



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TRACY COSTCO HOM
COSTCO WHOLESALE
TRACY, CALIFORNIA

STORMWATER MANAGEMENT PLAN (SHEET 4 OF 5)

NO.	DATE	REMARKS
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	06.02.2023	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

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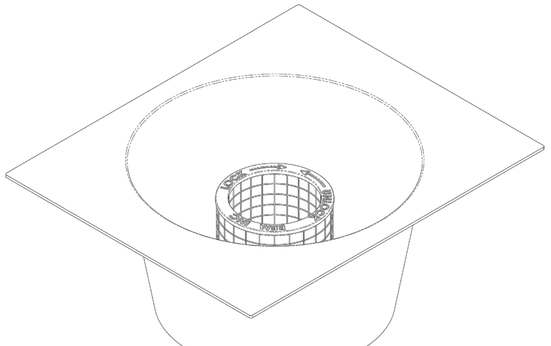
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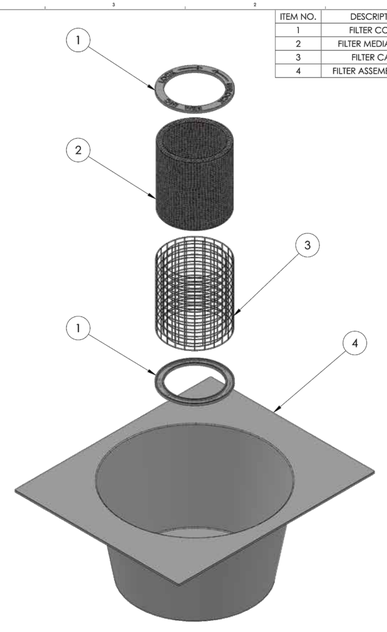
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1. All dimensions are in inches, unless otherwise noted.
2. The TRITON - TR Series Drop Inlet Filters can be sized to fit most industry standard catch basins. REM also designs custom filters for unique storm water infrastructures and applications.
3. Filter bodies are constructed using non-reactive high density polyethylene plastic (HDPE) with added U.V. inhibitors.
4. Filter cartridge housings are constructed utilizing Type 304 Stainless Steel, with 2" welded square openings.
5. Removable cartridge tops are constructed utilizing over 40% recycled Non-reactive High Density Polystyrene Plastic with added U.V. inhibitors.
6. REM TRITON replacement Filter Media Packs are charged with REM FOG media an expanded volcanic ash medium treated to be highly hydrophobic housed in a durable geo-textile perforated polypropylene woven fabric. REM FOG media effectively encapsulates liquefied petroleum hydrocarbons (Fats, Oils & Grease including animal fats). The media's hydrophobic characteristic allows for greater polishing of flow resulting in the reduction of Total Suspended Solids (TSS). Suspended solid reduction includes but is not limited to debris, trash, silt sediment and agglomerated heavy metals. (Additional media options are available including mixed blends of granulated carbon (AC) and Zeolite [ZEO]). For trash/debris capturing only, Bioflex Media (BFTG) should be chosen.
7. REM TRITON filter cartridges are removable for ease of cleaning and maintenance.
8. The TRITON filter design requires water flows to filter through media, preventing low flow bypass.
9. Filter designs include a high flow overflow bypass to eliminate pooling or flooding during heavy rain events.
10. See REM Specifier Sheets for size, model and flow rate information.
11. REM TRITON filters shall be installed and maintained in accordance with manufacturer recommendations.
12. Maintenance information and replacement REM Media Packs are available upon request by contacting REM at sales@remfilters.com or (888) 526-4736.
13. U.S. Patent Number: 6,217,757 B1
14. Made in the USA.



ITEM NO.	DESCRIPTION	QTY.
1	FILTER COVER	2
2	FILTER MEDIA PACK	1
3	FILTER CAGE	1
4	FILTER ASSEMBLY BASE	1



			WMG	DATE
		STANDARD DRAWING (EFFECTIVE)		
		THEMATERIALS AND MACHINED DIMENSIONS	Drawn	A.C.	3/30/21
		CHECKED		
		ENGINEERING DESIGN - SHEET 1		
		MATERIALS REVIEW - 1 OF 2		
		MATERIALS REVIEW - 2 OF 2		
		FABRICATION	N/A	
		FINISHING	COMMENTS	
		MISC.		
NEXT ASSY	USED ON			
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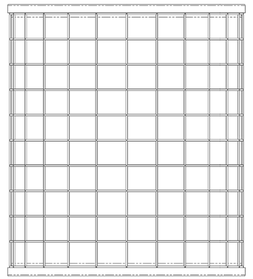
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EMAIL: sales@remfilters.com

TITLE: DROP INLET FILTER

SIZE	DWG. NO.	REV.
D	01-005	A

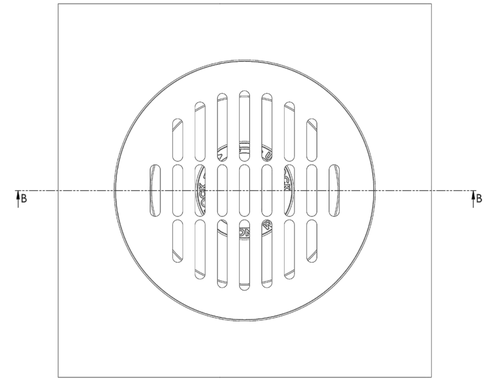
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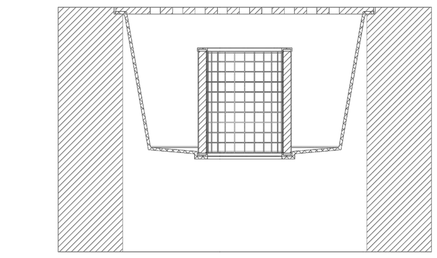




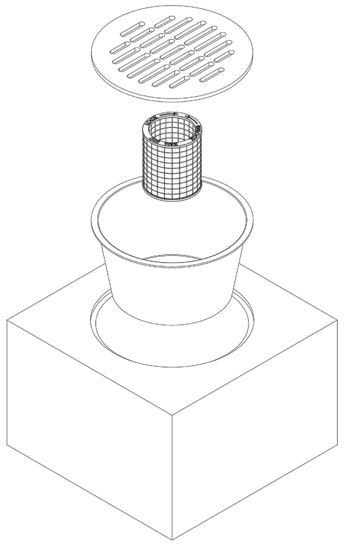
SPECIFIER CHART TRITON DROP INLET FILTERS	INLET INSIDE DIMENSION (ID) Of Catch Basin
MODEL:	(inch x inch)
TR12RD Configured with:	
Cartridge: TR7-CART (4") § (Standard)	12" Dia. RD
Cartridge: TR7-CART (8")	
Cartridge: TR7-CART (16")	
TR12X12 Configured with:	
Cartridge: TR7-CART (4) § (Standard)	12" X 12"
Cartridge: TR7-CART (8)	
Cartridge: TR7-CART (16)	
TR16RD Configured with:	
Cartridge: TR7-CART (4) (Shallow)	16" Dia. RD
Cartridge: TR7-CART (8) § (Standard)	
Cartridge: TR7-CART (16) (Deep)	
TR16X16 Configured with:	
Cartridge: TR7-CART (4)	16" X 16"
Cartridge: TR7-CART (8) § (Standard)	
Cartridge: TR7-CART (16)	
TR18RD Configured with:	
Cartridge: TR10-CART (4)	18" Dia. RD
Cartridge: TR10-CART (8) § (Standard)	
Cartridge: TR10-CART (16)	
TR18X18 Configured with:	
Cartridge: TR10-CART (4)	18" X 18"
Cartridge: TR10-CART (8) § (Standard)	
Cartridge: TR10-CART (16)	
TR18X24 Configured with:	
Cartridge: TR10-CART (8) § (Standard)	18" X 24"
Cartridge: TR10-CART (16)	
Cartridge: TR10-CART (32)	
TR20X24 Configured with:	
Cartridge: TR10-CART (8) § (Standard)	20" X 24"
Cartridge: TR10-CART (16)	
Cartridge: TR10-CART (32)	
TR24X24 Configured with:	
Cartridge: TR14-CART (8) § (Standard)	24" X 24"
Cartridge: TR14-CART (16)	
Cartridge: TR14-CART (32)	
TR24RD Configured with:	
Cartridge: TR14-CART (8) § (Standard)	24" Dia. RD
Cartridge: TR14-CART (16)	
Cartridge: TR14-CART (32)	
TR24X36 Configured with:	
Cartridge: TR10-CART (8) (Qty 2) § (Standard)	24" X 36"
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Cartridge: TR10-CART (32) (Qty 2)	
TR30RD Configured with:	
Cartridge: TR14-CART (8)	30" Dia. RD
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TR30X30 Configured with:	
Cartridge: TR14-CART (8)	30" X 30"
Cartridge: TR14-CART (16) § (Standard)	
Cartridge: TR14-CART (32)	
TR24X48 Configured with:	
Cartridge: TR14-CART (8) (Qty 2) § (Standard)	24" X 48"
Cartridge: TR14-CART (16) (Qty 2)	
Cartridge: TR14-CART (32) (Qty 2)	
TR36X36 Configured with:	
Cartridge: TR14-CART (8)	36" X 36"
Cartridge: TR14-CART (16) § (Standard)	
Cartridge: TR14-CART (32)	
TR36RD Configured with:	
Cartridge: TR14-CART (8)	36" Dia. RD
Cartridge: TR14-CART (16) § (Standard)	
Cartridge: TR14-CART (32)	
TR42RD Configured with:	
Cartridge: TR14-CART (8)	42" Dia. RD
Cartridge: TR14-CART (16) § (Standard)	
Cartridge: TR14-CART (32)	
TR48X48 Configured with:	
Cartridge: TR26-CART (8)	48" X 48"
Cartridge: TR26-CART (17) § (Standard)	
Cartridge: TR26-CART (34)	
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Cartridge: TR26-CART (17) § (Standard)	
Cartridge: TR26-CART (34)	

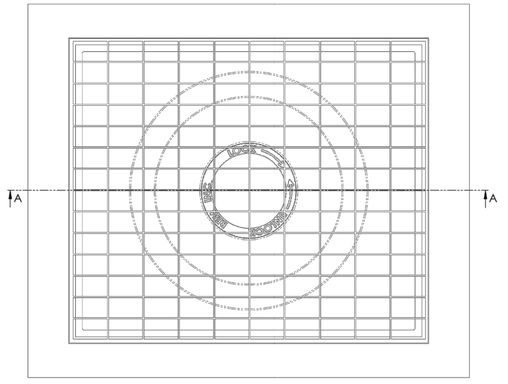


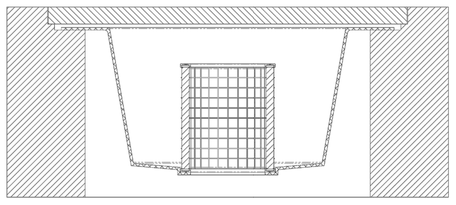




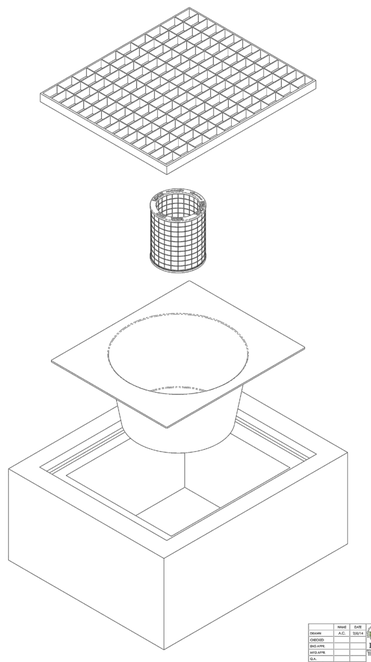
SECTION B-B







SECTION A-A



			WMG	DATE
Drawn	A.C.	3/30/21
CHECKED		
ENGINEERING		
MATL APPR.		
QUAL APPR.		
N/A		
COMMENTS		

Rand Environmental Manufacturing Inc.
Patented Filtration Solutions for Your Site Drainage
REM
4010 Rand Avenue
Stockton, CA 95215
T: 800.526.4736
F: 209.943.6130
WEB: www.remfilters.com
EMAIL: sales@remfilters.com

TITLE: DROP INLET FILTER

SIZE	DWG. NO.	REV.
D	01-005	A

SCALE: 1:3 WEIGHT: SHEET 3 OF 4

WARE MALCOMB
LEADING DESIGN FOR COMMERCIAL REAL ESTATE
4683 chabot dr
suite 300
pleasanton, ca 94588
p. 925.244.9620
waremalcomb.com

FOR AND ON BEHALF OF WARE MALCOMB

TRACY COSTCO HOM
COSTCO WHOLESALE
TRACY, CALIFORNIA

STORMWATER MANAGEMENT PLAN
(SHEET 5 OF 5)

NO.	DATE	REMARKS
	11.04.2022	PLANNING SUBMITTAL
	12.02.2022	PLANNING RESUBMITTAL
	08.02.2024	PLANNING RESUBMITTAL

JOB NO.:	SNR22-0027
PA / PM:	
DESIGNED:	
DATE:	
PLOT DATE:	08/02/24

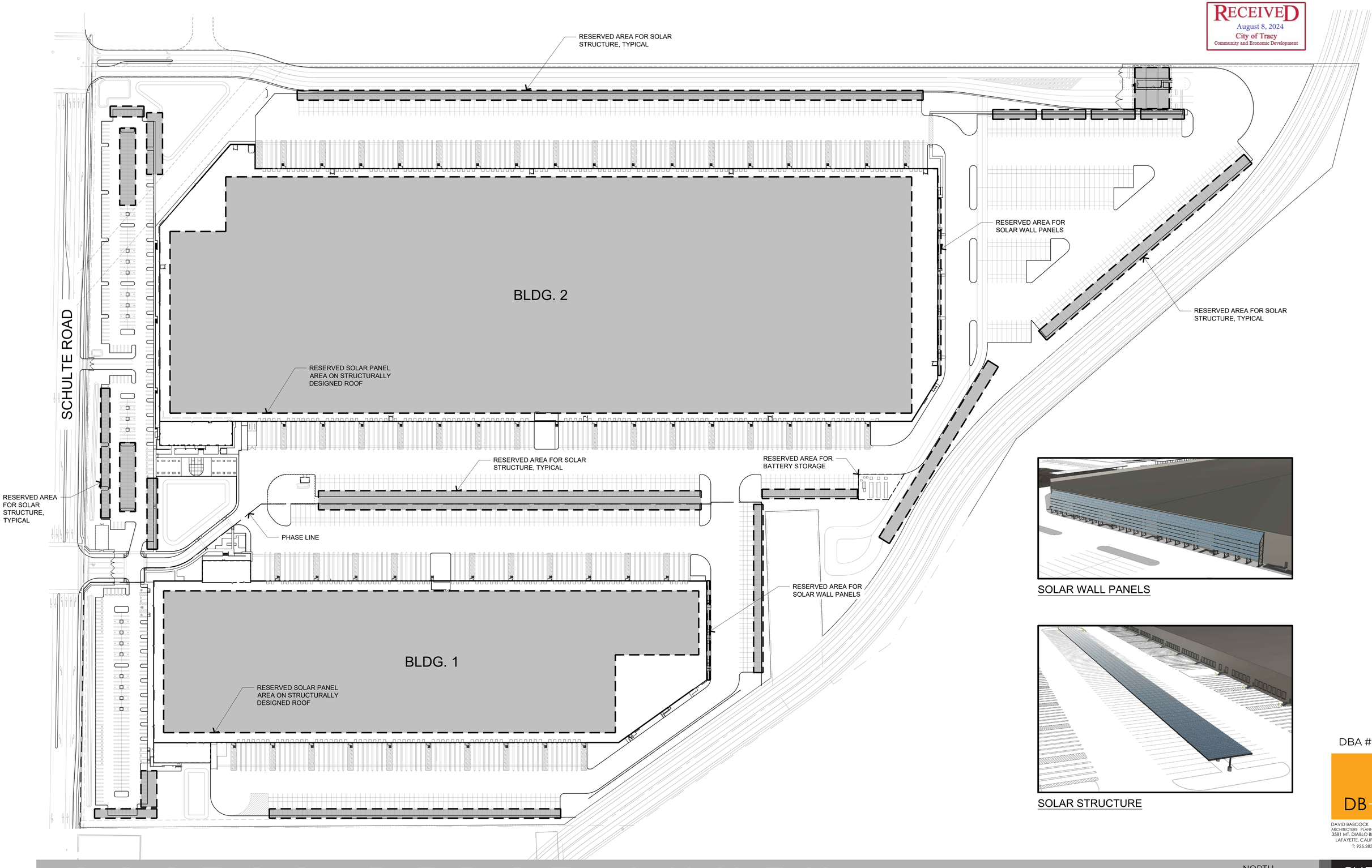
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C5.4
Sheet 17 of 17

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NOT FOR CONSTRUCTION

\\Wma-arch.com\wm\SNR\22\0027\00\Civil\CAD\Sheets\Planning\SNR22_0027_C5.0_Stormwater Management Plan.dwg 11/2/2022 2:01 PM RAMBROSE 1:1

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RECEIVED
August 8, 2024
City of Tracy
Community and Economic Development



SOLAR WALL PANELS

SOLAR STRUCTURE

DBA #2403

DB+A
DAVID BABCOCK + ASSOCIATES
ARCHITECTURE PLANNING LANDSCAPE
3581 MT. DIABLO BLVD. , SUITE 235
LAFAYETTE, CALIFORNIA 94549
T: 925.283.5070

COSTCO DEPOT ANNEX

SOLAR EXHIBIT

0 25' 50' 100' 200'

SCALE 1"=100'

AUGUST 6, 2024

NORTH

Attachment C: Environmental Impact Report, is too large to include in the packet and can be found using the following link:

https://www.cityoftracy.org/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies/-folder-77

Final EIR (Response to Comments):
https://www.cityoftracy.org/home/showpublisheddocument/19298

Draft EIR:
https://www.cityoftracy.org/home/showpublisheddocument/13855/637989204233470000

Notice of Preparation (NOP):
https://www.cityoftracy.org/home/showpublisheddocument/1208/637451279660730000

Recirculated Draft EIR:
https://www.cityoftracy.org/home/showpublisheddocument/16937/638387481314930000

A copy will be available to view at the 12/04/24 Planning Commission Meeting.

Attachment D
and Reso Exhibit 2

FINDINGS OF FACT / STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

TRACY COSTCO DEPOT ANNEX PROJECT
(SCH # 2020080531)

OCTOBER 2024

Prepared for:

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

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

FINDINGS OF FACT / STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

TRACY COSTCO DEPOT ANNEX PROJECT

(SCH # 2020080531)

OCTOBER 2024

Prepared for:

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FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

Section **Page Number**

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II. General Findings and Overview 2

III. Findings and Recommendations Regarding Significant and Unavoidable Impacts 7

IV. Findings and Recommendations Regarding Significant Impacts That Are Mitigated to a Less than Significant Level 22

V. Findings and Recommendations Regarding Those Impacts That are Less Than Significant or Less Than Cumulatively Considerable 41

VI. Project Alternatives 43

VII. Statements of Overriding Considerations Related to the Tracy Costco Depot Annex Findings 48

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FINDINGS FOR THE
TRACY COSTCO DEPOT ANNEX

REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code, § 21000 et seq.)

I. INTRODUCTION

The California Environmental Quality Act (CEQA) (Public Resources Code, § 21000 et seq.) requires the City of Tracy (City), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR. (Pub. Resources Code, § 21081.)

This document explains the City's findings regarding the significant and potentially significant impacts identified in the environmental impact report (EIR) prepared for the Tracy Costco Depot Annex (Project or Project) and the City decision-makers' ultimate determinations of the feasibility of the project alternatives considered in the EIR. The statement of overriding considerations in Section VII, below, identifies the economic, social, technical, and other benefits of the Project that the City decision-makers have determined override any significant environmental impacts that would result from the Project.

As required under CEQA, the Final EIR describes the Project, adverse environmental impacts of the Project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts. The information and conclusions contained in the EIR reflect the City's independent judgment.

The Final EIR (which includes the Draft EIR, Recirculated Draft EIR, and comments, responses to comments, and revisions to the Draft EIR and Recirculated Draft EIR) for the Project, examined the proposed Project and three alternatives to the Project including: (1) No Project (No Build) Alternative; (2) Reduced Project Alternative; and (3) Agriculture Protection Alternative.

The Findings and Statement of Overriding Considerations are presented for adoption by the City Council, as the City's findings under CEQA and the CEQA Guidelines (Cal. Code Regs., title 14, § 15000 et seq.) relating to the Project. The Findings provide the written analysis, substantial evidence, and conclusions of this City Council regarding the Project's environmental impacts, mitigation measures, and alternatives to the Project, as well as the overriding considerations, which in this City Council's view, justify approval of the Project, despite its environmental effects.

II. GENERAL FINDINGS AND OVERVIEW

Project Overview

The Project site is located at 16000 West Schulte Road in unincorporated San Joaquin County, California (Figures 2.0-1 and 2.0-2). The Project site is within the Tracy Sphere of Influence (SOI) 10-Year Planning Horizon and is immediately adjacent to the Tracy city limits to the north of the site. The Project site is immediately south of the intersection of Bud Lyons Way and West Schulte Road. The Project site is bounded on the north by West Schulte Road, on the west by an unnamed driveway serving the adjacent rural residence, on the south by the Delta Mendota Canal, and on the east by vacant agricultural land.

The Project site includes two distinct planning boundaries defined below. The following terms are used throughout the EIR to describe the planning boundaries within the Project site:

- **Annexation Area** – totals 104.46 acres and includes the whole of the Project, including the proposed 103.0-acre Development Area, and 1.46 acres of land along the Delta Mendota Canal which would not be developed as part of the proposed Project.
- **Development Area** – is a 103.0-acre parcel (Assessor's Parcel Number [APN] 209-230-02) that is intended for the development of up to 1,736,724 square feet (sf) of industrial uses.

The Project would include the construction and subsequent operation of two warehouse buildings that would serve as an annex to the existing Costco Depot located approximately 1.5-miles to the west of the Project and as a Direct Delivery Center (DDC). The two buildings (approximately 543,526 sf for Building 1 and 1,193,198 sf for Building 2) total approximately 1,736,724 sf on the Project site. The smaller Building 1 is anticipated to serve as the annex by providing additional storage for high-turnover merchandise processed through the nearby Costco Depot, a pallet repair facility, and a return to vendor facility for large items returned to a Costco warehouse. The larger Building 2 is anticipated to serve as a DDC, an ecommerce distribution center primarily for large and bulky items ordered online by Costco members for direct delivery through Market Delivery Operations (MDO) located in various smaller cities in the Northern California region. DDC warehouses distribute ordered goods to the MDOs for delivery (by appointment) to the members. Cold storage would not be provided as part of the proposed Project.[1] The Project also would include the required circulation, parking, and utility improvements.

The Project site is designated as Agriculture by the County's General Plan Land Use Map and is zoned as AG-40 Agriculture by the County. The site is within the City's Sphere of Influence 10-Year Planning Horizon and currently has a City General Plan land use designation of Industrial (I). The proposed Project would result in the annexation of the Annexation Area into the City of Tracy. The Project site

[1] That is, there would be no refrigerated warehouse operations or transport refrigeration units (TRUs) as part of the Project. If the Project is approved, the City would include a condition of approval precluding cold uses for the Project.

is currently within the jurisdiction of San Joaquin County, and current county zoning for the Project site is AG-40. The San Joaquin County Local Agency Formation Commission (LAFCO) will require the Project site to be pre-zoned by the City of Tracy in conjunction with the proposed annexation. The City's pre-zoning will include the Light Industrial (M-1) zoning designation for the Project site. The pre-zoning would go into effect upon annexation into the City of Tracy.

The principal objective of the proposed Project is the approval and subsequent construction and operation of the Costco depot annex and DDC warehouse facility. Refer to EIR Chapter 2.0, Project Description, for a more complete description of the details of the proposed Project.

PROCEDURAL BACKGROUND

Notice of Preparation Public Circulation: The City of Tracy circulated an Initial Study (IS) and Notice of Preparation (NOP) of an EIR for the proposed Project on August 28, 2020 to the State Clearinghouse, State Responsible Agencies, State Trustee Agencies, Other Public Agencies, Organizations and Interested Persons. A public scoping meeting was held during the Planning Commission meeting on September 9, 2020 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The IS, NOP, and comments received on the NOP by interested parties are presented in Appendix A of the Draft EIR. The commenters are provided below.

- California Department of Conservation;
- Central Valley Regional Water Quality Control Board;
- San Joaquin Valley Air Pollution Control District.

Notice of Availability and Draft EIR: The City published a public Notice of Availability (NOA) for the Draft EIR on September 16, 2022 inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2020080531) and the County Clerk, and was published in a local newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review and comment from September 16, 2022 through October 31, 2022.

The Draft EIR contains a description of the Project, description of the environmental setting, identification of Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less-than-significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

Notice of Availability and Recirculated Draft EIR: Upon review of certain comments received on the Draft EIR during the prior (2022) public comment period, the City concluded that the air quality and greenhouse gas analyses should be revised to employ more conservative assumptions concerning

the distance that project trucks may travel. A Recirculated Draft EIR was prepared to revise these analyses to modify Project Description to incorporate new measures and strategies to reduce emissions and vehicle trips.[2] The Project Description chapter and the other sections of the Draft EIR were updated to reflect such Project commitments, as well as other Project refinements (such as construction schedule, etc.), and the Recirculated Draft EIR was published by the City on December 22, 2023. The Recirculated Draft EIR was available for public review and comment from December 22, 2023 through February 5, 2024.

Responses to Comments, EIR Revisions, and Final EIR: During the 2022 Draft EIR comment period, the City received eight comment letters regarding the Draft EIR from public agencies and other parties. During the 2023/2024 Recirculated Draft EIR comment period, the City received five comment letters regarding the Recirculated Draft EIR from private companies, one resident, and other parties. In accordance with CEQA requirements, the City published all comments received during both public comment periods and written responses to all such comments. In addition, in response to all comments, the City made several revisions to the Draft EIR and Recirculated Draft EIR. Those revisions, and all comments and responses, were published by the City in a document titled "Response to Comments for the Tracy Costco Depot Annex Project" (the "RTC Document") in September 2024. Together, the Draft EIR, the Recirculated Draft EIR, and the RTC Document comprise the Final EIR for the Project.

The comments received did not provide evidence of any new significant impacts or "significant new information" that would require any additional significant revisions to and thus any additional recirculation of the Draft EIR or Recirculated Draft EIR pursuant to CEQA Guidelines Section 15088.5.

RECORD OF PROCEEDINGS AND CUSTODIAN OF RECORD

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP, and all other public notices issued by the City in relation to the Project (e.g., NOA).
- The final EIR, including all technical materials cited in the EIR documents.
- All non-draft and/or non-confidential reports and memoranda prepared by the City and consultants in relation to the EIR.
- Minutes and transcripts of the discussions regarding the Project and/or Project components at the public scoping meeting and public meetings/hearings held by the City.
- Staff reports associated with Environmental Sustainability Commission, Planning Commission and City Council meetings/hearings on the Project.
- Those categories of materials identified in Public Resources Code § 21167.6(e).

[2] See letter from Christine Lasley, Costco, to Victoria Lombardo, City of Tracy, dated November 28, 2023.

The City Clerk is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the City of Tracy, Planning Division 333 Civic Center Plaza Tracy, CA 95376 or online at:

https://www.cityoftracy.org/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies

FINDINGS REQUIRED UNDER CEQA

Public Resources Code § 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" Further, the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." (*Id*.) Section 21002 also provides that "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles established by the Legislature in Public Resources Code § 21002 are implemented, in part, through the requirement in Public Resources Code § 21081 that agencies must adopt findings before approving projects for which an EIR is required.

CEQA Guidelines § 15091 provides the following direction regarding findings:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(See also Public Resources Code, § 21081, subd. (a)(1)-(3).)

As defined by CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (Pub. Resources Code, § 21061.1; see also CEQA Guidelines, § 15126.6(f)(1) [determining the feasibility of alternatives].) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (See *Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1400 [court upholds findings rejecting a "reduced herd" alternative to a proposed dairy as infeasible because the alternative failed to meet the "fundamental objective" of the project to produce milk]; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1508 [agency decision-makers, in rejecting alternatives as infeasible, appropriately relied on project objective articulated by project applicant].) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *see also California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-1002.)

With respect to a project for which significant impacts cannot be feasibly avoided or substantially lessened, a public agency may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the project's benefits outweigh its significant unavoidable adverse environmental effects. (Pub. Resources Code, §§ 21001, 21002.1(c), 21081(b).)

CEQA Guidelines § 15093 provides the following direction regarding a statement of overriding considerations:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to § 15091.

MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project and, if the Project is approved, will be adopted concurrently with these Findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1).) The City will use the MMRP to track compliance with Project mitigation measures.

CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

In adopting these Findings, this City Council finds that the EIR was presented to this City Council, the decision-making body of the lead agency, which reviewed and considered the information in the EIR prior to approving the Project. By these findings, this City Council ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City Council finds that the EIR was completed in compliance with CEQA. The EIR represents the independent judgment of the City.

SEVERABILITY

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by the City.

III. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

A. AESTHETICS AND VISUAL RESOURCES

1. IMPACT 3.1-1: PROJECT IMPLEMENTATION MAY RESULT IN SUBSTANTIAL ADVERSE EFFECTS ON SCENIC VISTAS.

(a) Potential Impact. The potential for the Project to result in substantial adverse effects on scenic vistas is discussed on pages 3.1-8 through 3.1-10 of the Draft EIR and determined to be significant.

(b) Mitigation Measures. No feasible mitigation measures were identified.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. The Project site is not designated as a scenic vista by the City of Tracy General Plan or the San Joaquin County General Plan, nor does it contain any unique or distinguishing features that would qualify the site for designation as a scenic vista. However, most of Tracy's scenic vistas and corridors are associated with the open space and agricultural resources of the surrounding Sphere of Influence (SOI) and Planning Area, and are a valued local asset for the community. The

surrounding farming and grazing lands, and grassy hillsides of the Diablo coastal range, serve to situate the City in its local environment and landscape, and provide a reminder of its agricultural heritage.

Scenic resources in the vicinity of the Project site include:

- Views of the Diablo Range. Rising from the Southwest portion of the Tracy Planning Area, this range extends from near sea level to 1,652 feet and provides a visual barrier between the Central Valley and the San Francisco Bay Area. Generally, the eastern slopes visible from Tracy have not been developed and contain sporadic tree groupings.
- Expansive Agricultural Lands. Agricultural lands that are used for row crops and grazing are found in the Project vicinity.

The above-referenced public views are primarily available to motorists traveling along the major transportation corridors at highway speed. In addition, these public views of foothills and mountains are characteristic of San Joaquin County, and exist throughout the region. The Project site is highly visible from Old Schulte Road and portions of the project site may be visible from I-580 (between I-205 and I-5).

Implementation of the proposed Project would change the existing visual character of the site from vacant agricultural land to industrial uses. Impacts related to a change in visual character are largely subjective and very difficult to quantify. People have different reactions to the visual quality of a project or a project feature, and what is considered “attractive” to one viewer may be considered “unattractive” to other viewers. The Project site currently consists primarily of vacant agricultural lands. Agricultural lands provide visual relief from urban and suburban developments, and help to define the character of a region.

The proposed Project would result in the conversion of the vacant agricultural land, which would contribute to changes in the regional landscape and visual character of the area. In order to reduce visual impacts, development within the Project site is required to be consistent with the General Plan and the Tracy Zoning Ordinance which includes design standards in order to ensure quality and cohesive design of the Project site and ensure the public views from the transportation corridors would be of high quality. These standards include specifications for building height, massing, and orientation; exterior lighting standards and specifications; and landscaping standards. Implementation of the design standards would ensure quality design throughout the Project site, and result in a Project that would be internally cohesive while maintaining aesthetics similar to surrounding uses.

Nevertheless, the loss of the visual appearance of the existing agricultural land on the site would change the visual character of the Project site in perpetuity. This is considered a significant and unavoidable impact. There is no feasible mitigation available that would reduce this impact to a less than significant level.

(2) To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts to scenic vistas, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. IMPACT 4.2: CUMULATIVE DEGRADATION OF THE EXISTING VISUAL CHARACTER OF THE REGION.

(a) Potential Impact. The potential for the Project to have a cumulative impact on the existing visual character of the region is discussed on pages 4.0-4 and 4.0-5 of the Draft EIR.

(b) Mitigation Measures. No feasible mitigation measures were identified.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. Under cumulative conditions, buildout of the General Plans for Tracy and the surrounding jurisdictions could result in changes to the visual character and quality of the City of Tracy through development of undeveloped areas and/or changes to the character of existing communities. Development of the proposed Project, in addition to other future projects in the area, would change the existing visual and scenic qualities of the City. It is noted that although the Project site is undeveloped and was previously used for agricultural uses, the General Plan designates the site for Industrial uses. Additionally, the surrounding areas to the north, east, south, and west are designated for urban uses (including mainly Industrial uses) by the General Plan. As such, the General Plan and associated EIR anticipated development of the Project area for similar uses as proposed by the Project.

Development within the City would be required to be consistent with the General Plan policies and City Municipal Code, both of which cover aesthetics and visual characteristics. Further, the Municipal Code contains development standards that address the visual character of a development project, such as building height, massing, setbacks, lighting, and landscaping. Although implementation of these requirements would reduce the impacts associated with development, the impacts would remain significant and unavoidable. As such, this is a cumulatively considerable contribution and a significant and unavoidable impact.

(2) To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and

other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts to the existing visual character of the region, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

B. AGRICULTURAL RESOURCES

1. IMPACT 3.2-1: THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN THE CONVERSION OF FARMLANDS, INCLUDING PRIME FARMLAND AND FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USES.

(a) Potential Impact. The potential for the Project to result in the conversion of Farmlands, including Prime Farmland and Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses is discussed on pages 3.2-12 and 3.2-13 of the Draft EIR.

(b) Mitigation Measures. All feasible mitigation measures have been imposed. No additional feasible mitigation measures were identified. While the proposed Project would contribute fees toward the purchase of conservation easements on agricultural lands through the City's agricultural mitigation fee program and the San Joaquin County Multi-Specific Habitat Conservation and Open Space Plan (SJMSCP) (as required by Mitigation Measure 3.4-1 and existing City regulations), those fees and conservation easements would not result in the creation of new farmland to offset the loss that would occur with Project implementation.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. Development of the proposed Project would result in the permanent conversion of 101.78 acres of Prime Farmland, as shown on Figure 3.2-1, to non-agricultural use. The loss of Important Farmland as classified under the Farmland Mapping and Monitoring Program (FMMP) is considered a potentially significant environmental impact.

Tracy Municipal Code Chapter 13.28 establishes the City's Agricultural Mitigation Fee Program, which authorizes the collection of development impact fees to offset costs associated with the loss of productive agricultural lands converted for private urban uses. In addition to the City's agricultural mitigation fee program, the SJMSCP requires development to pay fees on a per-acre basis for impacts to agricultural lands that function as habitat for biological resources. The San Joaquin Council of

Governments (SJCOG) will then use these funds to purchase the conservation easements on agricultural and habitat lands in the Project vicinity. The compensation results in the purchase of conservation easements that are placed over agricultural land. As such, the Project fees paid to SJCOG as administrator of the SJMSCP will result in the preservation of agricultural lands in perpetuity.

While the proposed Project would contribute fees toward the purchase of conservation easements on agricultural lands through the City's agricultural mitigation fee program and the SJMSCP (as required by Mitigation Measure 3.4-1 and existing City regulations), those fees and conservation easements would not result in the creation of new farmland to offset the loss that would occur with Project implementation. As such, the loss of Important Farmland would be a significant and unavoidable impact relative to this topic.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided despite implementation of Mitigation Measure 3.4-2, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts to Important Farmlands, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. IMPACT 4.4: CUMULATIVE IMPACT ON AGRICULTURAL RESOURCES.

(b) Potential Impact. The potential for the Project to have a cumulative impact on agricultural resources is discussed on pages 4.0-5 and 4.0-6 of the Draft EIR.

(b) Mitigation Measures. No feasible mitigation measures were identified.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. Tracy Municipal Code Chapter 13.28 establishes the City's Agricultural Mitigation Fee Program, which authorizes the collection of development impact fees to offset costs associated with the loss of productive agricultural lands converted for private urban uses. In addition to the City's agricultural mitigation fee program, the SJMSCP requires development to pay fees on a per-acre basis for impacts to agricultural lands that function as habitat for biological resources. SJCOG will then use these funds to purchase the conservation easements on agricultural and habitat lands in the Project vicinity. The compensation results in the purchase of conservation easements that are placed

over agricultural land. As such, the Project fees paid to SJCOG as administrator of the SJMSCP will result in the preservation of agricultural lands in perpetuity.

The purchase of conservation easements and/or deed restrictions through the City's agricultural mitigation fee program and the SJMSCP allows the landowners to retain ownership of the land and continue agricultural operations, and preserves such lands in perpetuity. Future projects would be subject to the City's agricultural mitigation fee program and the SJMSCP.

While the proposed Project, as well as future projects in the City and County, will contribute fees toward the purchase of conservation easements on agricultural lands, as required by Mitigation Measure 3.4-1, those fees and conservation easements would not result in the creation of new farmland to offset the loss that would occur with Project implementation. As such, the loss of Important Farmland would be a cumulatively considerable contribution and a significant and unavoidable impact.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts to agricultural resources, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

C. AIR QUALITY

1. IMPACT 3.3-1: PROJECT OPERATION WOULD CONFLICT OR OBSTRUCT IMPLEMENTATION OF THE DISTRICT'S AIR QUALITY PLAN.

(a) Potential Impact. The potential for the Project to conflict or obstruct implementation of the District's air quality plan is discussed on pages 3.3-30 and 3.3-35 of the Recirculated Draft EIR and was determined to be significant.

(b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.3-1 through 3.3-36.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Effects of Mitigation and Remaining Impacts. The SJCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth projections provide for

future employment/population factors. The development of the SJVAPCD Air Quality Attainment Plan (AQAP) is based in part on the land use general plan projections of the various cities and counties that constitute the Air Basin. The City of Tracy General Plan Land Use Element designates the Project site as Industrial, which is intended to accommodate flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs. Therefore, the proposed Project, which involves the development of light industrial, warehouse and distribution and related uses, is considered consistent with the site's General Plan land use designation and its traffic would be included in volumes projected for analysis of the General Plan. The SJVAPCD AQP is based on the growth assumptions of the City of Tracy General Plan and SJCOG RTP/SCS. Since the Project is consistent with the SJCOG RTP/SCS, and SJCOG RTP/SCS projections are incorporated into the SIP, the Project is also consistent with the SIP.

The Project incorporates various policy and rule-required implementation measures that would reduce related emissions, including all of the current Air District rules and regulations.[3] For example, the proposed Project would be required to implement Air District Rule 9510, which ensures that the Project would fulfill the Air District's emissions reduction commitments in the relevant PM_{10} and Ozone Attainment plans.[4] In addition, the Project would comply with all applicable stationary source permitting rules implemented by SJVAPCD, which further confirms the Project would not cause or contribute to any ambient air quality standard exceedances.

Nevertheless, for the sake of a conservative assessment, the proposed Project's potential impact is to this environmental topic is considered significant and unavoidable. Mitigation Measure 3.3-1 requires operators of heavy-duty trucks that travel to and from the Project site to use trucks that have 2010 model year or newer engines that meet the CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions, or newer, cleaner trucks and equipment. Moreover, crucially, the proposed Project would also implement various mitigation measures that would reduce Project operational and construction emissions, as provided below. The proposed Project would be required to implement Mitigation Measure 3.3-1 through Mitigation Measure 3.3-36.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic,

[3] See here for further detail: https://www.valleyair.org/rules/1ruleslist.htm
[4] Compliance with Air District Rule 9510 is assumed under CEQA.

social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts to air quality, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. IMPACT 3.3-2: THE PROPOSED PROJECT WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE REGION IS IN NONATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

(a) Potential Impact. The potential for the Project to result in a cumulatively considerable net increase of a criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard is discussed on pages 3.3-31 through 3.3-37 of the Recirculated Draft EIR and determined to be significant.

(b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.3-1 through 3.3-36.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Effects of Mitigation and Remaining Impacts. CalEEMod™ (v. 2022.1) was used to model construction and operational emissions of the proposed Project. The SJVAPCD provides a list of applicable air quality emissions thresholds. Table 3.3-10 shows proposed Project construction emissions as provided by CalEEMod. As shown in Table 3.3-10 in Section 3.3, the proposed Project would also not exceed the daily mass screening criteria thresholds during Project construction. Table 3.3-11 and Table 3.3-12 show proposed Project emissions as provided by CalEEMod ('without Project sustainability features'), in tons per year and pounds per day, respectively. Table 3.3-11 includes the individual Project buildings' emissions separately, in addition to the total Project emissions, for the sake of additional disclosure. As shown in Table 3.3-11, total Project operational emissions would exceed the SJVACPD thresholds of significance for NOx, under the 'without Project sustainability features' scenario, in terms of tons per day (primarily due to operation of Building 2).

Additionally, the SJVAPCD has developed daily mass emissions screening criteria for ROG, NOX, CO, SOX, PM10, and PM2.5 to determine whether project emissions would result in a violation of an AAQS. Because the NAAQS and CAAQS are concentration-based standards, Project emissions were evaluated using the SJVAPCD mass emissions screening approach, which provides a preliminary assessment to determine whether a project would contribute to a violation of an AAQS. The screening is conducted by evaluating daily Project emissions against a

100 pound per day threshold for each criteria air pollutant. Table 3.3-12 provides the proposed Project's 'without Project sustainability features' operational emissions in pounds per day in comparison to these screening thresholds. As shown in Table 3.3-12, under the 'without Project sustainability features' scenario, the proposed Project's operational emissions would not exceed any of the daily mass screening criteria thresholds.

Proposed Project operational emissions 'inclusive of quantified Project Sustainability features' are shown in Table 3.3-13 and Table 3.3-14, based on implementation of SJVAPCD Rule 9510. While compliance with SJVAPCD Rule 9510 is regulatorily required, the rule itself is an indirect source rule designed to achieve emission reductions from development projects. Thus, it is included here to represent the SJVAPCD regulatory requirement to mitigate the operational emissions. The proposed Project would also be required to implement Mitigation Measure 3.3-1 through Mitigation Measure 3.3-36, as provided under Impact 3.3-1. However, due to the difficulty in modeling the emissions (i.e., NOx emissions) reductions that would occur due to implementation of Mitigation Measure 3.3-1 through Mitigation Measure 3.3-36, the emissions reductions associated with Mitigation Measure 3.3-1 through Mitigation Measure 3.3-36 were not modeled. Thus, Table 3.3-13 and Table 3.3-14 provide a conservative estimate of the operational emissions results for the proposed Project, with the quantified Project sustainability features accounted for.

The emission estimates provided in Table 3.3-13 and Table 3.3-14 demonstrate a reasonable worst-case scenario for Project operation. Because the operational emissions shown therein would exceed the SJVAPCD's significance thresholds for NOx, even with implementation of Project sustainability features and mitigation measures, this impact would remain significant and unavoidable.

Criteria pollutant emissions generated by the proposed Project during operation would exceed applicable thresholds after compliance with all rules and regulations, even after implementation of Mitigation Measure 3.3-1 through Mitigation Measure 3.3-36. No other feasible mitigation measure exists to reduce the applicable operational criteria pollutant impacts to below the applicable SJVAPCD thresholds. Therefore, this impact would be significant and unavoidable.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project

associated with impacts to air quality, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

3. IMPACT 4.5: CUMULATIVE IMPACT ON THE REGION'S AIR QUALITY.

(c) Potential Impact. The potential for the Project to have a cumulative impact on the region's air quality is discussed on pages 4.0-6 and 4.0-7 of the Recirculated Draft EIR.

(b) Mitigation Measures. Mitigation Measures 3.3-1 through 3.3-36.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. Under buildout conditions in the San Joaquin County, the SJVAB would continue to experience increases in criteria pollutants and efforts to improve air quality throughout the basin would be hindered. As described in Section 3.3, San Joaquin County has a state designation of Nonattainment for ozone, PM_{10} and $PM_{2.5}$. Table 3.3-2 in Section 3.3 presents the State and Federal attainment status for San Joaquin County.

As discussed in Impact 3.3-2, the proposed Project, without mitigation, would not exceed the SJVAPCD thresholds of significance for construction criteria pollutants. Additionally, as shown in Table 3.3-9, the proposed Project would not exceed the daily mass screening criteria thresholds during Project construction. Additionally, under the unmitigated scenario, the proposed Project's operational emissions would not exceed any of the daily mass screening criteria thresholds. Proposed Project mitigated operational emissions are shown in Table 3.3-12 based on implementation of SJVAPCD Rule 9510. While compliance with SJVAPCD Rule 9510 is regulatorily required, the rule itself is an indirect source rule designed to achieve emission reductions from development projects. Thus, it is included here to represent the SJVAPCD regulatory requirement to mitigate the operational emissions. The proposed Project would also be required to implement Mitigation Measure 3.3-1, as provided under Impact 3.3-1. However, due to the difficulty in modeling the emissions (i.e. NOx emissions) reductions that would occur due to implementation of Mitigation Measure 3.3-1, and for the sake of a conservative analysis, the emissions reductions associated with Mitigation Measure 3.3-1 were not modeled. There are no further mitigation measures identified and thus Table 3.3-13 and Table 3.3-14 provide a conservative estimate of the operational emissions results for the proposed Project, with the quantified Project sustainability features accounted for. Therefore, this impact would be significant and unavoidable.

The increase in industrial warehouse square footage anticipated with buildout of the Project is generally consistent with growth projections assumed in the Tracy General Plan for the same time horizon. While the proposed Project, as well as

future projects in the City and County, will be subject to the requirements of the SJVAPCD, even with the application of the mitigation measures included in Section 3.3, emissions levels would remain above the defined threshold of significance for NOx, since Mitigation Measure 3.3-1 may not be feasible to implement in full. As such, cumulative impacts on the region's air quality would be a significant and unavoidable impact. The Project's contribution to this significant impact would be cumulatively considerable.

Overall, even with the application of the mitigation measures included in Section 3.3, emissions levels would remain above the defined thresholds of significance. As such, implementation of the proposed Project would have a cumulatively considerable contribution and significant and unavoidable impact from air emissions.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts to the region's air quality, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

D. NOISE

1. IMPACT 3.11-1: THE PROPOSED PROJECT HAS THE POTENTIAL TO GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

   (a) Potential Impact. The potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies is discussed on pages 3.11-11 through 3.11-16 of the Draft EIR.

   (b) Mitigation Measure. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.11-1 and 3.11-2.

   (c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Effects of Mitigation and Remaining Impacts. Operational noise levels at the existing residential receptors to the west of the site resulting from the proposed Project are quantified and shown in Figures 3.11-2 and 3.11-3 in Section 3.11. Figure 3.11-2 shows the average (Leq) Project noise contours and Figure 3.11-3 shows the maximum (Lmax) Project noise contours.

Based upon Figure 3.11-2, the proposed Project would generate peak hour noise levels of up to 54 dBA Leq at the outdoor activity areas of adjacent residential uses. The adjacent residential uses would remain outside of the City of Tracy limits, so noise generated by the proposed Project at these locations would be subject to the San Joaquin County noise criteria. The predicted noise levels of up to 54 dBA Leq would exceed the San Joaquin County non-transportation noise limits of 50 dBA Leq during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA Leq during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Based upon Figure 3.11-3, the proposed Project is predicted to generate maximum noise levels of approximately 68 dBA Lmax at the residential uses to the west of the Project site. This would comply with the San Joaquin County maximum noise level limits of 70 dBA Lmax during daytime hours but would exceed the County's 65 dBA Lmax standard during nighttime hours.

In order to reduce project-related noise levels, Saxelby Acoustics used the Sound PLAN noise model to evaluate the use of noise barriers for reducing project-related noise levels at the adjacent residential uses. Figure 3.11-4 shows the exterior noise levels in terms of the peak hour average (Leq) noise level, with a 20-foot-tall acoustically absorbent screen wall located along the western boundary of the Project site. The resulting noise levels of up to 50 dBA Leq would comply with the County's 50 dBA Leq daytime standard but would still exceed the County's 45 dBA Leq nighttime noise standard. As such, a sound wall would not result in noise levels at or below the County's nighttime noise standard. Mitigation Measure 3.11-2 requires a minimum 6-foot tall sound wall and/or landscaped berm. Overall, the County's exterior noise standards would still be exceeded and this would be a significant and unavoidable impact.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts related to operational noise, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. IMPACT 4.15: CUMULATIVE EXPOSURE OF EXISTING NOISE-SENSITIVE LAND USES TO INCREASED NOISE RESULTING FROM CUMULATIVE DEVELOPMENT.

(d) Potential Impact. The potential for the Project to have a cumulative impact on existing noise-sensitive land uses is discussed on pages 4.0-19 and 4.0-20 of the Draft EIR.

(b) Mitigation Measures. Mitigation Measure 3.11-2.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. As discussed in Section 3.11, based upon Figure 3.11-3, the proposed Project is predicted to generate maximum noise levels of approximately 68 dBA Lmax at the property line of the residential uses to the west of the Project site. This would comply with the San Joaquin County maximum noise level limits of 70 dBA Lmax during daytime hours but would exceed the County's 65 dBA Lmax standard during nighttime hours. In order to reduce project-related noise levels, Saxelby Acoustics used the Sound PLAN noise model to evaluate the use of noise barriers for reducing project-related noise levels at the adjacent residential uses. Figure 3.11-4 shows the exterior noise levels in terms of the peak hour average (Leq) noise level, with a 20-foot-tall acoustically absorbent screen wall located along the western boundary of the Project site. The resulting noise levels of up to 50 dBA Leq would comply with the County's 50 dBA Leq daytime standard but would still exceed the County's 45 dBA Leq nighttime noise standard. As such, a sound wall would not result in noise levels at or below the County's nighttime noise standard. Therefore, the County's exterior noise standards would still be exceeded. Because the County's exterior noise standards would still be exceeded as a result of operational noise at the Project site, the proposed Project would have a significant and unavoidable cumulative impact relative to this environmental topic. As such, impacts related to cumulative operational noise would result a cumulatively considerable contribution.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts related to noise, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

E. TRANSPORTATION AND CIRCULATION

1. IMPACT 3.13-1: PROJECT IMPLEMENTATION WOULD CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

(b) Potential Impact. The potential for the Project to conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) is discussed on pages 3.13-12 through 3.13-17 of the Draft EIR.

(b) Mitigation Measure. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.13-1.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Effects of Mitigation and Remaining Impacts. The proposed Project was evaluated using the City of Tracy VMT Calculator. For the surrounding industrial land use area, the City's threshold is 9.4 VMT per employee. The City's VMT Calculator estimates that the Project would generate 24.8 VMT per employee, and the Project exceeds the threshold by 164 percent. It should be noted that truck trips are exempted from VMT analysis per SB 743.

Per the City's VMT threshold and CEQA guidance per SB 743, this impact would be significant. For projects that would cause a VMT impact, VMT reduction strategies (such as introducing TDM, or additional multimodal infrastructure) can be implemented to reasonably mitigate the VMT impact. The reductions strategies and effectiveness are estimated from research literature and case studies.

However, because the Project exceeds the City threshold by 164 percent, a reduction below the City's VMT threshold is not feasible using solely TDM strategies. Based on empirical data, the California Air Pollution Control Officers Association (CAPCOA) indicates that up to 15 percent of VMT reduction can reasonably be achieved through TDM strategies. Because the City is developing the VMT Mitigation Banking program, assuming the City adopts the program, the applicant will have the option to also pay a fee to "purchase" VMT reductions (i.e., pay to off-set the Project VMT impact) to further reduce the impact beyond the reductions attributable to Project-appropriate TDM measures. For the purpose of this analysis, a maximum of 15 percent banking is assumed, i.e., the project will reduce its VMT impact by 15% using TDM measures and/or the VMT Mitigation Banking program.

Mitigation Measure 3.13-1, which requires travel demand management (TDM) strategies, would be required. Implementation of Mitigation Measure 3.13-1 is feasible because it is within the applicant's purview to implement and the TDM measures have been found effective in previous academic studies. However, the precise effectiveness of specific TDM strategies can be difficult to accurately

measure due to a number of external factors such as employee responses to strategies and changes to technology.

As part of Mitigation Measure 3:13-1, the proposed Project would be required to monitor and evaluate the effectiveness of the Project's TDM Plan and provide the results to the City of Tracy. Based on the results of the evaluation, modifications to the TDM Plan may be required by the City in order to improve effectiveness toward achieving the home-based work VMT per worker target.

Based on the above, even with the implementation of Mitigation Measure 3.13-1, the impact would remain significant and unavoidable when compared to the City of Tracy's VMT threshold of significance.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts related to conflicts with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), as more fully stated in the Statement of Overriding Considerations in Section VII, below.

2. IMPACT 4.17: UNDER CUMULATIVE CONDITIONS, THE PROPOSED PROJECT WOULD CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

(a) Potential Impact. The potential for the Project to have a cumulative impact related to CEQA Guidelines Section 15064.3, subdivision (b) is discussed on page 4.0-22 of the Draft EIR.

(b) Mitigation Measure. Mitigation Measure 3.13-1.

(c) Findings. Based upon the EIR and the entire record before this City Council, this City Council finds that:

(1) Remaining Impacts. The proposed Project was evaluated using the City of Tracy VMT Calculator. For the surrounding industrial land use area, the City's threshold is 9.2 VMT per employee. The City's VMT Calculator estimates that the Project would generate 24.8 VMT per employee, and the Project exceeds the threshold by 164 percent. Because the Project exceeds the City threshold by 164 percent, a reduction below the City's VMT threshold is not feasible.

Mitigation Measure 3.13-1, which requires travel demand management (TDM) strategies, would be required. Implementation of Mitigation Measure 3.13-1 is feasible because it is within the applicant's purview to implement and has been found effective in previous academic studies. However, the precise effectiveness of specific TDM strategies can be difficult to accurately measure due to a number of external factors such as types of tenants, employee responses to strategies, and changes to technology.

In order for a specific project to have a less than significant impact related to VMT, the project must demonstrate that per capita VMT would be 15 percent below the regional average. Because future development would likely be equal to the regional average, or above average (or less than average but not fully 15 percent less than average), impacts relate to VMT would be significant and unavoidable. Exceptions to this would be infill projects, or small projects which include VMT reducing strategies. Due to the size of the Project and the fact that the Project exceeds the City threshold by 164 percent, the incremental contribution to this cumulative VMT impact would be cumulatively considerable.

(2) Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

(3) Overriding Considerations. The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with cumulative impacts related to CEQA Guidelines Section 15064.3, subdivision (b), as more fully stated in the Statement of Overriding Considerations in Section VII, below.

IV. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT IMPACTS THAT ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

A. AGRICULTURAL RESOURCES

1. IMPACT 3.2-3: THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN CONFLICTS WITH ADJACENT AGRICULTURAL LANDS OR INDIRECTLY CAUSE CONVERSION OF AGRICULTURAL LANDS.

(a) Potential Impact. The potential for the Project to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands is discussed on page 3.2-13 through 3.2-15 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.2-1.

(c) Findings. Neighboring agricultural land, including Prime Farmland and Farmland of Local Importance, are located to the north, south, and east the Project site. Industrial warehouses would be developed on the 103-acre Development Area with implementation of the proposed Project. The City's General Plan anticipates that agricultural lands to the north, east, south, and west of the Project site would develop with urban uses. Existing agricultural lands that are located adjacent to the Project site to the west may be impacted by the increased human presence on the Project site. It is noted that a development application to develop and annex the parcel west of the site has been submitted to the City. The City's Right-to-Farm Ordinance reduces the potential for conflict between existing agricultural lands and adjacent uses. The notification procedures in the ordinance serves to inform landowners and developers of non-agricultural uses in the area and the expectations with regard to agricultural activities in order to reduce complaints.

General Plan Policy OSC-2.2-P-1 requires buffer zones, such as roads, setbacks and other physical boundaries, at the interface of urban development and farmland in order to minimize conflicts between the uses. These buffer zones are required to be of sufficient size to protect the agriculture operations from the impacts of incompatible development and be established based on the proposed land use, site conditions and anticipated agricultural practices. Additionally, Policy OSC-2.2-P-2 requires that the land uses near agricultural operations be limited to those not negatively impacted by dust, noise, and odors.

Neither the City's Right-to-Farm Ordinance nor its General Plan Policies define the width or specifics of desired buffer types for agricultural uses. Most of the proposed development would be buffered from existing agricultural operations by Old Schulte Road on the northern side of the Project site and by the Delta Mendota Canal on the southern side of the Project site. Additionally, the proposed Project includes parking areas, stormwater drainage areas, and landscaping along the perimeter of the site. These areas would provide a buffer between agricultural uses and the Project site. Further, land opposite Old Schulte Road to the north of the Project site is within the recently approved Cordes Ranch Specific Plan, which plans for the development of a 1,780-acre commerce and business park, consisting of 55.1 acres of General Commercial uses, 152.2 acres of General Office uses, 1,476.9-acres of Business Park Industrial uses, and 96.3-acres of Park uses. However, the agricultural land to the west and east of the Project site would not be buffered from the proposed industrial development. As discussed previously, the City's Right to Farm Ordinance is intended to reduce the occurrence of such conflicts between nonagricultural and agricultural land uses within the City through requiring the transferor of any property in the City to provide a disclosure statement describing that the City permits agricultural operations, including those that utilize chemical fertilizers and pesticides. Compliance with the City's Right to

Farm Ordinance would be ensured through Mitigation Measure 3.2-1. Implementation of Mitigation Measure 3.2-1 would ensure that the Project includes adequate measures to buffer Project uses from adjacent agricultural uses and would help to reduce adverse effects on neighboring agricultural uses. The proposed project is not anticipated to lead to the permanent indirect conversion of offsite agricultural lands to a non-agricultural use. The project would not extend infrastructure or roadway access to offsite agricultural lands. Implementation of Mitigation Measure 3.2-1 would ensure that the Project applicant complies with the County's right-to-farm ordinance due to the potential conflicts between the proposed residences in the southern and western portions of the Plan Area and the existing agricultural operations to the south and west of the Plan Area. Implementation of this mitigation measure would ensure that impacts associated with the potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands are less than significant.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.2-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands will be mitigated to a less than significant level.

B. BIOLOGICAL RESOURCES

1. IMPACT 3.4-1: THE PROPOSED PROJECT IMPLEMENTATION MAY RESULT IN DIRECT OR INDIRECT EFFECTS ON SPECIAL-STATUS INVERTEBRATE SPECIES.

(a) Potential Impact. The potential for the Project to have direct or indirect effects on special-status invertebrate species is discussed on page 3.4-28 through 3.4-30 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.4-1.

(c) Findings. Special-status invertebrates that occur within the 9-quad region (which includes the following USGS quadrangles: Byron Hot Springs, Clifton Court Forebay, Union Island, Altamont, Midway, Tracy, Mendenhall Springs, Cedar Mountain, and Lone Tree Creek) for the Project site include: Longhorn fairy shrimp (*Branchinecta longiantenna*), Vernal pool fairy shrimp (*Branchinecta lynchi*), Midvalley fairy shrimp (*Branchinecta mesovallensis*), California linderiella (*Linderiella occidentalis*), Crotch bumble bee (*Bombus crotchii*), Western bumble bee (*Bombus occidentalis*), and Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). As noted in Table 3.4-2 in Section 3.4, Longhorn fairy shrimp (*Branchinecta longiantenna*), Vernal pool fairy shrimp (*Branchinecta lynchi*), Midvalley fairy shrimp (*Branchinecta mesovallensis*), and

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) are covered species under the SJMSCP.

The Project site is located within the jurisdiction of the SJMSCP and is located within the Central/Southwest Transition Zone of the SJMSCP. Within the Southwest Transition Zone, the Project site is located in the Category C/Pay Zone B. The Category C/Pay Zone B includes parcels containing habitat types classified as Agricultural Habitat Lands which are not otherwise exempt. Applicants pay mitigation fees on a per-acre basis, as established by the JPA, according to the measures needed to mitigate impacts to the various habitat and biological resources. The project applicant would be required to seek coverage under the SJMSCP and would be subject to the Category C/Pay Zone B fees in order to mitigate for any habitat impacts. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed project. The valley elderberry longhorn beetle, longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp are covered species under the SJMCP.

The Project site is currently undeveloped and has been historically used for agricultural uses (orchards). There are five documented special-status invertebrates located within the 9-quad region for the project site. According to the CNDDB records search, there are no documented or observed special-status invertebrate species on the Project site. Additionally, appropriate habitat for these special-status invertebrates were not observed within the Project site or offsite improvement corridors during the field survey and none are expected to be affected by the proposed Project. While there are no special status invertebrate species that are anticipated to be affected by the proposed project, participation in the SJMSCP will provide the coverage for the incidental take of a species if it were to occur. Mitigation Measure 3.4-1 will ensure coverage under the SJMSCP. Therefore, the proposed project would have a less than significant impact on special status invertebrate species.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.4-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to have direct or indirect effects on special-status invertebrate species will be mitigated to a less than significant level.

2. IMPACT 3.4-2: THE PROPOSED PROJECT HAS THE POTENTIAL TO HAVE DIRECT OR INDIRECT EFFECTS ON SPECIAL-STATUS AMPHIBIAN AND REPTILE SPECIES.

   (a) Potential Impact. The potential for the Project to have direct or indirect effects on special-status amphibian and reptile species is discussed on pages 3.4-30 through 3.4-35 of the Draft EIR.

   (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.4-1.

   (c) Findings. Special-status amphibians and reptiles that occur within the 9-quad region for the Project site according to the CNDDB include: California tiger salamander (CTS) (*Ambystoma californiense*), Foothill yellow-legged frog (*Rana boylii*), California red-legged frog (CRLF) (*Rana aurora draytoni*), Western spadefoot (*Spea hammondii*), Northern California legless lizard (*Anniella pulchra)*, California glossy snake (*Arizona elegans occidentalis*), Western pond turtle (*Emys marmorata*), San Joaquin coachwhip (*Masticophis flagellum ruddocki*), Alameda whipsnake (*Masticophis ladteralis euryxanthus*), and Coast horned lizard (*Phrynosoma blainvilii*). As noted in Table 3.4-2 in Section 3.4, California tiger salamander (*Ambystoma californiense*), Foothill yellow-legged frog (FYLF) (*Rana boylii*), California red-legged frog (CRLF) (*Rana aurora draytoni*), Western spadefoot (*Spea hammondii*), Western pond turtle (*Emys marmorata*), and San Joaquin coachwhip (*Masticophis flagellum ruddocki*) are covered species under the SJMSCP.

   While there is a low potential for CTS to occur within the Project site, the Project applicant will be required to obtain coverage under the SJMSCP. The CTS is a covered species under the SJMCP; therefore, it is anticipated that any impacts to CTS would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

   FYLF is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The FYLF is not documented in the immediate vicinity of the Project site. Additionally, the Project site does not provide the necessary habitat for FYLF. The FYLF is a covered species under the SJMSCP; therefore, it is anticipated that any impacts to FYLF would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

   The farmland fringe areas, as well as the fallow conditions in the Project site and vicinity area provide some very limited upland habitat for CRLF. The Delta Mendota Canal along the southern boundary of the Project site would provide marginal habitat for CRLF, however, this aquatic feature has large populations of predatory fish species that inhibit

CRLF populations. Because the closest documented occurrences within the Project vicinity are almost outside of the dispersal range of CRLF and the Project site has marginal habitat, there is a low potential for CRLF to occur on-site. This species is not documented on and has not been observed on the Project site. The CRLF is a covered species under the SJMSCP; therefore, it is anticipated that any impacts to CRLF would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

There are no CNDDB records of western spadefoot within five miles of the Project site. Additionally, appropriate habitat for this species is limited within the project site, and this species has a low potential to occur on-site. However, limited habitat is present along the Delta Mendota Canal along the southern boundary of the project site. The western spadefoot is a covered species under the SJMSCP; therefore, it is anticipated that any impacts to western spadefoot would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

The necessary habitat for western pond turtle is not present within the project site, and this species has a low potential to occur on-site. However, marginal habitat (i.e., habitat which supports only a few species or individuals because of the limiting environmental conditions) is present along the Delta Mendota Canal along the southern boundary of the project site. The Project site could provide some upland habitat, including nesting opportunities during fallow periods, however, active agricultural activities in the immediate vicinity, as well as regular disking for weed abatement on-site, largely inhibit upland nesting for this species. The western pond turtle is a covered species under the SJMSCP; therefore, it is anticipated that any impacts to western pond turtle would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

Previous disking on-site for agriculture likely eliminated the San Joaquin coachwhip's food base and the mammal burrows it uses for refuge; therefore, this species has a low potential to occur. The San Joaquin coachwhip is a covered species under the SJMSCP; therefore, it is anticipated that any impacts to the San Joaquin coachwhip would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

Additionally, the Project site does not contain suitable habitat for Alameda whipsnake, Northern California legless lizard, California glossy snake, or coast horned lizard.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.4-1 is an appropriate change or alteration that has been required in, or incorporated into, the

Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to have direct or indirect effects on special-status amphibian and reptile species will be mitigated to a less than significant level.

3. IMPACT 3.4-3: THE PROPOSED PROJECT HAS THE POTENTIAL TO HAVE DIRECT OR INDIRECT EFFECTS ON SPECIAL-STATUS BIRD SPECIES.

(a) Potential Impact. The potential for the Project to have direct or indirect effects on special-status bird species is discussed on page 3.4-35 through 3.4-37 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.4-1.

(c) Findings. Special-status birds that are documented in the CNDDB within a ten-mile radius of the Project site include: Cooper's hawk (*Accipiter cooperii*), tricolored blackbird (*Agelaius tricolor*), grasshopper sparrow (*Ammodramus savannarum*), golden eagle (*Aquila chrysaetos*), short-eared owl (*Asio flammeus*), burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophila alpestris actia*), prairie falcon (*Falco mexicanus*), bald eagle (*Haliaeetus leucocephalus*), loggerhead shrike (*Lanius ludovicianus*), song sparrow ("Modesto" population) (*Melospiza melodia*), and least Bell's vireo (*Vireo bellii pusillus*). Least Bell's vireo is not covered by the SJMSCP; the remaining bird species are covered by the SJMSCP.

The Project site may provide suitable foraging habitat for a variety of potentially occurring special-status birds, including those listed above. Potential nesting habitat is present in a variety of trees located within in the Project vicinity. There is also the potential for other special-status birds that do not nest in this region and represent migrants or winter visitants to forage on the Project site.

Powerlines and trees located in the region represent potentially suitable nesting habitat for a variety of special-status birds. Powerlines exist throughout the region; however, mature trees are fairly limited in the region, and are absent from the Project site. Least Bell's vireos, a riparian species, depends on dense, low-growing thickets of willows, mulefat, mugwort, and California wild rose. Vireos inhabit areas where an overstory of taller willows, cottonwoods, and sycamores is also present. During the winter, they are known to occur in mesquite scrub vegetation. Foraging sometimes takes place in adjacent chaparral and coastal sage scrub. Nesting or foraging habitat for least Bell's vireo is not found on-site; as such, this species has no potential to be present.

The agricultural land represents potentially suitable nesting habitat for the ground-nesting birds. In general, most nesting occurs from late February and early March through late July and early August, depending on various environmental conditions. The

CNDDB currently contains nesting records for Swainson's hawk and burrowing owl in the vicinity of the Project site. In addition to the species described above, common raptors and migratory birds may nest in or adjacent to the Project site.

New sources of noise and light during the construction and operational phases of the project could adversely affect nesters if they located adjacent to the Project site in any given year. Additionally, the proposed Project would eliminate the agricultural areas on the Project site, which serve as potential foraging habitat for birds throughout the year. Mitigation Measure 3.4-1 requires participation in the SJMSCP. As part of the SJMSCP, SJCOG requires preconstruction surveys for projects that occur during the avian breeding season (March 1 – August 31). When active nests are identified, the biologists develop buffer zones around the active nests as deemed appropriate until the young have fledged. SJCOG also uses the fees to purchase habitat as compensation for the loss of foraging habitat. Implementation of the proposed Project, with the Mitigation Measure 3.4-1, would ensure that potential impacts to special status birds are reduced to a less than significant level.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.4-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to have direct or indirect effects on special-status bird species will be mitigated to a less than significant level.

4. IMPACT 3.4-4: THE PROPOSED PROJECT HAS THE POTENTIAL TO HAVE DIRECT OR INDIRECT EFFECTS ON SPECIAL-STATUS MAMMAL SPECIES.

(a) Potential Impact. The potential for the Project to have direct or indirect effects on special-status bird species is discussed on page 3.4-37 through 3.4-39 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.4-1.

(c) Findings. Special-status mammals that occur within the 9-quad region for the Project site according to the CNDDB include: Pallid bat (*Antrozous pallidus*), Berkeley kangaroo rat (*Dipodomys heermanni berkeleyensis*), Townsend's big-eared bat (*Eumops perotis californicus*), Western mastiff bat (*Eumops perotis californicus*), hoary bat (*Lasiurus cinereus*), San Joaquin pocket mouse (*Perognathus inornatus*), Riparian brush rabbit (*Sylvilagus bachmani riparius*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*). As noted in Table 3.4-2 in Section 3.4, Berkeley kangaroo rat (*Dipodomys heermanni berkeleyensis*), Townsend's big-eared bat (*Eumops perotis californicus*), Western mastiff bat (*Eumops perotis californicus*), San Joaquin pocket mouse (*Perognathus inornatus*), Riparian brush rabbit (*Sylvilagus bachmani riparius*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*) are covered species under the SJMSCP.

While there is low potential for Berkeley kangaroo rat, riparian brush rabbit, San Joaquin pocket mouse, and American badger to occur on-site, the Berkeley kangaroo rat and riparian brush rabbit are both covered species under the SJMSCP; therefore, it is anticipated that any impacts to these species would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

Additionally, according to the CNDDB, the nearest occurrence of the San Joaquin Kit Fox is approximately 0.25-miles south of the Project site between the Delta Mendota Canal and the California Aqueduct while the majority of occurrences are reported to the south and west of the California Aqueduct. Suitable grassland foraging habitat occurs in the vicinity of the Project site where ground squirrels are abundant. This is a highly mobile species. Therefore, there is a moderate to high potential for the San Joaquin Kit Fox to forage on the Project site at times, especially during fallow periods. There were no dens present on-site during the reconnaissance level site survey, and the active agricultural operations adjacent to the site, as well as the regular disking of the site for weed abatement, inhibit any establishment of dens. The San Joaquin kit fox is covered species under the SJMSCP; therefore, it is anticipated that any impacts to this species would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species.

Further, the Project site contains potentially suitable habitat for special-status bat species. It is anticipated that any impacts to the Pallid bat, Townsend's big-eared bat, and Western mastiff bat would be less than significant through compliance with Mitigation Measure 3.4-1, which requires the Project proponent to obtain coverage under the SJMSCP to provide compensation for the loss of the potential foraging habitat.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.4-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to have direct or indirect effects on special-status mammal species will be mitigated to a less than significant level.

5. IMPACT 3.4-9: THE PROPOSED PROJECT HAS THE POTENTIAL TO CONFLICT WITH AN ADOPTED HABITAT CONSERVATION PLAN.

   (a) Potential Impact. The potential for the Project to conflict with an adopted Habitat Conservation Plan is discussed on page 3.4-42 of the Draft EIR.

   (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.4-1.

(c) Findings. The proposed Project is subject to the SJMSCP. The proposed Project does not conflict with the SJMSCP. Mitigation Measure 3.4-1 requires participation in the SJMSCP. Therefore, with this mitigation, the proposed Project would have a less than significant impact relative to this topic.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.4-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to conflict with an adopted Habitat Conservation Plan will be mitigated to a less than significant level.

C. CULTURAL AND TRIBAL RESOURCES

1. IMPACT 3.5-1: PROJECT IMPLEMENTATION HAS THE POTENTIAL TO CAUSE A SUBSTANTIAL ADVERSE CHANGE TO A SIGNIFICANT HISTORICAL RESOURCE, AS DEFINED IN CEQA GUIDELINES §15064.5.

(a) Potential Impact. The potential for the Project to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5, is discussed on pages 3.5-12 and 3.5-13 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.5-1.

(c) Findings. A California Historic Resources Information System (CHRIS) search was requested from the Central California Information Center (CCIC), which included the Project area and a one-half mile radius (CCIC File #11244L). The results of the CCIC records search indicated that the Project site does not contain any recorded buildings or structures listed on the State Office of Historic Preservation Historic Property Directory (which includes listings of the California Register of Historical Resources [CRHR], California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places [NRHP]). The records search also noted that the General Land Office Survey Plat does not reference any historic features in the Project area.

While the CCIC records search found nothing documented on-site that could be considered a "historical resource" under Section 15064.5 in the CEQA Guidelines, as with most projects in the region, there is also the potential for discovery of previously unknown historical resources during ground disturbing activities. For the above-stated reasons, the Project will be required to implement Mitigation Measure 3.5-1, which requires construction work to be halted and if any historical resources, cultural resources, including prehistoric or historic artifacts, or other indications of archaeological resources, are found during grading and construction activities during any phase of the Project. The find would then be evaluated. The implementation of

Mitigation Measure 3.5-1 would ensure that this potential impact is reduced to a less than significant level.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.5-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to cause a substantial adverse change to a significant historical resource will be mitigated to a less than significant level.

2. IMPACT 3.5-2: PROJECT IMPLEMENTATION HAS THE POTENTIAL TO CAUSE A SUBSTANTIAL ADVERSE CHANGE TO A SIGNIFICANT ARCHAEOLOGICAL RESOURCE, AS DEFINED IN CEQA GUIDELINES § 15064.5, OR A SIGNIFICANT TRIBAL CULTURAL RESOURCE, AS DEFINED IN PUBLIC RESOURCES CODE § 21074.

   (a) Potential Impact. The potential for the Project to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines § 15064.5, or a significant tribal cultural resource, as defined in Public Resources Code § 21074 is discussed on pages 3.5-13 and 3.15-14 of the Draft EIR.

   (b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.5-1 and 3.5-2.

   (c) Findings. The Project site is located in an area known to have archaeological, cultural, and tribal cultural resources. As noted above, the CHRIS search results indicated that the Project area does not contain any recorded prehistoric or historic archaeological resources or historic buildings, and the General Land Office Survey Plat does not reference any historic features in the Project area. Additionally, the Sacred Lands File (SLF) check failed to reveal any resources on the Project site. Two tribal representatives were contacted pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52. The Confederated Villages of Lisjan responded noting their tribal ancestors inhabited this area resulting in the potential for unintentionally finding remains or cultural/tribal cultural resources on the Project site during ground disturbing activities. Additionally, as with most projects in the region that involve ground-disturbing activities, there is also the potential for discovery of a previously unknown archaeological resources and cultural resources, including prehistoric or historic artifacts. Mitigation Measure 3.3-2 would ensure that any discovered human remains are evaluated and addressed in compliance with State law and would reduce this impact to a less-than-significant level.

   In accordance with Public Resources Code, § 21081, Mitigation Measures 3.3-1 and 3.3-2 are appropriate changes or alterations that have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to disturb human remains, including those interred outside of formal cemeteries will be mitigated to a less than significant level.

3. IMPACT 3.5-3: PROJECT IMPLEMENTATION HAS THE POTENTIAL TO DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.

   (a) Potential Impact. The potential for the Project to disturb human remains, including those interred outside of formal cemeteries is discussed on pages 3.5-14 and 3.15-15 of the Draft EIR.

   (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.5-2.

   (c) Findings. Indications suggest that humans have occupied San Joaquin County for over 10,000 years and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." Additionally, Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation.

   While no human remains are documented on or near the Project site, implementation of the following mitigation measure would ensure that all construction activities which inadvertently discover human remains implement state-required consultation methods to determine the disposition and historical significance of any discovered human remains. Mitigation Measure 3.3-2 would ensure that any discovered human remains are evaluated and addressed in compliance with State law and would reduce this impact to a less-than-significant level.

   In accordance with Public Resources Code, § 21081, Mitigation Measure 3.5-2 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to disturb human remains, including those interred outside of formal cemeteries will be mitigated to a less than significant level.

D. GEOLOGY AND SOILS

1. IMPACT 3.6-2: IMPLEMENTATION AND CONSTRUCTION OF THE PROPOSED PROJECT MAY RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

   (a) Potential Impact. The potential for the Project to result in substantial soil erosion or the loss of topsoil is discussed on pages 3.6-13 and 3.6-14 of the Draft EIR.

   (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.9-1.

(c) Findings. The Project site contains high clay content surface soils; therefore, the Project site would potentially be subject to water erosion. The Custom Soil Survey identified the Project site as having a moderate potential for erosion. Further, there is the potential for human caused erosion associated with construction activities or through the operational phase of a project. Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities temporarily expose soils and increase the potential for soil erosion and sedimentation during rain events. Construction activities can also result in soil compaction and wind erosion effects that can adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

In accordance with the NPDES Stormwater Program, projects in California must prepare a Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) to reduce erosion and sediments to meet water quality standards. Such BMPs may include: temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. The BMPs and overall SWPPP is reviewed by the Regional Water Quality Control Board as part of the permitting process. Mitigation Measure 3.9-1 in Section 3.9, Hydrology and Water Quality, requires an approved SWPPP for the Project designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the RWQCB has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The RWQCB has stated that these erosion control measures are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed. The specific controls are subject to the review and approval by the RWQCB and are existing regulatory requirements.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.9-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to result in substantial soil erosion or the loss of topsoil will be mitigated to a less than significant level.

2. IMPACT 3.6-3: THE PROPOSED PROJECT HAS THE POTENTIAL TO BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF PROJECT IMPLEMENTATION, AND POTENTIALLY RESULT IN LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE.

(a) Potential Impact. The potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of Project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse is discussed on pages 3.6-14 and 3.6-15 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.6-1.

(c) Findings. The Project site does not have a significant risk of becoming unstable as a result landslide, subsidence, or soil collapse. There is a low potential for liquefaction, liquefaction induced settlement, and lateral spreading. As described above, the Geotechnical Review determined development of the Project is geotechnically feasible. The Project would be required to be constructed using standard engineering and seismic safety design techniques of the California Building Code, which would reduce potential impacts associated with unstable geologic and soil conditions. Additionally, the Project would be required to comply with Mitigation Measure 3.6-1, which requires a final geotechnical evaluation be prepared and design recommendations identified to address any soil conditions within the Project site. Mitigation Measure 3.6-1 requires the preparation of a final geotechnical evaluation of soils at a design-level, consistent with the requirements of the CBC. Implementation of this mitigation measure would ensure that all on-site fill soils are properly compacted and comply with the applicable safety requirements established by the CBC to reduce risks associated with unstable soils and excavations and fills, and that any issues associated with unstable soils are addressed at the design level.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.6-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of Project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse will be mitigated to a less than significant level.

3. IMPACT 3.6-4: THE PROPOSED PROJECT HAS THE POTENTIAL FOR EXPANSIVE SOILS TO CREATE SUBSTANTIAL RISKS TO LIFE OR PROPERTY.

(a) Potential Impact. The potential for expansive soils to create substantial risks to life or property is discussed on pages 3.6-15 and 3.6-16 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.6-1.

(c) Findings. According to the Geotechnical Review, the near surface soils in the Project site exhibit moderate to high expansion characteristics and are moderately compressible. Additionally, the Geotechnical Review anticipates site grading activities would expose expansive clays. Therefore, measures to reduce potentially significant impacts related to expansive site soils would be necessary. Measures may include importing non-expansive fill for placement over the subgrade (in fill areas), removing and replacing with non-expansive fill at subgrade level, or using cement or lime treating the upper 12

to 18 inches of the subgrade. In addition, due to the tendency of expansive clays to swell and heave, site drainage would need to be directed away from building footprints to minimize moisture and volume change underneath floor slabs or foundations.

As discussed in Impact 3.6-3, the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 requires specific geotechnical evaluation when a preliminary geotechnical evaluation determines that expansive or other special soil conditions are present, which, if not corrected, would lead to structural defects. The City of Tracy also requires a geotechnical evaluation be prepared for developments in areas where potentially serious geologic risks exist, such as expansive soils, that address the degree of hazard, design parameters for the project based on the hazard, and appropriate measures be incorporated into the overall design and construction. Mitigation Measure 3.6-1, provides the requirement for a final geotechnical evaluation in accordance with the standards and requirements outlined in the California Building Code, Title 24, Part 2, Chapter 16, Chapter 17, and Chapter 18, which addresses structural design, tests and inspections, and soils and foundation standards. The final geotechnical evaluation would include design recommendations to ensure that soil conditions do not pose a threat to the health and safety of people or structures. The grading and improvement plans, as well as the storm drainage and building plans, would be required to be designed in accordance with the recommendations provided in the final geotechnical evaluation.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.6-1 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential for expansive soils to create substantial risks to life or property will be mitigated to a less than significant level.

4. IMPACT 3.6-5 THE PROPOSED PROJECT HAS THE POTENTIAL TO DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

(a) Potential Impact. The potential to directly or indirectly destroy a unique geological feature or paleontological resource is discussed on pages 3.6-16 and 3.6-17 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.6-2.

(c) Findings. The Project site is located in an area known to have paleontological resources. The Cordes Ranch Specific Plan EIR, prepared for the 1,780-acres north of the Project site, indicated the UCMP database lists five localities north of the Project site, specifically, where Pleistocene vertebrate finds were found in 1948 during construction of the Delta Mendota Canal. These fossils include mammoth/mastodon, horse, pocket gopher, and other unspecified rodents, and unidentified artiodactyl (hoofed mammal)

bone. Because the Delta Mendota Canal borders the southern boundary of the Project site, ground disturbing activities have the potential to reveal previously unknown significant paleontological resources, resulting in a potentially significant impact to paleontological resources or unique geologic features.

Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, state, or federal criteria. Implementation of Mitigation Measure 3.6-2 requires that if subsurface deposits believed to be paleontological in origin are discovered during construction, all work must halt within a 200-foot radius of the discovery and a qualified paleontologist must be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.6-2 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to directly or indirectly destroy a unique geological feature or paleontological resource will be mitigated to a less than significant level.

E. HAZARDS AND HAZARDOUS MATERIALS

1. IMPACT 3.8-1: POTENTIAL TO CREATE A SIGNIFICANT HAZARD THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS OR THROUGH THE REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

(a) Potential Impact. The potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment is discussed on pages 3.8-14 through 3.8-18 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.8-1 through 3.8-3 and 3.9-1.

(c) Findings. Construction workers and the general public could be exposed to hazards and hazardous materials as a result of improper handling or use during construction activities (particularly by untrained personnel); transportation accidents; or fires, or other emergencies. Construction workers could also be exposed to hazards associated with accidental releases of hazardous materials, which could result in significant impacts to the health and welfare of people and/or wildlife. Additionally, an accidental release into the environment could result in the contamination of water, habitat, and countless resources. Mitigation Measure 3.9-1 contained in Section 3.9, Hydrology and Water

Quality, ensures compliance with existing regulatory requirements of the Regional Water Quality Control Board, which require the preparation a project specific SWPPP. The SWPPP is required to include project specific best management measures that are designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the RWQCB has deemed effective in controlling erosion, sedimentation, and runoff during construction activities.

Contractors would be required to comply with Cal-EPA's Unified Program; regulated activities would be managed by San Joaquin County Department of Environmental Health, the designated CUPA for San Joaquin County, in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories, California UFC hazardous material management plans and inventories). Additionally, in the event that hazardous materials are discovered during construction, a Soils Management Plan (SMP) will need to be submitted and approved by the San Joaquin County Department of Environmental Health, as required by Mitigation Measure 3.8-1. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. Such compliance would reduce the potential for accidental release of hazardous materials during construction of the proposed Project. As a result, it would lessen the risk of exposure of construction workers and the public to accidental release of hazardous materials, as well as the demand for incident emergency response.

Any operations that involve the use of hazardous materials would be required to have the hazardous material transported, stored, used, and disposed of in compliance with local, state, and federal regulations. The San Joaquin County Department of Environmental Health is the CUPA for San Joaquin County and is responsible for the implementation of statewide programs within the city including Hazardous Materials Business Plan (HMBP) requirements, among numerous other programs. Additionally, businesses are regulated by Cal/OSHA and are therefore required to ensure employee safety. Specific requirements include identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. To further ensure the safety of employees, and reduce the potential for accidental release of hazardous materials into the environment, the applicant must submit a HMBP to San Joaquin County Department of Environmental Health for review and approval prior to bringing hazardous materials onsite, as required by Mitigation Measure 3.8-2.

Crimson Oil operates a crude oil pipeline beneath the Project site and PG&E operates two natural gas pipelines, which both run across the northeastern portion of the Project site. While the *Phase I ESA* notes no incidental/accidental releases in the Project vicinity have been reported along the pipelines to date, the presence of natural gas pipelines and the potential for undocumented leaks to occur from the crude oil pipeline represents a REC. Undocumented leaks that could occur on-site would result in the release of hazardous materials into the environment contaminating the site and

potentially exposing employees and the public to hazardous materials. The *Phase I ESA* notes that Crimson Pipeline, L.P. (or the current pipeline operator at the time of the leak) would be responsible for subsurface contamination as a result of leaks from this pipeline; therefore, the site cleanup from the subsurface contamination would be the responsibility of Crimson Pipeline, L.P. (or the current pipeline operator at the time of the leak). Mitigation Measure 3.8-3 would require the Project applicant to notify the San Joaquin County Department of Environmental Health, who would facilitate the site cleanup.

Implementation of the mitigation measures in Section 3.8 and 3.9 will ensure that these potential impacts are reduced to a less than significant level.

In accordance with Public Resources Code, § 21081, Measures 3.8-1 through 3.8-3 and 3.9-1 are appropriate changes or alterations that have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment will be mitigated to a less than significant level.

F. HYDROLOGY AND WATER QUALITY

2. IMPACT 3.9-1: THE PROPOSED PROJECT HAS THE POTENTIAL TO VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.

(a) Potential Impact. The potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is discussed on pages 3.9-18 through 3.9-21 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the MMRP: Mitigation Measures 3.9-1 and 3.9-2.

(c) Findings. Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at the construction site and staging areas.

The Project would be required to comply with Chapter 11.34 of the Tracy Municipal Code, Stormwater Management and Discharge Control, which outlines City requirements for stormwater management and discharge control, including controlling non-stormwater discharges to the stormwater conveyance system, eliminating discharges to the stormwater conveyance system from spills, dumping or disposal of materials other than stormwater, and reducing pollutants in urban stormwater

discharges to the maximum extent practicable. To ensure Project construction activities are covered under General Permit 2009-0009-DWQ (amended by 2010-0014-DWQ & 2012-0006-DWQ), as per Chapter 11.34 of the Tracy Municipal Code, the Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) to reduce erosion and sediments to meet water quality standards (Mitigation Measure 3.9-1) before any grading or building permit for the construction Project is issued.

According to the Multi-Agency Post Construction Stormwater Standards Manual, the Project is considered a Hydromodification Management Project as it would result in the development of one acre or more of impervious surface. Hydromodification Management Projects are required to prepare and submit a Project Stormwater Quality Control Plan that demonstrates the Project incorporates site design measures, landscape features, and engineered treatment facilities (typically bioretention facilities) that will minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. In particular, the Project Stormwater Quality Control Plan will need to specify BMPs the Project will use and design specifications for selected BMPs. The Project Stormwater Quality Control Plan must be submitted for review and approval by the City of Tracy, as required by Mitigation Measure 3.9-2. Implementation of Mitigation Measure 3.9-2 would require the Project to be consistent with regulatory requirements.

In accordance with Public Resources Code, § 21081, Mitigation Measures 3.9-1 and 3.9-2 are appropriate changes or alterations that have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality will be mitigated to a less than significant level.

G. TRANSPORTATION AND CIRCULATION

1. IMPACT 3.13-3: PROJECT IMPLEMENTATION WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

(a) Potential Impact. The potential for the proposed Project to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) is discussed on pages 3.13-18 and 3.13-19 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the MMRP: Mitigation Measure 3.13-2.

(c) Findings. Construction of the proposed project would require regular deliveries of equipment and materials to the Project site as well as daily trips by construction workers. Project construction activities, including the extension of utility infrastructure, may result in some temporary lane closures in the area. Furthermore, standard construction traffic control measures would be implemented consistent with applicable Caltrans and City policies, such as Mitigation Measure 3.13-2, which would require the preparation and implementation of a construction traffic control plan that would reduce the potential for construction vehicle conflicts with other roadway users.

In accordance with Public Resources Code, § 21081, Mitigation Measure 3.13-2 is an appropriate change or alteration that has been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the EIR. Based upon the EIR and the entire record before this City Council, this City Council finds that the potential for the proposed Project to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) will be mitigated to a less than significant level.

V. FINDINGS AND RECOMMENDATIONS REGARDING THOSE IMPACTS THAT ARE LESS THAN SIGNIFICANT OR LESS THAN CUMULATIVELY CONSIDERABLE

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the Draft EIR and Recirculated Draft EIR.

Aesthetics and Visual Resources: The following specific impact was found to be less than significant: 3.1-2, 3.1-3, and 3.1-4.

Agricultural Resources: The following specific impact was found to be less than significant: 3.2-2.

Air Quality: The following specific impacts were found to be less than significant: 3.3-3 and 3.3-4.

Biological Resources: The following specific impacts were found to be less than significant: 3.4-5, 3.4-6, 3.4-7, 3.4-8, and 3.4-10.

Geology and Soils: The following specific impact was found to be less than significant: 3.6-1.

Greenhouse Gases, Climate Change, and Energy: The following specific impacts were found to be less than significant: 3.7-1 and 3.7-2.

Hydrology and Water Quality: The following specific impacts were found to be less than significant: 3.9-2, 3.9-3, and 3.9-4.

Land Use: The following specific impacts were found to be less than significant: 3.10-1.

Noise: The following specific impacts were found to be less than significant: 3.11-2.

Public Services: The following specific impacts were found to be less than significant: 3.12-1, 3.12-2, 3.12-3, and 3.12-4.

Transportation and Circulation: The following specific impacts were found to be less than significant: 3.13-2 and 3.13-4.

Utilities: The following specific impacts were found to be less than significant: 3.14-1, 3.14-2, 3.14-3, 3.14-4, 3.14-5, 3.14-6, and 3.14-7.

The Project was found to have a less than cumulatively considerable contribution to specific impacts within the following categories of environmental effects as set forth in more detail in the Draft EIR and Recirculated Draft EIR.

Aesthetics and Visual Resources: The following specific impact was found to be less than cumulatively considerable: 4.1 and 4.3.

Biological Resources: The following specific impact was found to be less than cumulatively considerable: 4.6.

Cultural and Tribal Resources: The following specific impact was found to be less than cumulatively considerable: 4.7.

Geology and Soils: The following specific impact was found to be less than cumulatively considerable: 4.8.

Greenhouse Gases, Climate Change, and Energy: The following specific impact was found to be less than cumulatively considerable: 4.9.

Hazards and Hazardous Materials: The following specific impact was found to be less than cumulatively considerable: 4.10.

Hydrology and Water Quality: The following specific impacts were found to be less than cumulatively considerable: 4.11, 4.12, and 4.13.

Land Use: The following specific impact was found to be less than cumulatively considerable: 4.14.

Public Services: The following specific impact was found to be less than cumulatively considerable: 4.16.

Transportation and Circulation: The following specific impact was found to be less than cumulatively considerable: 4.18.

Utilities: The following specific impacts were found to be less than cumulatively considerable: 4.19, 4.20, 4.21, and 4.22.

The above impacts are less than significant or less than cumulatively considerable for one of the following reasons:

- The EIR determined that the impact is less than significant for the Project;
- The EIR determined that the Project would have a less than cumulatively considerable contribution to the cumulative impact; or
- The EIR determined that the impact is beneficial (would be reduced) for the Project.

VI. PROJECT ALTERNATIVES

A. IDENTIFICATION OF PROJECT OBJECTIVES

An EIR is required to identify a range of reasonable alternatives to the project. The "range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one of more of the significant effects." (CEQA Guidelines Section 15126.6(c).) "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or whether or not the site is already owned by the proponent)." (CEQA Guidelines Section 15126.6(f)(1).)

The principal objective of the proposed Project is the approval and subsequent construction and operation of the Costco depot and Direct Delivery Center warehouse facility.

The Tracy Costco Depot Annex Project is intended to achieve the following objectives:

- Construct and operate a new state-of-the-art Costco depot annex and DDC warehouse facility with two separate buildings containing ground-level shipping and receiving truck loading docks along the eastern and western sides that is of sufficient size to efficiently ship, receive, store and distribute regional merchandise and products.
- Annex the property into the City Limits and develop the site with light industrial uses that the City's General Plan already designates the site for.
- Locate an industrial Project in an area with nearby access to a regional roadway network.
- Create approximately 150 to 250 full time jobs along with approximately 400 construction jobs during Project buildout within the City of Tracy, thus improving the local jobs/housing balance.
- Ensure that the industrial area along West Schulte Road continues to be developed in a visually pleasing manner.
- Increase contributions to the City's tax base.

- Reduce energy consumption by incorporating onsite renewable energy generation and storage (solar PV panels and batteries) as well as sustainable design features and systems with enhanced energy efficiencies meeting State and Federal code requirements.
- Locate necessary Costco facilities on a site which can be purchased (rather than leased) in order to protect Costco's substantial investment of time, money and goodwill in the proposed location.
- Locate the facilities in close proximity to Costco's existing distribution operations (i.e., Costco Depot located at 25501 Gateway Blvd, Tracy, CA) and centrally located to service Costco's retail warehouse locations within northern California.
- Provide site ingress access for trucks at one gated access point to manage security of the site. Provide site egress for trucks at two access points to allow for efficient on-site circulation.
- Improve services to Costco members, including by making appliances and big/bulky products more readily available.
- Complete the Project on schedule and within budget.

B. ALTERNATIVES ANALYSIS IN EIR

The alternatives analysis provides a summary of the relative impact levels of significance associated with each alternative for each of the environmental issue areas analyzed in the Draft EIR. The environmental analysis for each of the alternatives is included in Chapter 5.0.

1. NO PROJECT (NO BUILD) ALTERNATIVE:

The **No Project (No Build) Alternative** is discussed on pages 5.0-3, and 5.0-4 through 5.0-11 of the Draft EIR. Under the No Project (No Build) Alternative development of the Project site would not occur, and the Project site would remain in its current existing condition and not be annexed into the City. The Project site is currently comprised of vacant land previously used for agricultural purposes. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives identified by the Project applicant.

Findings: Environmental benefits of this alternative over the proposed Project include the reduction of impacts to Aesthetics and Visual Resources, Agricultural Resources, Air Quality, Biological Resources, Cultural and Tribal Resources, Geology and Soils, Greenhouse Gases, Climate Change and Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services, Transportation and Circulation, and Utilities.

While the City recognizes the environmental benefits of the No Project (No Build) Alternative, this alternative would not achieve any of the Project objectives. Specifically, this alternative would not: construct and operate a new state-of-the-art Costco depot annex and Direct Delivery Center warehouse facility with two separate buildings containing ground-level shipping and receiving truck loading docks along the eastern and western sides that is of sufficient size to efficiently ship, receive, store and distribute regional merchandise and food products; annex the property into the City Limits and

develop the site with light industrial uses that the City's General Plan already designates the site for; locate an industrial Project in an area with nearby access to a regional roadway network; create approximately 150 to 250 full time jobs along with approximately 400 construction jobs during Project buildout within the City of Tracy, thus improving the local jobs/housing balance; ensure that the industrial area along West Schulte Road continues to be developed in a visually pleasing manner; increase contributions to the City's tax base; reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and Federal code requirements; locate needed Costco facilities on a site which can be purchased (rather than leased) in order to protect Costco's substantial investment of time, money and goodwill in the proposed location; locate the facilities in close proximity to Costco's existing distribution operations (i.e., Costco Depot located at 25501 Gateway Blvd, Tracy, CA) and centrally located to service Costco's retail warehouse locations within northern California; provide site ingress access for trucks from West Schulte at one gated access point to manage security of the site; provide site egress for trucks to West Schulte at two access points to allow for efficient on-site circulation; improve services to Costco members, including by making appliances and big/bulky products more readily available; or complete the Project on schedule and within budget.

Additionally, this alternative would not realize the project benefits of increased industrial areas, additional employment opportunities, or new tax revenue. For these reasons, this alternative is determined to be infeasible and rejected.

2. REDUCED PROJECT ALTERNATIVE:

The **Reduced Project Alternative** is discussed on pages 5.0-3, and 5.0-11 through 5.0-14 of the Draft EIR. Under the Reduced Project Alternative, the proposed Project would be developed with the same types of industrial uses as described in the Project Description, but the industrial square footage would decrease by 25 percent and the amount of developed land would decrease by 25 percent. Under the Reduced Project Alternative, the total Development Area would decrease from approximately 103.0 acres under the proposed Project to approximately 75 acres. The remaining 25 acres outside of the Reduced Project Alternative area would remain in their current condition (vacant land). The 25 acres, which would not be included in the development area for this alternative, would be located in the western and southern portions of the site in order to preserve the urban fringe.

The amount of industrial uses would decrease from 1,745,052 square feet (sf) to 1,308,788.25 sf. Because the amount of urban development would decrease, the size of the parking areas and storm basins would also decrease. The areas developed with urban uses would be located in the eastern portion of the Project site.

Findings: Environmental benefits of this alternative over the proposed Project include the reduction or slight reduction of impacts to Aesthetics and Visual Resources, Agricultural Resources, Air Quality, Biological Resources, Cultural and Tribal Resources, Geology and

Soils, Greenhouse Gases, Climate Change and Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise Transportation and Circulation, and Utilities. The remaining resources areas (Land Use and Public Services) would have equal or similar impacts to the Project.

This alternative does not lessen the overall environmental impacts nor provide the same level of benefits as the proposed Project and would not achieve all of the Project objectives. The Project objectives that this alternative does achieve would be achieved to a lesser extent than the proposed Project. For example, the Reduced Project Alternative would partially meet the first Project objective because this alternative would provide new state-of-the-art Costco depot facilities; however, because the size of Development Area and the warehouse buildings would be reduced by 25 percent compared to the Project, the warehouses may not be a sufficient size to alleviate pent-up demand at the nearby Costco depot and to replace the Direct Distribution Center currently operating on leased land in Stockton. This alternative would provide a 25 percent reduction in industrial area, which would result in fewer job opportunities for Tracy residents. This would also reduce the property tax and sales tax revenue generation as compared to the Project.

In conclusion, this alternative would not provide the amount of new industrial opportunities for the City and would not meet the basic project objectives to the same extent as the proposed Project. For these reasons, this alternative is determined to be infeasible and rejected.

3. AGRICULTURE PROTECTION ALTERNATIVE:

The **Agriculture Protection Alternative** is discussed on pages 5.0-4, and 5.0-15 through 5.0-218 of the Draft EIR. Under the Agriculture Protection Alternative, the proposed Project would be developed in such a way to protect some of the on-site Important Farmland by reducing the overall footprint of the developed areas to a greater extent than the Reduced Project Alternative. The reasoning behind this alternative is to present an alternative to protect some of the agricultural land on the Project site. Development of the proposed Project would result in the permanent conversion of approximately 101.78 acres of Prime Farmland, which is a significant and unavoidable impact.

Under this alternative, the proposed Project would be developed with the same components as described in the Project Description, but the size of the footprint of the industrial development area would be reduced resulting in an increase of undeveloped land beyond the Reduced Project Alternative. The industrial use would be contained within one two-story building in order to reduce the developed area footprint by approximately 50 percent while providing the same square footage as the Project. The 103.0-acre Development Area would be reduced to 50 acres. The total acreage dedicated to the proposed Project would be reduced by approximately 50 percent. The total acreage developed would be 50 acres, with 50 acres remaining in its current state. The 50 acres that would not be included in the Development Area for this alternative would be located in the western portion of the site in order to preserve the urban fringe.

Findings: Environmental benefits of this alternative over the proposed Project include the reduction or slight reduction of impacts to Agricultural Resources, Biological Resources, Cultural and Tribal Resources, Hydrology and Water Quality, and Noise. Impacts related to Aesthetics and Visual Resources would be increased, and the remaining environmental topics would have equal impacts.

This alternative would not provide the same level of benefits as the proposed Project and would not achieve all of the Project objectives and, to the extent that it achieved any of the Project objectives, it would not achieve them to the same degree as the proposed Project. For example, the Agriculture Protection Alternative would partially meet the first Project objective because it would provide new state-of-the-art Costco depot facilities. However, two buildings would not be constructed, and the ground-level shipping and receiving truck loading docks would be decreased by fifty percent as half of the warehouse would be on the second story and not the ground-level. Further, this alternative would result in one warehouse building along the eastern side of the property. While this alternative may help satisfy demand for annex facilities to the nearby Costco depot, Costco's proposed Direct Distribution Center facilities, currently located on leased land in Stockton, could not be located on site. Because this alternative would provide a 50 percent reduction in industrial area, it would also result in fewer job opportunities for Tracy residents and would also reduce the property tax and sales tax revenue generation as compared to the proposed Project.

This alternative may also be economically infeasible due to the elimination of approximately half of the Project site. This landowner, or landowners, would be left with fully or partially undeveloped parcels. Additionally, the two-story building developed under this alternative is likely to substantially increase construction costs while limiting the number of trucks that could utilize the drive-up loading docks.

For these reasons, this alternative is determined to be infeasible and rejected.

4. ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

As shown on Table 5.0-1 of the Draft EIR (on page 5.0-19), a comparison of alternatives is presented. The No Project (No Build) Alternative is the environmentally superior alternative. However, as required by CEQA, when the No Project (No Build) Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. The Reduced Project Alternative and Agriculture Protection Alternative would both result in less severe environmental impacts than the proposed Project. The Reduced Project Alternative would have equal impacts in two areas, slightly less impacts in seven areas, and less impacts in six areas. The

Agriculture Protection Alternative would have greater impacts in one area, equal impacts in eight areas, slightly less impacts in one area, and less impacts in four areas. Therefore, the Reduced Project Alternative would be the next environmentally superior alternative.

It should be noted that the Reduced Project Alternative does not meet all of the basic Project objectives, would result in fewer job opportunities for Tracy residents, and would reduce the property tax and sales tax revenue generated for the City as compared to the proposed Project. While the City recognizes the potential environmental advantages of the Reduced Intensity Alternative, this alternative would not provide the same benefits to the City and its residents that would result from full buildout of the proposed Project on the Project site.

For the reasons provided above, this alternative is determined to be infeasible and rejected.

VII. STATEMENTS OF OVERRIDING CONSIDERATIONS RELATED TO THE TRACY COSTCO DEPOT ANNEX FINDINGS

As described in detail in Section III of these Findings, the following significant and unavoidable impacts could occur with implementation of the Project:

- Impact 3.1-1: Project implementation may result in substantial adverse effects on scenic vistas and resources
- Impact 3.2-1: The proposed Project has the potential to result in the conversion of Farmlands, including Prime Farmland and Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses
- Impact 3.3-1: Project operation would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment, or conflict or obstruct implementation of the District's air quality plan.
- Impact 3.3-2: The proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard.
- Impact 3.11-1: The proposed Project has the potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Impact 3.13-1: Project implementation would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)
- Impact 4.2: Cumulative Degradation of the Existing Visual Character of the Region
- Impact 4.4: Cumulative Impact on Agricultural Resources
- Impact 4.5: Cumulative Impact on the Region's Air Quality
- Impact 4.15: Cumulative Exposure of Existing Noise-Sensitive Land Uses to Increased Noise Resulting from Cumulative Development
- Impact 4.17: Under Cumulative conditions, the proposed Project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)

The adverse effects listed above, and described in detail in Section III, are substantive issues of concern to the City. However, the City of Tracy has a General Plan that provides for an array of land uses throughout the City that are intended to accommodate the City's needs for growth over the foreseeable future. The proposed Project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing industrial opportunities. The proposed Project would provide an increase in local jobs that could be filled by the citizens of Tracy, which could reduce the number of citizens commuting to areas outside of the City. Implementation of the proposed Project would provide job growth to the area. It is anticipated that local employment would be increased to provide administrative, management, and technical services. The proposed Project is expected to require both full-time and part-time employees. Additionally, development of the Project would provide short-term employment opportunities within the construction, engineering, and design field, among others.

Additionally, the proposed Project would generate tax revenue that the City would not otherwise benefit from if the Project was not developed. The job-creating uses, additional employment opportunities, and tax benefits discussed above would ultimately improve the overall quality of life in the City of Tracy.

Further, the Project would advance Costco's goals to efficiently provide goods to its members within the region. As shopping habits have continued to shift and evolve (including increased online ordering), additional depot facilities are critical to fulfilling Costco's mission to serve its members' needs. The Project will (i) provide much-needed additional space to supplement Costco's nearby space-constrained depot operation and (ii) provide a permanent location for Costco's Direct Distribution Center that provides large and bulky items to members in the region. These are benefits of the Project.

Based on the entire record and the EIR, the City Council has determined that the economic and social benefits of the Project in Tracy outweigh and override the significant unavoidable environmental effects that would result from future Project implementation as more fully described in Section III, Findings and Recommendations Regarding Significant and Unavoidable Impacts. The City Council has determined that any environmental detriment caused by the proposed Project has been minimized to the extent feasible through the mitigation measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated within the region. The City Council finds that any one of the benefits set forth above is sufficient by itself to warrant approval of the Project. This determination is based on the findings herein and the evidence in the record. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the City Council hereby adopts this Statement of Overriding Considerations for the above reasons.

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This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Tracy Costco Depot Annex (Project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the EIR has identified potentially significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Final EIR.

MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this EIR.

The City will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Project.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures**: The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Action**: Identifies the action required to implement the mitigation measures.
- **Mitigation Timing**: Identifies at which stage of the project mitigation must be completed.
- **Implementing Responsibility**: Identifies the agency that is responsible for implementing the mitigation.
- **Monitoring Responsibility**: Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification**: This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
AIR QUALITY					
Impact 3.2-3: The proposed Project has the potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands.	***Mitigation Measure 3.2-1:*** *Prior to approval of a grading permit for each phase of the Project, the Project applicant shall demonstrate that the Project site plans include adequate measures to buffer adjacent agricultural uses from urban uses on the Project site and to reduce adverse impacts to neighboring agricultural uses. Additionally, the Project applicant shall provide notifications to all operators of uses on the Project site that are adjacent or in the vicinity of existing agricultural land of the City's Right-to-Farm Ordinance.*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to approval of a grading permit for each phase of the Project	
Impact 3.3-1: Project operation would conflict or obstruct implementation of the District's air quality plan.	***Mitigation Measure 3.3-1****: During Project operation, operators of heavy-duty trucks that travel to and from the Project site are required to use trucks that have 2010 model year or newer engines that meet the CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions, or newer, cleaner trucks and equipment.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-2: *The Project applicant shall supply 100% of project electricity from renewable sources. The Project applicant shall procure power from a combination of onsite solar generation and direct source renewable purchased energy; however, at no time shall the Project site be supplied with any greater than 3.4 megawatts of direct source renewable purchased energy.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-3: *Upon Project opening, the Project applicant shall generate approximately 3.8 megawatts of renewable electricity from solar facilities located on site. Such facilities may include solar photovoltaic panels on the roofs of the buildings or elsewhere on site (e.g., awnings, canopies or "solar trees" in parking area).*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-4: *The Project shall be designed and constructed to allow future expansion of solar facilities on site as electricity demand increases. The Project applicant shall, as part of the solar microgrid, install a battery storage system with enough capacity to power the*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	Prior to approval of improvement plans for the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	project's basic building functions for 48 hours.				
	Mitigation Measure 3.3-5: *The Project applicant shall ensure that no natural gas service shall be supplied to the site.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-6: *The Project applicant shall ensure that diesel generators shall not be used on site during project operations, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's final Tier IV emission standards.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-7: *The Project applicant shall ensure that, during Project operation, for trucks owned or operated by Costco that access the site, only ultra-low sulfur diesel fuel or biodiesel blended with sulfur content of 15 ppm or less shall be used, so long as such fuel is commercially available.*	Project Developer/ Project Contractor	City of Tracy Engineering Division	During Project Operation	
	Mitigation Measure 3.3-8: *The Project applicant shall install and maintain perimeter landscaping that includes vegetation and a tree canopy (which may include structural solar canopies).*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-9: *The Project applicant shall ensure the Project building(s) exceeds applicable Title 24 Building Envelope Energy Efficiency Standards by at least 1%.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-10: *The Project applicant shall install Energy Star certified appliances or equivalent.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-11: *The Project applicant shall*	Project	City of Tracy	During Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	install energy efficient lighting that meets or exceeds Title 24 requirements.	Developer/ Project Contractor	Building Safety and Fire Prevention Division	Operation	
	Mitigation Measure 3.3-12: *The Project applicant shall install roofs with a reflectivity factor of at least 78 to the extent that such roofs do not interfere with photovoltaics installed on roofs.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-13: *The Project applicant shall ensure that construction plans require that architectural and industrial maintenance coatings (e.g., paints) applied on the Project site shall be consistent with a VOC content of <50 g/L. However, the Project applicant shall not be expected to exercise control over materials painted offsite by a third party.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Construction	
	Mitigation Measure 3.3-14: *The Project applicant shall devise and implement a property maintenance plan during Project operation that includes sweeping parking lots regularly to remove road dust, tire wear, brake dust, and other contaminants.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-15: *The Project applicant shall Install High Efficiency MERV filters within the HVAC systems.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-16: *The Project applicant shall install a separate employee parking area accessible by its own curb cut entry and a flashing lit sidewalk that connects the employee parking with the buildings.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-17: *The Project applicant shall provide bicycle parking for employee bicycles at the front entry of each building. Bicycle parking shall be secure and shall be located indoors or be covered. Provide*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention	During Project Operation	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	locker/shower facilities for employees who commute via bicycle.		Division		
	Mitigation Measure 3.3-18: *The Project applicant shall provide electrical outlets for charging of employee e-bikes.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-19: *The Project applicant shall provide no more than the minimum number of parking spaces required by City code.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-20: *The Project applicant shall participate in an existing, agency-run employee rideshare program, such as dibs by the San Joaquin Council of Government or another similar program, and promote ridesharing among its employees.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-21: *The Project applicant shall provide food and drink service for sale onsite to provide meal options to operations employees in a consistent manner.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-22: *The Project applicant shall take reasonable measures to restrict truck idling (during construction and operation) onsite to a maximum of two minutes, and in no instance shall idling exceed five minutes. To achieve this limit, (a) trucks owned or operated by Costco that access the project site shall be required to be equipped with engine idle shutdown timers and (b) the developer shall inform drivers and operators of idling time limits by including highly visible signage at key points onsite, such as at docks and delivery areas.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-23: *The Project applicant shall train managers and employees on efficient scheduling and load management to minimize queuing and idling of trucks.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.3-24: *The Project applicant shall Designate efficient truck routes for trucks owned and operated by Costco.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-25: *The Project applicant shall ensure that all exclusively on-site vehicles owned and operated by Costco (i.e., forklifts, yard goats, pallet jacks, scissor lifts, etc.) shall be electric or zero-emission vehicles. The Project applicant shall provide on-site electrical charging facilities to adequately service such electric vehicles.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-26: *The Project applicant shall install conduit as infrastructure for electric vehicle charging stations onsite to allow for truck docks to serve electric trucks in the future. Such conduit shall be provided on the site to serve 50% of the number of truck docking stations, with the location of conduit at the discretion of the developer (e.g., truck trailer parking spaces or other locations).*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	Prior to approval of improvement plans for the Project	
	Mitigation Measure 3.3-27: *The Project applicant shall ensure that trucks owned or operated by Costco that access the Project site shall not include active Transport Refrigeration Units (TRUs).*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-28: *The Project applicant shall provide priority parking for employee carpool vehicles.*	Project Developer/ Project Contractor	City of Tracy Planning Division	During Project Operation	
	Mitigation Measure 3.3-29: *The Project applicant shall install six (6) electric vehicle chargers in a preferential parking location adjacent to the ADA and carpool parking stalls.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	
	Mitigation Measure 3.3-30: *The Project applicant shall ensure that, during Project construction activities, off-road construction equipment greater than 50 horsepower shall*	Project Developer/ Project	City of Tracy Building Safety and Fire	During Project Construction	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	have final Tier IV-compliant or better engines.	Contractor	Prevention Division		
	Mitigation Measure 3.3-31: *The Project applicant shall provide electric hookups for construction equipment. If diesel generators are needed during construction, such generators shall be equipped with emission control technology verified by the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) to reduce particulate matter emissions by a minimum of 85%.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Construction	
	Mitigation Measure 3.3-32: *The Project applicant shall ensure that heavy-duty diesel hauling trucks that access the Project site for construction shall be model year 2010 or newer, so long as such trucks are reasonably available.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Construction	
	Mitigation Measure 3.3-33: *The Project applicant shall prepare and implement a construction traffic control plan during the Project's construction phase.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	Prior to and during Project Construction	
	Mitigation Measure 3.3-34: *The Project applicant shall, during construction, install signage on any unpaved primary construction accessways onsite on the project site to limit vehicle speeds to no more than 15 mph.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Construction	
	Mitigation Measure 3.3-35: *Project construction plans and specifications shall require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide food service in a consistent manner.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	Prior to and during Project Construction	
	Mitigation Measure 3.3-36: *The Project applicant shall employ the following strategies during construction to minimize noise:* *(a) Concrete delivery vehicles shall have low frequency back up beepers that meet Cal-OSHA requirements.*	Project Developer/ Project Contractor	City of Tracy Building Safety and Fire Prevention Division	During Project Operation	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	(b) All fleet equipment shall have mufflers and noise-minimizing devices. *(c) Personal radios shall not be allowed onsite.*				
Impact 3.3-2: The proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard.	*Implement* ***Mitigation Measures 3.3-1 through Mitigation Measure 3.3-36.***	See Mitigation Measures 3.3-1 through Mitigation Measure 3.3-36.	See Mitigation Measures 3.3-1 through Mitigation Measure 3.3-36.	See Mitigation Measures 3.3-1 through Mitigation Measure 3.3-36.	
BIOLOGICAL RESOURCES					
Impact 3.4-1: The proposed Project has the potential to have a direct or indirect effect on special-status invertebrate species.	***Mitigation Measure 3.4-1****: Prior to commencement of any grading activities, the Project proponent shall obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.*	Project Developer/ Project Contractor	City of Tracy Planning Division SJCOG	Prior to commence-ment of any grading activities	
Impact 3.4-2: The proposed Project has the potential to have direct or indirect effects on special-status reptile and amphibian species.	*Implement* ***Mitigation Measure 3.4-1.***	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	
Impact 3.4-3: The proposed Project has the potential to have direct or indirect effects on special-status bird species.	*Implement* ***Mitigation Measure 3.4-1.***	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
Impact 3.4-4: The proposed Project has the potential to result in direct or indirect effects on special-status mammal species.	*Implement **Mitigation Measure 3.4-1.***	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	
Impact 3.4-9: The proposed Project has the potential to conflict with an adopted Habitat Conservation Plan.	*Implement **Mitigation Measure 3.4-1.***	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	
CULTURAL AND TRIBAL RESOURCES					
Impact 3.5-1: Project implementation has the potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5.	***Mitigation Measure 3.5-1:*** *If any historical resources, cultural resources, including prehistoric or historic artifacts, or other indications of archaeological resources, are found during grading and construction activities during any phase of the Project, all work shall be halted immediately within a 200-foot radius of the discovery until an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, has evaluated the find(s).* *Work shall not continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR; or 3) not a significant Public Trust Resource.* *In addition, if the resource(s) identified is cultural or tribal in nature, the Confederated Villages of Lisjan shall be contacted to review and identify the resource, prior to work continuing at the discovery site.* *If Native American resources are identified, a Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, would also be required and, if Native American resources are identified, shall be*	Project Developer/ Project Contractor	City of Tracy Planning Division Qualified archaeologist	If any historical resources, cultural resources, including prehistoric or historic artifacts, or other indications of archaeological resources, are found during grading and construction activities during any phase of the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	retained at the Project applicant's expense.				
Impact 3.5-2: Project implementation has the potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074.	*Implement **Mitigation Measure 3.5-1.*** ***Mitigation Measure 3.5-2:** If human remains are discovered during the course of construction during any phase of the Project, work shall be halted at the site and at any nearby area reasonably suspected to overlie adjacent human remains until the San Joaquin County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken:* • *The coroner shall contact the Native American Heritage Commission and the Confederated Villages of Lisjan in order to ascertain the Most Likely Descendant (MLD) from the deceased individual. If a MLD is identified, the MLD, with the permission of the owner of the land, or his or her authorized representative, in accordance with the law, may inspect the site discovery site and recommend to the landowner, or his or her representative, means for the treatment or disposition, with appropriate dignity' of the human remains and any associated grave goods. The landowner has no legal obligation to allow the MLD accesses to the property for the purpose of making a recommendation. The MLD must complete their inspection and make their recommendation within 48 hours of their notification by the NAHC. The recommendation may include the scientific removal and analysis of human remains and items associated with Native American burials. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.*	See Mitigation Measure 3.5-1 Project Developer/ Project Contractor	See Mitigation Measure 3.5-1 City of Tracy Planning Division San Joaquin County Coroner	See Mitigation Measure 3.5-1 If human remains are discovered during the course of construction during any phase of the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	• *The landowner shall retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:* o *The Native American Heritage Commission and Confederated Villages of Lisjan is unable to identify a descendent.* o *The descendant identified fails to make a recommendation.* o *The City of Tracy or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*				
Impact 3.5-3: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries.	*Implement* ***Mitigation Measure 3.5-2.***	See Mitigation Measure 3.5-2	See Mitigation Measure 3.5-2	See Mitigation Measure 3.5-2	
GEOLOGY AND SOILS					
Impact 3.6-2: Implementation and construction of the proposed Project may result in substantial soil erosion or the loss of topsoil.	*Implement* ***Mitigation Measure 3.9-1.***	See Mitigation Measure 3.9-1	See Mitigation Measure 3.9-1	See Mitigation Measure 3.9-1	
Impact 3.6-3: The proposed Project has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of Project	***Mitigation Measure 3.6-1****: Prior to earthmoving activities for each phase of the Project, a certified geotechnical engineer shall perform a final geotechnical evaluation of the soils at a design-level as required by the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 related to expansive soils and other soil conditions. The geotechnical evaluation shall be funded by*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to earthmoving activities for each phase of the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse.	*the Project applicant.* *The evaluation shall be prepared in accordance with the standards and requirements outlined in California Building Code, Title 24, Part 2, Chapter 16, Chapter 17, and Chapter 18, which addresses structural design, tests and inspections, and soils and foundation standards. The final geotechnical evaluation shall include design recommendations to ensure that soil conditions do not pose a threat to the health and safety of people or structures, including threats from liquefaction or lateral spreading. The grading and improvement plans, as well as the storm drainage and building plans for each phase of the Project shall be designed in accordance with the recommendations provided in the final geotechnical evaluation.*				
Impact 3.6-4: Potential for expansive soils to create substantial risks to life or property.	*Implement* ***Mitigation Measure 3.6-1.***	See Mitigation Measure 3.6-1	See Mitigation Measure 3.6-1	See Mitigation Measure 3.6-1	
Impact 3.6-5 The proposed Project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	***Mitigation Measure 3.6-2:*** *If any paleontological resources are found during grading and construction activities of the Project, all work shall be halted immediately within a 200-foot radius of the discovery until a qualified paleontologist has evaluated the find. A paleontologist is a scientist with an advanced degree (Master's or Doctorate) who studies the history of life on Earth through the fossil record.* *Work shall not continue at the discovery site until the paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the Project site, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology. The paleontologist recommendations shall be implemented.*	Project Developer/ Project Contractor	City of Tracy Planning Division	If any paleontological resources are found during grading and construction activities	
HAZARDS AND HAZARDOUS MATERIALS					
Impact 3.8-1: Potential to create a significant hazard	*Implement* ***Mitigation Measure 3.9-1.***	See Mitigation Measure 3.5-1	See Mitigation Measure 3.5-1	See Mitigation Measure 3.5-1	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***Mitigation Measure 3.8-1:*** *In the event that hazardous materials are encountered during construction, a Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.*	Project Developer/ Project Contractor	City of Tracy Planning Division	If human remains are discovered during the course of construction during any phase of the Project	
	Mitigation Measure 3.8-2: *Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Department (CUPA) for review and approval. If during the construction process the applicant or its subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).*	Project Developer/ Project Contractor	San Joaquin County Department of Environmental Health Division	Prior to bringing hazardous materials onsite	
	Mitigation Measure 3.8-3: *During construction and Project operation, if subsurface contamination as a result of leaks from the crude oil pipeline is detected, the Project proponent/operator shall notify the San Joaquin County Department of Environmental Health Division (CUPA) to facilitate the site cleanup. Crimson Pipeline, L.P., or the current pipeline operator, shall be responsible for the site cleanup.*	Project Developer/ Project Contractor	San Joaquin County Department of Environmental Health Division	During construction and Project operation	
HYDROLOGY AND WATER QUALITY					
Impact 3.9-1: The proposed Project has the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	***Mitigation Measure 3.9-1:*** *Prior to any site disturbance, the Project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety*	Project Developer/ Project Contractor	City of Tracy Planning Division Central Valley RWQCB	Prior to any site disturbance	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	of measures taken to reduce pollutants in stormwater runoff from the Project site. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Tracy and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB. ***Mitigation Measure 3.9-2:*** *Prior to the issuance of grading permits, the applicant must submit a site-specific Project Stormwater Quality Control Plan to the City of Tracy for review and approval. The site-specific Project Stormwater Quality Control Plan must specify operational BMPs the Project will use and design specifications for selected operational BMPs to ensure the Project's consistency with State and local water quality regulations.*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to the issuance of grading permits	
NOISE					
Impact 3.11-1: The proposed Project has the potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	***Mitigation Measure 3.11-1:*** *To reduce potential construction noise impacts during Project construction, the following multi-part mitigation measure shall be implemented for the Project:* • *All construction equipment powered by internal combustion engines shall be muffled and maintained.* • *Quiet construction equipment, particularly air compressors, shall be selected whenever possible.* • *All stationary noise-generating construction equipment such as generators or air compressors shall be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.* • *Unnecessary idling of internal combustion engines shall be prohibited.* • *The construction contractor shall, to the*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to approval of improvement plans for the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction. • *Construction shall be limited to 7:00 a.m. to 7:00 p.m. per General Plan Policy P4.* *These requirements shall be noted on the Project improvement plans.* ***Mitigation Measure 3.11-2:*** *To reduce potential operational noise impacts during Project operation, a minimum 6-foot tall sound wall and/or landscaped berm shall be constructed along the western Project boundary. Noise barrier walls shall be constructed of concrete masonry units, earthen berms, or any combination of these materials. Should the adjacent west residential use be vacated, demolished, and rezoned to industrial before the proposed Project is completed, a sound wall shall not be required. These requirements shall be included in the improvements plans prior to their approval by the City's Public Works Department.*	Project Developer/ Project Contractor	City of Tracy Public Works Department	Prior to approval of improvement plans for the Project	
TRANSPORTATION AND CIRCULATION					
Impact 3.13-1: Project implementation would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	***Mitigation Measure 3.13-1:*** *The Project applicant shall implement feasible Transportation Demand Management (TDM) strategies, which would decrease the VMT generated by the Project by 15 percent. Specific potential TDM strategies include, but are not limited to, the following:* • *Reduce Parking Supply* • *Travel Behavior Change Program* • *Promotions and Marketing* • *Emergency Ride Home (ERH) Program* • *Ride Share Program* • *Designated Parking Spaces for Car Share Vehicles* • *Include Bike Parking Per City Code* • *Include Secure Bike Parking and Showers* • *Bicycle Repair Station/Services* • *Pedestrian Network Improvements* • *Provide On-Site Meals*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to approval of improvement plans for the Project	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	The TDM Plan shall be submitted to the City for review prior to approval of improvement plans, and the effectiveness of the TDM Plan shall be evaluated, monitored, and revised, if determined necessary by the City. The TDM Plan shall include the TDM strategies that will be implemented during the lifetime of the proposed Project and shall outline the anticipated effectiveness of the strategies. The anticipated effectiveness of the TDM Plan may be monitored through annual surveys to determine employee travel mode split and travel distance for home-based work trips, and/or the implementation of technology to determine the amount of traffic generated by and home-based work miles traveled by employees, which shall be determined in coordination with the City. The frequency and duration of the anticipated effectiveness would depend on the ultimate strategy determined in coordination with the City. Additionally, should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT, the Project applicant shall pay any VMT banking fee in effect at the time of building permit issuance to secure VMT credits of a total of 15 percent for the subject building, taking into account the stated percent efficacy for the TDM measures above. Should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT and a VMT banking fee is not in effect at the time of building permit issuance, the Project applicant shall make a one-time contribution to the City of Tracy transit service provider, TRACER, equal to the amount that would be calculated using the City's draft VMT banking fee of $633.11 per VMT, as documented in the Transportation and Circulation section of the Draft EIR, to enable opportunity of transit services that would benefit the Tracy community in perpetuity and overcome the TDM Plan's shortfall in projected VMT reduction.				
Impact 3.13-3: Project implementation would not substantially increase hazards due to a geometric design feature	***Mitigation Measure 3.13-2:*** *Prior to the start of construction, the Project applicant shall prepare and submit a Construction Traffic Control Plan. The Plan shall include the following items. The approved Plan shall be implemented during construction of the Project.*	Project Developer/ Project Contractor	City of Tracy Planning Division	Prior to the start of construction	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*IMPLEMENTING PARY*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
(e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	• *Project staging plan to maximize on-site storage of materials and equipment.* • *Permitted construction hours.* • *Location of construction staging.* • *Provisions for street sweeping to remove construction-related debris on public streets.* • *A set of comprehensive traffic control measures including scheduling of major truck trips and deliveries to avoid peak-hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and designation of construction haul routes.* • *Survey of the pavement condition on roadways to be used as part of the haul route(s) or any alternate route(s) that are proposed to be utilized by hauling operation for the Project prior to the commencement of any work on-site. The survey shall include a video tape of the roadways. The Project applicant shall complete any remedial work prior to initiation of use and provide a bond assuring completion of the remediation work triggered by the individual development proposal, the amount which shall be deemed sufficient by the Public Works Department. If the work is completed before the use of the proposed buildings, a bond shall not be required.*				

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ATTACHMENT F

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

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1. CERTIFYING AN ENVIRONMENTAL IMPACT REPORT ("EIR"), ADOPTING FINDINGS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM ("MMRP") FOR THE ANNEXATION AND DEVELOPMENT OF INDUSTRIAL BUILDINGS ON A 104.46 ACRE PROPERTY LOCATED AT 16000 WEST SCHULTE ROAD BEARING ASSESSOR'S PARCEL NUMBER 209-230-02 ("PROPERTY"), ALL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"); AND

2. APPROVING THE SUBMITTAL OF A PETITION TO THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION ("LAFCO") FOR THE ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY ("CITY").

WHEREAS, On April 24, 2019, the City received applications from the owners of the Property asking the City to submit a petition to LAFCO to annex the Property to the City of Tracy, to prezone the Property to Light Industrial (M-1) pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970, and to approve a Development Review Permit for the Property pursuant to Article 30 of Chapter 10.08 of the TMC (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Industrial uses in the City's General Plan; and

WHEREAS, to support its processing of the applications, and pursuant to the requirements of CEQA, the City conducted an environmental analysis of the proposed Project, resulting in the completion of an Environmental Impact Report bearing State Clearinghouse Number 2020080531 (the "**EIR**") (**Exhibit 1**); and

WHEREAS, based on the analyses in the EIR, and pursuant to the requirements of CEQA, the City also prepared certain findings pursuant to Sections 15091 and 15093 of CEQA's implementing regulations (14 Cal. Code Regs. §§ 15000—15387) ("**CEQA Guidelines**") (the "**CEQA Findings**") (**Exhibit 2**), and prepared a Mitigation Monitoring and Reporting Program pursuant to Section 15097 of the CEQA Guidelines (the "**MMRP**") (**Exhibit 3**); and

WHEREAS, on December 4, 2024, the City's Planning Commission held a public hearing to review and consider the Project applications and all materials and evidence relating to the Project applications, including the EIR, the CEQA Findings, and the MMRP, and voted to recommend that the City Council certify the EIR and approve the Project; and

WHEREAS, on January 21, 2025, the City Council held a public hearing to review and consider the Project applications and all materials and evidence relating to the Project applications, including the EIR, the CEQA Findings, and the MMRP.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TRACY:

Section 1 RECITALS. The City Council hereby finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

Section 2 CEQA COMPLIANCE. The City Council, based on its independent judgment and analysis, has reviewed and considered the proposed Project and determined, based on the whole record before it, including the EIR, that the proposed Project will have a significant effect on the environment, and hereby makes the CEQA Findings as set forth in Exhibit 2, and hereby certifies the EIR as set forth in Exhibit 1, and hereby adopts the MMRP as set forth in Exhibit 3, in full compliance with the requirements of CEQA for the Project.

Section 3 PETITION TO LAFCO. The City Council hereby grants the applicants' request to submit a petition to LAFCO to annex the Property to the City of Tracy, and hereby directs the City Manager to prepare and submit said application.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council of the City of Tracy on January 21, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

EXHIBIT 1 EIR
EXHIBIT 2 CEQA FINDINGS
EXHIBIT 3 MMRP

ATTACHMENT G

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

---

1) APPROVING THE PRE-ZONING OF THAT CERTAIN 104.46-ACRE PROPERTY LOCATED AT 16000 WEST SCHULTE ROAD BEARING ASSESSOR'S PARCEL NUMBER 209-230-02 ("PROPERTY") TO LIGHT INDUSTRIAL (M1); AND

2) DETERMINING THAT THE ACTIONS AUTHORIZED BY THIS ORDINANCE WERE ADEQUATELY EVALUATED BY THAT CERTAIN ENVIRONMENTAL IMPACT REPORT CERTIFIED BY THE CITY COUNCIL ON JANUARY 21, 2025, IN FULL COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA").

WHEREAS, on April 24, 2019, the City received applications from the owners of the Property asking the City to submit a petition to LAFCO to annex the Property to the City of Tracy, to prezone the Property to Light Industrial (M-1) pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970, and to approve a Development Review Permit for the Property pursuant to Article 30 of Chapter 10.08 of the TMC (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and designated for Industrial uses in the City of Tracy General Plan; and

WHEREAS, pursuant to TMC Section 10.08.970, the City may prezone any property within the City's SOI in accordance with the requirements of Article 29 of Chapter 10.08 of the TMC; and

WHEREAS, to support its processing of the applications, and pursuant to the requirements of CEQA, the City conducted an environmental analysis of the proposed Project, resulting in the completion of an Environmental Impact Report (the "**EIR**") bearing State Clearinghouse Number 2020080531, the preparation of certain findings (the "**CEQA Findings**") pursuant to Sections 15091 and 15093 of CEQA's implementing regulations (14 Cal. Code Regs. §§ 15000—15387) (the "**CEQA Guidelines**"), and the preparation of a Mitigation Monitoring and Reporting Program ("**MMRP**") pursuant to Section 15097 of the CEQA Guidelines; and

WHEREAS, on December 4, 2024, the City's Planning Commission held a duly noticed public hearing to review and consider the Project applications, the EIR, the CEQA Findings, the MMRP, and all other evidence and materials presented to the Planning Commission relating to the Project applications, and voted to recommend that the City

DRAFT

Council certify the EIR, adopt the CEQA Findings, adopt the MMRP, and approve the applications, including the application to submit an annexation petition to LAFCO, the application to prezone the Property to Light Industrial (M-1), and the application for a Development Review Permit; and

WHEREAS, on January 21, 2025, the City Council held a duly noticed public hearing to review and consider the Project applications, the EIR, the CEQA Findings, the MMRP, and all other evidence and materials presented to the City Council relating to the Project applications.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TRACY AS FOLLOWS:

SECTION 1 RECITALS. The City Council hereby finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2 CEQA COMPLIANCE. The City Council hereby finds that the actions authorized by this Ordinance were adequately evaluated by the EIR for the Project certified by the City Council on January 21, 2025, and that the City Council's certification of the EIR, adoption of the CEQA Findings, and adoption of the MMRP, by City Council Resolution 2024-____, constitute the City's full and complete compliance with the requirements of CEQA for the Project.

SECTION 4 PREZONING. Based on the findings set forth in **Exhibit 1** hereto, the City Council hereby approves the application to, and hereby does, prezone the Property as Light Industrial (M-1), as set forth in Article 20 of Chapter 10.08 of the TMC.

SECTION 5 SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

SECTION 6 EFFECTIVE DATE. This Ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 7 PUBLICATION. The City Clerk is directed to publish this Ordinance in a manner required by law.

SECTION 8 CODIFICATION. This Ordinance shall not be codified in the Tracy Municipal Code.

* * * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 21st day of January 2025, and finally adopted on the 4th day of February 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Exhibit 1 – Findings to Support Prezoning (TMC 10.08.970 and 10.08.3900)

City of Tracy
Prezoning Findings
Application Number A/P19-0001
City Council - January 21, 2025

Tracy Municipal Code ("TMC") Section 10.08.970 (Classification of newly annexed territory) provides that territory proposed for annexation to the City be prezoned in accordance with Article 29 (Amendments) of the TMC. Article 29 of the TMC, Section 10.08.3840, states that the Planning Commission must find that the approval or denial of an application to amend the zoning ordinance (such as the instant application for prezoning) is "necessary to carry out the general purposes" of the zoning ordinance and state the "facts and reasons" that support this finding. Based on the Planning Commission's recommendation on December 4, 2024, the City Council makes the following finding:

> The approval of the prezoning of the Property to Light Industrial as set forth in Section 10.08.980(n) and Article 20 of the Tracy Municipal Code is necessary to carry out the City's General Plan policies and Zoning regulations, because adding the property to the Light Industrial zone will allow for its annexation and development consistent with the City's General Plan Industrial Designation, the Sphere of Influence Plan approved by the San Joaquin County LAFCo, and the City of Tracy's Infrastructure Master Plans.

ATTACHMENT H

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

---

1) APPROVING A DEVELOPMENT REVIEW PERMIT FOR THAT CERTAIN 103-ACRE PROPERTY LOCATED AT 16000 WEST SCHULTE ROAD BEARING ASSESSOR'S PARCEL NUMBER 209-230-02 (THE "PROPERTY") TO TAKE EFFECT ON THE FIRST DAY FOLLOWING THE EFFECTIVE DATE OF THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION'S ("LAFCO'S") APPROVAL OF THE ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY ("CITY"); AND

2) DETERMINING THAT THE ACTIONS AUTHORIZED BY THIS RESOLUTION WERE ADEQUATELY EVALUATED BY THAT CERTAIN ENVIRONMENTAL IMPACT REPORT CERTIFIED BY THE CITY COUNCIL ON JANUARY 21, 2025, IN FULL COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA").

WHEREAS, On April 24, 2019, the City received applications from the owners of the Property asking the City to submit a petition to LAFCO to annex the Property to the City of Tracy, to prezone the Property to Light Industrial (M-1) pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970, and to approve a Development Review Permit for the Property pursuant to Article 30 of Chapter 10.08 of the TMC (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Industrial uses in the City's General Plan; and

WHEREAS, pursuant to Article 30 of Chapter 10.08 of the TMC, the City may approve an application for a Development Review Permit in accordance with the requirements of Article 30, including without limitation Section 10.08.3960; and

WHEREAS, to support its processing of the applications, and pursuant to the requirements of CEQA, the City conducted an environmental analysis of the proposed Project, resulting in the completion of an Environmental Impact Report (the "**EIR**") bearing State Clearinghouse Number 2020080531, the preparation of certain findings (the "**CEQA Findings**") pursuant to Sections 15091 and 15093 of CEQA's implementing regulations (14 Cal. Code Regs. §§ 15000—15387) (the "**CEQA Guidelines**"), and the preparation of a Mitigation Monitoring and Reporting Program ("**MMRP**") pursuant to Section 15097 of the CEQA Guidelines; and

WHEREAS, on December 4, 2024, the City's Planning Commission held a duly noticed public hearing to review and consider the Project applications, the EIR, the CEQA Findings, the MMRP, and all other evidence and materials presented to the Planning Commission relating to the Project applications, and voted to recommend that the City Council certify the EIR, adopt the CEQA Findings, adopt the MMRP, and approve the applications, including the application to submit an annexation petition to LAFCO, the application to prezone the Property to Light Industrial (M-1), and the application for a Development Review Permit; and

WHEREAS, on January 21, 2025, the City Council held a duly noticed public hearing to review and consider the Project applications, the EIR, the CEQA Findings, the MMRP, and all other evidence and materials presented to the City Council relating to the Project applications.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TRACY:

Section 1 RECITALS. The City Council hereby finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

Section 2 CEQA COMPLIANCE. The City Council hereby finds that the actions authorized by this Resolution were adequately evaluated by the EIR for the Project certified by the City Council on January 21, 2025, and that the City Council's certification of the EIR, adoption of the CEQA Findings, and adoption of the MMRP, by City Council Resolution 2025-____, constitute the City's full and complete compliance with the requirements of CEQA for the Project.

Section 3 DEVELOPMENT REVIEW PERMIT. Based on the findings set forth in **Exhibit 1** hereto, the City Council hereby approves Development Review Permit (D19-0014), which approval is subject to the applicant's full and complete compliance with the Conditions of Approval set forth in **Exhibit 2** hereto; provided, however, that the City Council's approval of this Development Review Permit shall not be effective until the first day following the effective date of LAFCO'S approval of the annexation of the Property to the City, such that the Property is subject to the land use jurisdiction of the City of Tracy.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council of the City of Tracy on January 21, 2025, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

_____
DAN ARRIOLA

Mayor of the City of Tracy

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

EXHIBIT 1 DEVELOPMENT REVIEW PERMIT FINDINGS
EXHIBIT 2 CONDITIONS OF APPROVAL

City of Tracy
Development Review Permit Findings
Application Number D19-0014
City Council – January 21, 2025

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the City Council must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the City Council may approve the Development Review Permit if the facts in the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the City Council conducted a noticed public hearing on January 21, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The Project increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed warehouse buildings will be constructed with complementary materials and colors to the existing industrial buildings in the area. Additionally, substantial landscaping proposed with project improvements will create a buffer between the right of way and the buildings also adding visual interest and aid in screening.

and

(b) The Project conforms to all applicable requirements of Chapter 10.08 of the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, the California Building and Fire Codes, and all other applicable City Standards. The Project meets all City requirements for the Light Industrial Zone, landscaping has been

provided for screening and to provide shade for employees, complementary materials consistent with the industrial development in the surrounding area are proposed, a high-quality employee break area will be provided, and all other improvements meet applicable City standards.

CITY OF TRACY
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
DRAFT CONDITIONS OF APPROVAL

Tracy Costco Depot Annex
Development Review Permit, Application Number D19-0014
January 21, 2025

A. General Provisions and Definitions

A.1. General. These Conditions of Approval apply to:

The Project: A Development Review Permit, Application Number D19-0014, for the construction of two industrial warehouse buildings totaling approximately 1.74 million square feet and related site improvements on a 103-acre site located at 16000 W Schulte Road (APN 209-230-02) (the "Property").

A.2. Definitions.

a. "Applicant" means the owner of the Property, and any person, or other legal entity properly authorized by said owner to serve as the owner's agent for development of the Project on the Property. Such authorization shall be in writing and to the reasonable satisfaction of the Director. "Applicant" shall also mean any person, or other legal entity, defined as "Developer", and the two terms shall be used interchangeably.

b. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, the City Engineer, or the Community and Economic Development Director, to perform the duties set forth herein.

c. "City Regulations" means all written laws, rules, and policies established by the City, including without limitation those set forth in the City of Tracy General Plan, the Tracy Municipal Code (TMC), all applicable City ordinances, resolutions, policies, and procedures, including all applicable City Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).

d. "Director" means the Community and Economic Development Director of the City of Tracy, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.

e. "Conditions of Approval" shall mean the conditions of approval applicable to the development of the Project on the Property, Application Number D19-0014. The Conditions of Approval shall specifically include all conditions set forth herein.

f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project

boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.3. To the extent permitted by law, the Applicant shall defend, indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents (the "indemnified parties") from and against any claim, action, or proceeding brought by a third party against the indemnified parties or the applicant to attack, set aside, or void the approval of the Project or any permit authorized hereby for the Project, including (without limitation) reimbursing the City its attorney's fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

A.4. Compliance with submitted plans. The Project shall be constructed in substantial compliance with the Project plans received by the Community and Economic Development Department on August 8, 2024 (the "Project Plans"), to the satisfaction of the Director.

A.5. Payment of applicable fees. The Applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the Project.

A.5. Compliance with laws. The Applicant shall comply with all laws (federal, state, and local) related to the development of the Project, including, but not limited to:

- The Planning and Zoning Law (Government Code Sections 65000, et seq.),
- the California Environmental Quality Act (Public Resources Code Sections 21000, et seq., "CEQA"),
- the Guidelines for California Environmental Quality Act (California Administrative Code, Title 14, Sections 1500, et seq., "CEQA Guidelines"),
- California Building Code, California Fire Code, and
- City Regulations.

A.6. Pursuant to Government Code section 66020, including section 66020(d)(1), the City hereby notifies the Applicant that the 90-day approval period (in which the Applicant may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Applicant fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Applicant will be legally barred from later challenging any such fees, dedications, reservations, or other exactions.

A.7. This Development Review Permit, Application Number D19-0014, shall not be effective until the Project site has been annexed into the City limits.

A.8. Mitigation Measures. The Applicant shall comply with the Mitigation Monitoring and Reporting Program for the Tracy Costco Depot Annex Project, adopted by the City Council on January 21, 2025, Resolution No. _____.

B. **Community and Economic Development Department, Planning Division Conditions**

B.1. Landscaping & Irrigation. Before the approval of a building permit, the Applicant shall provide detailed landscape and irrigation plans consistent with the following to the satisfaction of the Director:

B.1.1. Said plans shall comply with the City of Tracy Design Goals & Standards, and TMC Section 10.08.3560 for parking area landscaping. Said plans shall clearly delineate the property line and shall include a planting legend indicating, at minimum, the quantity, planting size, and height and width at maturity.

B.1.2. Where trees are planted ten feet or less from a sidewalk or curb, root barriers dimensioned 8 feet long by 24 inches deep shall be provided adjacent to such sidewalk and curb, centered on the tree.

B.1.3. Landscape & Irrigation Maintenance. Prior to the issuance of a building permit for each phase, the Applicant shall execute a two-year landscape and irrigation maintenance agreement and submit financial security, such as a performance bond, to ensure the success of all on-site landscaping for the term of the agreement. The security amount shall be equal to $2.50 per square foot of the landscaped area or equal to the actual labor and material installation cost of all on-site landscaping and irrigation for that phase.

B.1.4 Where landscape planters are parallel and adjacent to the side of vehicular parking spaces, a 12” wide concrete curb shall be placed adjacent to the parking space to allow for pedestrian access to vehicles without damage to the landscape areas.

B.2. Screening Utilities and Equipment. Before the approval of a building permit, the Applicant shall submit detailed plans that demonstrate the following:

B.2.1. All vents, gutters, downspouts, flashing, and electrical conduits shall be internal to the structures and bollards and other wall-mounted or building-attached utilities shall be painted to match the color of the adjacent surfaces or otherwise designed in harmony with the building exterior to the satisfaction of the Director.

B.2.2. No roof mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes, whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way to the satisfaction of the Director. Plans to demonstrate such compliance shall be submitted and approved by the Director prior to the issuance of a building permit.

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B.2.3. All PG&E transformers, phone company boxes, Fire Department connections, backflow preventers, irrigation controllers, and other on-site utilities, shall be vaulted or screened from view from any public right-of-way, behind structures or landscaping, to the satisfaction of the Community and Economic Development Director.

B.3. No business identification signs are approved with this development review permit. The Applicant shall obtain a sign permit in accordance with the Tracy Municipal Code Chapter 10.08, Article 35, Signs for all business identification signs.

B.4. The parking lot lighting shall comply with the minimum requirement of one foot-candle power within the employee parking areas. Prior to final inspection or certificate of occupancy, all exterior and parking lot lighting shall be directed downward or shielded to prevent glare or spray of light into the public rights-of-way, to the satisfaction of the Community and Economic Development Director.

B.5. Prior to the issuance of a building permit, bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510 to the satisfaction of the Community and Economic Development Director.

B.6. Prior to final inspection of certificate of occupancy, on-site circulation signs shall be installed to the satisfaction of the Community and Economic Development Director.

B.7. Prior to the issuance of a building permit, a detailed plan of any trash or trash compactor enclosures, shall be submitted, showing a height of at least eight feet with solid metal doors, a solid roof, an interior concrete curb, and exterior materials and colors compatible with the adjacent building exterior, to the satisfaction of the Community and Economic Development Director.

B.8. Prior to issuance of a building permit, the developer shall provide documentation of compliance with the San Joaquin Valley Air Pollution Control District Rule 9510, Indirect Source Review to the Community and Economic Development Department.

B.9. Prior to issuance of a building permit, the applicant shall provide details for all on-site fencing. Perimeter fencing of the site shall be comprised of tube steel, masonry, or a combination thereof. The use of chain link fencing may only be allowable along non-street frontage property lines if it is designed in conjunction with the overall site and landscape plan and is not visible from public view. Electronically charged, razor wire, barbed wire, integrated corrugated metal, or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric fences are not permitted anywhere on site.

B.10. No outdoor storage of materials is permitted on the site.

B.11. Prior to approval of a building permit, the applicant shall submit detailed plans that demonstrate the truck loading areas, dock doors, storage areas, and above-ground utilities will be substantially screened from view from the public right-of-way, to the satisfaction of the Community and Economic Development Director.

B.12. Prior to approval of a building permit, the applicant shall submit detailed plans that show the location and improvements for a high-quality outdoor employee break area to the satisfaction of the Community and Economic Development Director. Such area shall be incorporated as part of site design and should include special paving, tables, benches, shade trees and other amenities that support employee events and serve as an informal gathering space.

C. Engineering Conditions of Approval

C.1. General Conditions

C.1.1. Developer shall comply with the applicable requirements of these conditions of approval as set forth below, which conditions are based on and may be interpreted by reference to the following technical analyses and reports prepared for the Project:

a) "Environmental Impact Report for Tracy Costco Depot Project", prepared by De Novo Planning Group, dated _____, 20__, and bearing State Clearinghouse Number 2020080531 adopted by City Council on _____, 20__ , Resolution No. 20___-_____ ("EIR").

b) "Mitigation Monitoring and Reporting Program for the Tracy Costco Depot Project" (the "MMRP"), adopted by the City Council on _____, 20__, Resolution No. 20___-_____.

c) "Costco Direct Delivery Center Traffic Analysis" prepared by Kimley Horn and Associates, dated September 12, 2022, and any subsequent amendments or updates thereto ("Traffic Study").

d) "Sizing Recommendations for Detention Basin LW11" prepared by West Yost, dated September 10, 2024, and any subsequent amendments or updates thereto ("Storm Drainage Study").

e) "Review of Detention Basin LW11 3rd Submittal Plans" prepared by Wood Rodgers, dated April 25, 2023 (Draft), and any subsequent review memorandums or updates thereto by Wood Rodgers or West Yost ("DET LW11 Design Review").

f) "Costco Annexation Project CCTV Inspection Review and Sewer Collection System Hydraulic Capacity Analysis" by Black Water Consulting Engineers, dated February 17, 2022, and any amendments or updates thereto ("Sewer Study").

g) "Hydraulic Evaluation of Costco Depot" prepared by West Yost

Associates, Inc., dated September 4, 2020, and any subsequent amendments or updates ("Water Study").

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C.2. Grading Permit

Prior to grading permit release, Applicant shall demonstrate conformance to City Design Documents, Tracy Municipal Code (TMC), and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.2.1 Grading and Storm Drainage Plans

Prior to grading permit release, Applicant shall provide On-site Grading and Storm Drainage Plans prepared on a twenty-four (24) inch x thirty-six (36) inch size sheet. These plans shall use the City's Title Block. Plans shall be prepared under the supervision of, and stamped and signed by, a Registered Civil Engineer and Registered Geotechnical Engineer. Applicant shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the plans including signatures by the Fire Marshal, prior to submitting the plans to Engineering for City Engineer's signature. Erosion control measures shall be implemented in accordance with the Plans approved by the City Engineer for all grading work. All grading work not completed before October 15 may be subject to additional requirements as applicable. Plans shall specify all proposed erosion control methods and construction details to be employed and specify materials to be used during and after the construction.

Site Grading

a. Include all proposed erosion control methods and construction details to be employed and specify materials to be used. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Geotechnical Engineer. A copy of the Project's Geotechnical Report must be submitted with the Grading and Storm Drainage Plans.

b. When the grade differential between the Project Site and adjacent property(s) exceeds twelve (12) inches, a reinforced concrete or masonry block, or engineered retaining wall is required for retaining soil. The Grading Plan shall show construction detail(s) of the retaining wall or masonry wall. The entire retaining wall and footing shall be constructed on the Property. A structural calculation shall be submitted with the Grading and Storm Drainage Plans.

c. An engineered fill may be accepted as a substitute of a retaining wall, if any, subject to approval by the City Engineer. The Grading and Storm Drainage Plans must show the extent of the slope easement(s). The Applicant shall be responsible for obtaining permission from owner(s) of the adjacent and affected property(s). The slope easement must be recorded, prior to the issuance of the final building certificate of occupancy.

d. Grading for the site shall be designed such that the Project's storm water can overland release to either a public street or to a public storm drainage facility.

e. Prior to approval of a grading permit for the Project, the Applicant shall submit a drainage report and drainage calculations for the Project site based on the Master Plan criteria and starting water surface elevation for review by the City.

f. If applicable, Applicant shall depict all existing irrigation structure(s), channel(s) and pipe(s) that are to remain or to be relocated or to be removed, if any, after coordinating with the irrigation district or owner of the irrigation facilities on the Grading and Storm Drainage Plans. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Applicant shall design, coordinate and construct required modifications to the improvements, if required, to the reasonable satisfaction of the City.

C.2.2 Prior to grading permit release, Applicant shall obtain the approval (i.e. recorded easements for slopes, drainage, utilities, access, parking, etc.) of all other public agencies and/or private entities with jurisdiction over the required public and/or private facilities and/or property. Written permission from affected owner(s) must be submitted.

C.2.3 Prior to grading permit release, Applicant shall confirm that all existing on-site water well(s), septic system(s), and leech field(s), if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. Applicant shall be responsible for all costs associated with the abandonment or removal of the existing well(s), septic system(s), and leech field(s) including the cost of permit(s) and inspection. Applicant shall submit to the City a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s).

C.2.4 Prior to grading permit release, Applicant shall pay all applicable Grading Permit fees, which include grading plan checking and inspection fees, and all other applicable fees as required by these Conditions of Approval.

C.2.5 Prior to grading permit release, Applicant shall complete appropriate storm water pollution controls. For Projects on property larger than one (1) acre: Prior to the issuance of the Grading Permit, Applicant shall submit to Utilities (stephanie.hiestand@cityoftracy.org) one (1) electronic copy and one (1) hard copy of the Storm Water Pollution Prevention Plan (SWPPP) as submitted in Stormwater Multiple Applications and Reporting Tracker System (SMARTS) along with either a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID) or a copy of the receipt for the NOI. After the completion of the Project, the Applicant is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination. Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Applicant. Applicant shall comply with all the requirements of the SWPPP, applicable Best Management Practices (BMPs) and the Stormwater Post-Construction Standards adopted by the City in 2015

and any subsequent amendment(s).

C.2.6 Prior to grading permit release, Applicant shall provide a PDF copy of the Project's Geotechnical Report signed and stamped by a Registered Geotechnical Engineer. The geotechnical report must include relevant information related to soil types and characteristics, soil bearing capacity, compaction recommendations, retaining wall recommendations, if necessary, paving recommendations, paving calculations such as gravel factors, gravel equivalence, etc., slope recommendations, and elevation of the highest observed groundwater level.

C.2.7 Prior to grading permit release, Applicant shall provide Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

C.2.8 Prior to grading permit release, Applicant shall provide a copy of the approved Incidental Take Minimization Measures (ITMM) habitat survey [San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)] from San Joaquin Council of Governments (SJCOG).

C.2.9 Prior to grading permit release, Applicant shall provide a copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements.

C.2.10 Prior to grading permit release, Applicant shall provide a copy of the approved Air Impact Assessment (AIA) with an Indirect Source Review (ISR) from San Joaquin Valley Air Pollution Control District (SJVAPCD).

C.2.11 Prior to grading permit release, Applicant shall remove all existing irrigation structures, channels, tile drains and pipes, if any, if the facilities are confirmed by the irrigation district are no longer required for irrigation purposes.

C.2.12 Prior to grading permit release, Applicant shall provide written permission from irrigation district to alter said irrigation facilities if said facilities are required to remain to serve existing adjacent agricultural uses. The Applicant will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City Engineer. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Applicant.

C.2.13 If at any point during grading the Applicant, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Applicant shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.2.14 Prior to grading permit release, Applicant shall demonstrate that runoff originating on the Project site will be managed in a manner that meets stormwater quality

standards. The design and construction details of the Project's storm drainage system and stormwater treatment facilities shall meet City regulations and shall comply with the applicable requirements of the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015, and any subsequent amendments.

C.2.15 Prior to grading permit release, Applicant shall provide calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans and approved by City's Stormwater Coordinator prior to issuance of the Grading Permit for the Project.

C.2.16 Prior to grading permit release, Applicant shall obtain approved improvement plans that shall direct the offsite flows from the foothills in a conveyance facility that runs along the Project's easterly boundary to the satisfaction of the City Engineer. Afterwards said conveyance facility will exit Applicant's parcel and then proceed along the City's parcel's frontage. Said conveyance facility will connect to LW11.

C.3. Improvement Plans

Prior to building permit release, Applicant shall obtain City approval of Applicant's Improvement Plans. Said Improvement Plans shall contain the design, construction details and specifications of public improvements that are necessary to serve the Project. The Improvement Plans shall be drawn on a 24-inch x 36-inch size sheet and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work. The Improvement Plans shall be completed to comply with City Design Documents, these Conditions of Approval, and the following requirements:

C.3.1 The Improvement Plans shall be prepared with the City of Tracy standard title and signature block.

C.3.2 Prior to building permit release, Applicant shall obtain all applicable signatures by City departments and from outside agencies (where applicable) on the plans including signatures by the Fire Marshal, prior to the Applicant submitting the plans to Engineering for City Engineer's approval.

C.3.3 The Improvement Plans shall be prepared to specifically include, but not be limited to, the following items:

a. All existing and proposed utilities such as domestic water line, irrigation service, storm drain, and sanitary sewer, including the size and location of the pipes.

b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports.

c. Prior to building permit release, Applicant shall provide a PDF copy of the

Project's Geotechnical Report signed and stamped by a Registered Geotechnical Engineer. The geotechnical report must include relevant information related to soil types and characteristics, soil bearing capacity, compaction recommendations, retaining wall recommendations, if necessary, paving recommendations, paving calculations such as gravel factors, gravel equivalence, etc., slope recommendations, and elevation of the highest observed groundwater level.

C.3.4 Storm Drainage

a. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans depicting DET LW11 and a fully executed offsite improvement agreement. DET LW11 shall have the capacity to store a minimum of 67.4 acre-feet of storage volume to the satisfaction of the City Engineer. Applicant may be eligible for fee credits per the current storm drain masterplan and the associated fee studies in accordance with the Tracy Municipal Code.

b. LW11's storage volume is based on the following design parameters:

    a. LW11 has an outlet-controlled system with SCADA with a minimum peak discharge rate of 3.59 cubic-feet per second.

    b. The chute over the Delta Mendota Canal has runoff volume of 176 acre-feet.

    c. LW12's pumped flow shall be at minimum two (2) cubic-feet per second.

    d. LW12 shall be constructed for a minimum of 85.9 acre-feet of storage volume.

    e. The parameters do not require Applicant to construct LW12 for this Project, however the sizing requirements for LW11 are contingent upon LW12 being built to the requirements in Section C and D above. However, construction of LW12 is not required of the Applicant as a condition of approval of this Project.

c. Prior to building permit release, Applicant shall confirm the Project and the outflow from LW11 has capacity within the proposed pipe on Pavilion Way. pipe capacity of the storm drain line on Pavilion Way from Schulte Road to DET LW6.

d. Prior to building permit release, if during the design phase it is known that the proposed pipe on Pavilion Way does not have capacity for the Project and outflow from LW11, Applicant shall obtain approved Improvement Plans depicting an additional storm drain system on Pavilion Way connecting downstream to the satisfaction of the City Engineer.

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e. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans depicting a controlled system with SCADA for releasing water from DET LW11. The controlled system (which may include but would not be limited to a pump station and force main in addition to the storm drain line on Pavilion Way) shall allow water to flow from DET LW11 with a flow rate to the satisfaction of the City Engineer. The ultimate diameter will be determined during the design process and shall be to the satisfaction of the City Engineer.

f. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans depicting a storm drain pipe on Schulte Road along the Project's frontage. The ultimate diameter will be determined in a future date. Storm drain pipe will convey runoff from the force main discussed in condition C.3.4.d, runoff from the Project site, and a portion of the runoff from the City's parcel.

C.3.5 Sanitary Sewer

a. Prior to the issuance of Building Permit for the Project, Applicant shall obtain the City Engineer's approval of Improvement Plans for the design of all on-site and off-site sewer improvements. The Applicant shall design and install sanitary sewer facilities including the Project's sewer connection in accordance with the approved Improvement Plans, and applicable City Design Documents and utility Improvement Plans approved by the City Engineer.

b. Prior to the first building permit release, Applicant shall pay all wastewater treatment plant development impact fees for all proposed buildings within the Project.

c. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans that depict a gravity sewer line on Lammers Road per the Wastewater Master Plan.

C.3.6 Water Distribution System

a. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans depicting the water infrastructure identified in the Water Study.

    a. Prior to any occupancy, Applicant shall install a pressure reducing valve at its water connection points.

b. During the construction phases of the Project, the Applicant is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the South San Joaquin County Fire Authority's Fire Marshal.

c. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans that depict fire hydrants at the locations approved by the South San Joaquin County Fire Authority's Fire Marshal.

d. Prior to building permit release, Applicant shall submit calculations and plans as required by the Fire Authority and obtain the Fire Authority's written approvals for the proposed fire system for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

e. All costs associated with the installation of the Project's permanent water connection(s) as identified in the Water Study including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the water connection(s), and other improvements shall be paid by the Applicant and are not eligible for impact fee credits.

f. Prior to building permit release, Applicant shall obtain City approval of Improvement Plans that depict domestic and irrigation water service connection, including a remote-read master water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type back-flow protection device in accordance with City Design Documents.

g. Prior to building permit release, Applicant shall obtain City approval of Building Safety plans to construct the proposed temporary fire water tank to provide adequate fire flows to the Property.

C.3.7 Roadway Improvements

Prior to building permit release, Applicant shall obtain City approval of Improvement Plans depicting on-site and frontage roadway improvements to serve the Project as identified in the Traffic Study and these Conditions of Approval. All improvements shall comply with City Design Documents. Such improvements shall include, but are not limited to, roadways, water distribution system, sewer system, storm drainage systems, curb and gutter, sidewalks, street lighting system, traffic signals, ITS systems, pavement and crosswalk striping, bicycle lanes, roadway signage and street signs, median islands, turn lanes, landscaping, and all necessary related improvements as required by the City. Timing of completion of street improvements shall comply with these Conditions of Approval.

C.3.8 Prior to building permit release, pursuant to Table 4 of the Traffic Study, Applicant shall obtain City approval of Improvement Plans depicting the

following on-site and frontage roadway improvements to serve the Project:

External Network Review

a. Driveway #1 (Bud Lyons Driveway) – Lengthen the westbound left-turn lane to accommodate 375 feet of deceleration and 100 feet of storage.

b. Driveway #1 (Bud Lyons Driveway) – Applicant shall modify the existing traffic signal and appurtenances to operate with the Project's driveway to the satisfaction of the City Engineer. Revise existing striping for the southbound approach to provide one (1) left-turn lane and one (1) through/right-turn lane to the satisfaction of the City Engineer.

c. Driveway #3 (Shared Driveway) – Construct a traffic signal and appurtenances to the satisfaction of the City Engineer. Striping shall accommodate the westbound approach and eastbound departure transition to existing conditions east of the Project to the satisfaction of the City Engineer.

d. Along the Project frontage of Old Schulte Road, Applicant shall provide modifications that accommodate transitions between the existing two-lane facility and proposed four (4)-lane facility at the westerly and easterly end of the Project to the satisfaction of the City Engineer.

Driveway Access

a. Driveway #1 (Bud Lyons Driveway) – Striping shall reflect the following lane configuration: one (1) northbound left-turn lane and one (1) northbound through/right-turn lane.

b. Driveway #2 – Provide Stop (R1-1), Right Turn Only (R3-5R), and One Way (R6-1) Signage.

c. Driveway #3 (Shared Driveway) – Provide one (1) northbound left-turn lane and one (1) northbound right-turn lane.

Internal Circulation

a. Driveway #1 – East/West pedestrian crossing shall only occur at the signalized intersection or at the southern internal crosswalk.

b. Driveway #1 – Internal intersection shall be three-way stop-controlled with the inbound (southbound) movement as the free movement.

c. Driveway #3 – Provide an eastbound U-turn lane at the Old Schulte Road and Project Driveway #3 signalized intersection. Said U-turn lane shall be constructed so that it can be converted into a future left-turn lane.

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d. Driveway #3 – Provide clear signage and/or pavement markings for trucks entering driveway that designates security versus bypass lanes.

e. Driveway #3 – Provide a truck turning template for internal drive aisle reverse curve.

Vehicle Turning Templates

a) Driveway #1 – Provide design modifications to the proposed driveway curb return to allow STAA trucks to perform turns for entering and exiting the site.

b) Driveway #2 – Provide design modifications to the proposed driveway curb returns to allow automobile to perform eastbound and northbound right turns to access or exit the site.

c) Driveway #3 – Provide design modifications to the proposed driveway curb return to allow STAA trucks to perform turns for entering and exiting the site.

C.3.9 Schulte Road Frontage Improvements

Prior to building permit release, Applicant shall obtain City approval of Improvements Plans depicting frontage improvements on Schulte Road in accordance with the 2012 Transportation Master Plan, Traffic Analysis and City Design Documents per the Tracy Municipal Code. The Applicant shall dedicate all rights-of-way necessary for the widening of Schulte Road along the entire Project frontage to the satisfaction of the City Engineer.

C.3.10 Hansen Road Extension per 2012 Transportation Master Plan

Prior to building permit release, Applicant shall execute an improvement agreement with the City, in a form approved by the City Engineer and the City Attorney, to comply with Section 7.04.120 of the Tracy Municipal Code. Said improvement agreement shall provide for, among other things, the Applicant's dedication of right-of-way and construction of frontage improvements, including provision of security for such frontage improvements, and shall further provide that if the City modifies its Transportation Master Plan in a manner that the Hansen Road Extension requirements no longer apply to the Project, the Applicant will be relieved of the right-of-way dedication and frontage construction requirements. All costs of compliance with this condition, including all City costs associated with the improvement agreement, shall be borne by the Applicant.

C.3.11 Prior to any occupancy, after Hansen Road Extension is constructed, Applicant shall construct an emergency access at the rear the of the site to Hansen Road.

C.3.12 Traffic Control Plan

The Applicant shall submit a Traffic Control Plan for each phase of work, to

show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

C.3.13 All private utility services to serve Project such as electric, telephone and cable TV to the building must be installed underground, and at the location(s) approved by the respective owner(s) of the utilities.

C.3.14 Offsite Improvements

a. Intersection 1 – International Pkwy and I-205 Westbound Off-Ramps - Within ninety (90) days of final approval of the Project by the City Council, the Applicant shall execute a conditional Offsite Improvement Agreement (OIA), in a form approved by the City Engineer and the City Attorney, for widening of the westbound off-ramps at I-205 and International Parkway to provide two (2) left-turn lanes, two (2) right-turn lanes, and to optimize signal timings. Said OIA shall, among other things, require the Applicant to provide adequate security to ensure completion of said Intersection 1 improvements, and require the Applicant to, within ninety (90) days of execution of the OIA, commence and diligently continue good faith efforts to complete the planning, permitting and construction of the Intersection 1 improvements.

b. Intersection 11 – Lammers Road and Old Schulte Road - Prior to any occupancy, Applicant shall obtain City approval of traffic signal timing sheets to retime the intersection to provide an overlap phase for the eastbound right-turn lane if not yet implemented by others.

c. Intersection 13 – Lammers Road and Valpico Road - Prior to building permit release, Applicant shall obtain City approval of Improvement Plans for the construction of a traffic signal and a southbound left-turn lane if not yet implemented by others.

C.4. FImprovement Agreement and Security

Prior to a building permit release, Applicant shall obtain a fully executed Offsite Improvement Agreement (OIA) with the City to provide for construction of, and improvement security for, all public improvements. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with section 12.36.080 of the TMC. The amount of improvement security shall be as follows:

C.4.1 Faithful Performance (100% of estimated cost of constructing public improvements);

C.4.2 Labor & Materials (100% of the estimated cost of constructing the public improvements); and

C.4.3 Warranty (10% of the estimated cost of constructing the public improvements).

C.5. Encroachment Permit

Prior to a building permit release, Applicant shall submit an application for encroachment permit. Applicant shall demonstrate compliance with all applicable City regulations and these Conditions, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.5.1 Improvement Plans prepared on a twenty-four (24) inch x thirty-six (36) inch sheet that incorporate all the requirements described in these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.5.2 Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.5.3 Prior to building permit release, Applicant shall execute an OIA with the City to guarantee completion of the public improvements that are necessary to serve the Project as required by these Conditions of Approval.

C.5.4 Prior to building permit release, Applicant shall pay all applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and any other applicable fees.

C.5.5 Prior to encroachment permit release, Applicant shall submit for the City Engineer's review and approval a Traffic Control Plan signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.5.6 Prior to a building permit release, Applicant shall submit for the City's review and approval to the satisfaction of the Fire Marshal, Improvement Plans that are already signed South San Joaquin County Fire Authority's Fire Marshal. If applicable, said Improvement Plans shall also indicate fire service connection(s) and fire and emergency vehicle access.

C.6. Building Permit - Prior to a building permit release, Applicant shall pay all required City and County development impact fees as they relate to the Project and as otherwise required by these Conditions of Approval, to the satisfaction of the City Engineer, including but not limited to: Transportation, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, Parks, New Address Mapping, Water Meter and Connection Fees, County Facilities Fee, Regional Transportation Impact Fee, Agricultural Mitigation Fee and Habit Mitigation fees.

C.7. Acceptance of Public Improvements, Release of Improvement Security. and Certificate of Occupancy.

Prior to any occupancy, accepting public improvements, or release of improvement security, Applicant shall demonstrate to the City Engineer satisfactory completion of the following:

C.7.1 Prior to any occupancy, accepting public improvements, or release of

improvement security, Applicant shall correct all items listed in the deficiency report prepared by the City.

C.7.2 Prior to any occupancy, accepting public improvements, or release of improvement security, Applicant shall submit Engineer of Record Certified "As-Built" Improvement Plans (or Record Drawings) on mylars to the City.

C.7.3 Prior to any occupancy, accepting public improvements, or release of improvement security, Applicant shall submit Engineer of Record prepared Autocad and GIS shape files [with "Attributes"] of said Record Drawings in format acceptable to City.

C.7.4 Prior to any occupancy, accepting public improvements, or release of improvement security, Applicant shall complete all conditioned improvements.

C.7.5 Prior to any occupancy, accepting public improvements, or release of improvement security, Applicant shall complete construction of all required public improvements and conform to Section 12.36.080 of the TMC.

C.8. Special Conditions

C.8.1 All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Design Standards and the City's Infrastructure Master Plans for storm drainage, roadway, wastewater and water adopted by the City, or as otherwise specifically approved by the City.

C.8.2 Prior to release of a building permit, Applicant shall be responsible to obtain any easements, rights-of-way and/or agreements with other property owners as applicable for all improvements.

C.8.3 Prior to any occupancy, Applicant shall repair any damages to existing improvements within the street right-of-way due to construction related activities shall be repaired or replaced as directed by the City at Applicant's cost.

C.8.4 Applicant shall comply with the requirements relating to Fire Apparatus Access Roads and other Fire Code requirements to the satisfaction of the Fire Authority.

C.8.5 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the Grading Permit, Encroachment Permit, Building Permit, Improvement Plans, OIA, and DIA, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Applicant shall bear all the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.

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C.8.6 Survey Monuments - Prior to any occupancy or acceptance, Applicant shall submit centerline tie sheets; corner records; or a record of survey for the following: new public streets; any altered, damaged, destroyed, or re-established survey monuments; altered street corners; and/or benchmarks. Any survey document will be submitted to the City and to the San Joaquin County Surveyor to comply with California Business and Professions Code Section 8771(c). Said work shall be executed by a California licensed Land Surveyor at the Applicant's sole expense.

C.8.7 Prior to any occupancy or acceptance, Applicant shall conform to Section 3.14 of the 2020 Design Standards and install a two (2) inch thick grind and asphalt concrete (AC) overlay with reinforcing fabric at least twenty-five (25) feet from all sides of each utility trench. Said overlay shall be uniform thickness to maintain current pavement grades, cross and longitudinal slopes. This pavement repair requirement is when cuts/trenches are perpendicular and parallel to the street's direction.

C.8.8 Prior to any occupancy, Applicant shall obtain a recorded access easement from the City for the Project's easterly driveway. Applicant shall also provide a reciprocal access easement for the City's parcel.

C.8.9 Prior to any occupancy, Applicant shall obtain City approval of a TDM plan to mitigate its VMT related impacts as outlined in the Traffic Study and Mitigation Monitoring and Reporting Program and shall add additional VMT mitigations, as approved by the City, if a VMT mitigation in-lieu fee is not adopted. The Applicant shall six-months after occupancy permit is issued submit to the City a VMT mitigation monitoring report showing compliance with the CEQA findings. The report shall include traffic counts at all driveways and evidence and data of the Applicant's implementation of the TDM measures. If the VMT mitigation is not compliant with the CEQA findings, the Applicant shall collaborate with the City Engineer and City Planner to develop measures to comply with the VMT reduction requirements. The TDM monitoring report shall be submitted once per annum for at least three years following the first submittal. If the Applicant successfully mitigates the VMT impact for three consecutive years, the requirement may be suspended by the City Engineer and City Planner.

C.8.10 Prior to any occupancy, Applicant shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee for the performance of Applicant's responsibility towards the repair and maintenance of on-site storm water treatment facilities.

D. Utilities Department, Water Resources Division Conditions

D.1. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:

a. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.

   i. Design and sizing requirements shall comply with PCSWS Manual.

   ii. Demand Management Areas must be clearly designated along with identification of pollutants of concern.

   iii. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.

   iv. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm.

   v. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department (WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.

b. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections and design specifications such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

c. Develop and electronically submit to the Utilities Department for approval (WaterResources@cityoftracy.org) a preliminary Operations and Maintenance (O & M) Plan that identifies the operation, maintenance, and inspection requirements for all stormwater treatment and baseline hydromodification control measures identified in the approved PSP.

d. No later than two (2) months after approval notification of the submitted PSP, applicant shall electronically submit the following information to the Utilities Department (WaterResources@cityoftracy.org) for development of a draft stormwater maintenance access agreement, in accordance with the MAPCSWS;

   i. Property Owner(s) name and title report; or Corporate name(s) and binding documents (resolutions, etc) designating ability to sign agreement

   ii. Property Address

   iii. Exhibit A – legal property description

   iv. Exhibit B – approved O & M Plan

D.2. Prior to issuance of a grading permit, applicant shall proof of permit coverage under the Construction General Permit shall be required and submittal of an electronic Stormwater Pollution Prevention Plan (SWPPP) shall be submitted to WaterResources@cityoftracy.org.

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D.3. Prior to Certificate of Occupancy, applicant shall:

a. Return to the City Clerk, a legally signed and notarized copy of the final maintenance access agreement including all exhibits and approved O & M plan received from the Utilities Department.

b. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP.

i. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333

c. Upon completion, the project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

D.4. Before the approval of a construction, grading or building permit, the applicant shall demonstrate compliance with Tracy Municipal Code Chapters 11.28 and 11.34 and Chapter 4 of the California Green Building Standards Code to the satisfaction of the Utilities Director.

D.5. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Model Water Efficient Landscape Ordinance and obtain approval by the Utilities Department through the following:

D.5.1 Develop and submit electronically and by hard copy, a Landscape Document Package (LDP) that identifies the methods to be employed to reduce water usage through proper landscape design, installation and maintenance. This LDP shall consist of:

i. A project information sheet that includes the checklist of all documents in the LDP;
ii. The Water Efficient Landscape Worksheets that include a hydro zone information table and the water budget calculations – Maximum Applied Water Allowance and Estimate Total Water Use;
iii. A soil management report, after compaction and from various locations throughout the project;
iv. A landscape design plan that includes the statement, “I agree to comply with the requirements of the 2015 water efficient landscape ordinance and shall submit for approval a complete Landscape Document Package:
v. An irrigation design plan with schedule; and
vi. A grading design plan.

D.5.2 A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

E. Community and Economic Development Department, Building Division Conditions

E.1. Prior to the construction of onsite improvements including but not limited to walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, trellis, trash enclosures, etc., Applicant shall submit to the Building

Safety Division for review and approval construction drawings and supporting documents that conform to the current Title 24 California Code of Regulations at time of application.

E.2. Prior to commencement of construction, Applicant shall submit to the Building Safety division for review and approval construction plans and supporting documents that demonstrate compliance with CBC section 705.5 for fire-resistance rating requirements for exterior walls.

E.3. Prior to commencement of construction, Applicant shall submit to the Building Safety division for review and approval construction plans and supporting documents for the building conforming to Title 24 California Code of Regulations and Tracy Municipal Code that are current at the time of submittal.

E.4. Prior to commencement of construction, Applicant shall submit to the Building Safety division for review and approval construction plans that demonstrate compliance with CBC 302 for assigning the proper occupancy classification of each room or space based on its intended use, and CBC section 508 for implementing the proper occupancy separation requirements.

F. South San Joaquin County Fire Authority (SSJCFA) Conditions

F.1. Prior to construction, Applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.

F.2. Deferred submittals shall be listed on the coversheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.

F.3. Fire protection water supply must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant approval for the installation of underground fire service.

F.4. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.

F.5. A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.

F.6. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100’ of the FDC, in accordance with NFPA 14 §6.4.5.4. FDC locations shall be approved by the fire code official prior to issuance of construction permit.

F.7. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.

F.8. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503.

F.9. All hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

F.10. Knox boxes shall be required. Each tenant shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such shall be secured in the key box.

F.11. Building and each tenant space shall be provided with approved address identification in accordance with CFC §505.

F.12. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the Applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

F.13. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

G. **The following conditions provide the applicant with options for funding required Citywide services.**

G.1. Streets and Streetlights

Before issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), by doing one of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District (CFD). Developer shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the final inspection, Developer shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community

Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Developer shall be responsible for all costs associated with the CFD proceedings.

Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, Developer must do the following:

1) Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

2) Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) of the POA to ensure the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

3) Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"). The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

c. Direct funding. Developer shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to approval of final inspection, Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of the

operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure").

If the provisions for adequate funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure") are met prior to issuance of the building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

G.2. Landscaping Maintenance

Prior to issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for public landscaping for the Property at a high-quality service level as determined by the Parks Director by doing one of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Developer shall form or annex into a Community Facilities District (CFD) for funding the on-going costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Developer shall deposit an amount equal to the first year's taxes; and (6) the Developer shall be responsible for all costs associated with formation or annexation of the CFD.

Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, the Developer must do the following:

1. Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas that will serve the Property;

2. Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the POA of all public landscape areas that will serve the Property;

3. Make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas that will serve the Property;

4. Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

c. Direct funding. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails.

-END-

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ATTACHMENT I

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2024-_____

RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF TRACY TAKE THE FOLLOWING ACTIONS:

1. ADOPT A RESOLUTION THAT

(A) CERTIFIES AN ENVIRONMENTAL IMPACT REPORT ("EIR"), ADOPTS FINDINGS, AND ADOPTS A MITIGATION MONITORING AND REPORTING PROGRAM ("MMRP") FOR THE ANNEXATION AND DEVELOPMENT OF INDUSTRIAL BUILDINGS ON A 104.46 ACRE PROPERTY LOCATED AT 16000 WEST SCHULTE ROAD BEARING ASSESSOR'S PARCEL NUMBER 209-230-02 ("PROPERTY"), ALL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"); AND

(B) APPROVES THE SUBMITTAL OF A PETITION TO THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION ("LAFCO") FOR THE ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY ("CITY");

AND

2. ADOPT AN ORDINANCE THAT APPROVES THE PREZONING OF THE PROPERTY TO LIGHT INDUSTRIAL (M1);

AND

3. ADOPT A RESOLUTION THAT APPROVES A DEVELOPMENT REVIEW PERMIT FOR THE PROPERTY TO TAKE EFFECT ON THE FIRST DAY FOLLOWING THE EFFECTIVE DATE OF THE LAFCO'S APPROVAL OF THE ANNEXATION OF THE PROPERTY TO THE CITY.

WHEREAS, On April 24, 2019, the City received applications from the owners of the Property asking the City to submit a petition to LAFCO to annex the Property to the City of Tracy, to prezone the Property to Light Industrial (M-1) pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970, and to approve a Development Review Permit for the Property pursuant to Article 30 of Chapter 10.08 of the TMC (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Industrial uses in the City's General Plan; and

WHEREAS, to support its processing of the applications, and pursuant to the requirements of CEQA, the City conducted an environmental analysis of the proposed Project, resulting in the completion of an Environmental Impact Report bearing State Clearinghouse Number 2020080531 (the "**EIR**"); and

WHEREAS, based on the analyses in the EIR, and pursuant to the requirements of CEQA, the City also prepared certain findings pursuant to Sections 15091 and 15093 of CEQA's implementing regulations (14 Cal. Code Regs. §§ 15000—15387) (the "**CEQA Guidelines**") (the "**CEQA Findings**"), and prepared a Mitigation Monitoring and Reporting Program pursuant to Section 15097 of the CEQA Guidelines (the "**MMRP**"); and

WHEREAS, on December 4, 2024, the City's Planning Commission held a public hearing to review and consider the Project applications and all materials and evidence relating to the Project applications, including the EIR, the CEQA Findings, and the MMRP.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF TRACY:

Section 1 RECITALS. The Planning Commission hereby finds and determines the foregoing recitals are true and correct and provide an adequate basis for the actions undertaken by this resolution.

Section 2 RECOMMENDATION TO CITY COUNCIL. The Planning Commission hereby recommends that the City Council conduct a public hearing on the applications for the Project, and take the following actions:

A. Adopt a resolution to (1) certify the EIR, adopt the CEQA Findings, and adopt the MMRP, in full compliance with the requirements of CEQA for the Project; and (2) authorize the City Manager to submit a petition to LAFCo for annexation of the Property to the City of Tracy; and
B. Adopt an ordinance to prezone the Property to Light Industrial (M-1) under TMC Section 10.08.970; and
C. Adopt a resolution to approve a Development Review Permit for the Property under Article 30 of the TMC, provided that the Development Review Permit should not become effective until the first day following the effective date of LAFCo's approval of the annexation of the Property to the City of Tracy.

* * * * * * * * * * * * * *

The foregoing Resolution 2024-_____ was adopted by the Planning Commission of the City of Tracy on December 4, 2024, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTENTION: COMMISSION MEMBERS:

_____
CHAIR

ATTEST: _____
STAFF LIAISON

Date of Attestation: _____