

Wednesday, May 25, 2022, 7:00 P.M.

Tracy City Hall, 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).

IN ACCORDANCE WITH THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH GUIDELINES, UNIVERSAL MASKING INDOORS IS RECOMMENDED FOR ALL PERSONS REGARDLESS OF VACCINATION STATUS.

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 Council, 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:** 2551 907 6934 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, enter 25519076934#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 Council meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6105) 24 hours prior to the meeting.

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Council meeting shall provide an opportunity for the public to address the Council on any item within its jurisdiction before or during the Council'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 Council to conduct its business as efficiently as possible, members of the public wishing to address the Council 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 City Council 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 Council. 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 Council 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 Council to have adequate time to address the agenda 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, Council Members 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 Council. When members of the public address the Council, 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 City Council 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 City Council 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

ROLL CALL

MINUTES – 05/11/22 REGULAR MEETING

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
 - A. PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING INTRODUCTION OF AN ORDINANCE APPROVING A REZONE FROM MEDIUM DENSITY RESIDENTIAL ZONE TO CENTRAL BUSINESS DISTRICT ZONE AND APPROVAL OF A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS AND A 317 SQ. FT. ADDITION TO AN EXISTING BUILDING LOCATED AT 205 W. 9TH STREET. THE APPLICANT IS GURPREET DHALIWAL. THE PROPERTY OWNER IS SPI CAPITAL LLC. APPLICATION NUMBERS R22-0001 AND D22-0008.
 - B. A PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT FOR AN RNG FUELING FACILITY AT 2200 N. CHRISMAN ROAD - APPLICANT IS COLE MOODY AND PROPERTY OWNER IS L&C EAGLE PROPERTIES, LLC - APPLICATION NUMBERS CUP21-0007 & D21-0023.
 - C. PUBLIC HEARING TO CONSIDER APPROVAL OF A CONDITIONAL USE PERMIT AND DEVELOPMENT REVIEW PERMIT TO ALLOW THE RECONSTRUCTION OF AN EXISTING DETACHED ACCESSORY BUILDING FOR THE TRACY MEMORIAL CHAPEL AT 5 W. HIGHLAND AVENUE. APPLICANT IS JARED MURRAY AND PROPERTY OWNER IS TRACY MEMORIAL CHAPEL, LLC. APPLICATION NUMBERS CUP22-0002 AND D22-0007.

- D. PUBLIC HEARING TO CONSIDER APPROVAL OF A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS TO AN EXISTING MULTI-TENANT BUILDING AT 2796 NAGLEE RD. APPLICANT IS NORMAN WILSON AND PROPERTY OWNER IS SPP OUTPARCEL SPE, LLC, APPLICATION NUMBER D22-0010.
 - E. PUBLIC MEETING TO SOLICIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE TRACY ALLIANCE PROJECT
 - F. REPORT OF GENERAL PLAN CONSISTENCY FOR CAPITAL IMPROVEMENT PROGRAM PROJECTS FOR FISCAL YEAR 2022/2023 THROUGH FISCAL YEAR 2026/2027
-
- 2. ITEMS FROM THE AUDIENCE
 - 3. DIRECTOR'S REPORT
 - 4. ITEMS FROM THE COMMISSION
 - 5. ADJOURNMENT

Posted: May 19, 2022

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
MAY 11, 2022, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

Due to the COVID-19 emergency, the regular meeting was conducted pursuant to the provisions of the Governor's Executive Order N-29-20, which suspends certain requirements of the Ralph M. Brown Act. Residents participated remotely via email, and WebEx during the meeting.

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Hudson led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Augustus, Commissioner Boakye-Boateng, and Chair Hudson present; Vice Chair Orcutt absent. Also present were: Alan Bell, Senior Planner; Ana Contreras, Code Enforcement Manager; Alex Neicu, Police Captain; Nancy Ashjian, Assistant City Attorney; and Kellie Jones, Administrative Assistant.

MINUTES

Chair Hudson introduced the Regular Meeting Minutes from the April 13, 2022 meeting.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Commissioner Augustus to approve the April 13, 2022 Planning Commission Regular meeting minutes. A voice vote found all in favor. Passed and so ordered; 4-0-1-0.

DIRECTOR'S REPORT REGARDING THIS AGENDA

Alan Bell, Senior Planner introduced himself as representing the Director and announced Nancy Ashjian, Assistant City Attorney is attending virtually.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

- A. PUBLIC HEARING CONSIDER REVOCATION OF A CONDITIONAL USE PERMIT (CUP 14-0003) GRANTED TO LEIA'S NIGHTCLUB TO OPERATE AN EATING AND DRINKING ESTABLISHMENT THAT SERVES ALCOHOL AND PROVIDES ENTERTAINMENT AFTER 11:00 P.M. AT 2706 PAVILION PARKWAY**

Ana Contreras, Code Enforcement Manager, and Alex Neicu, Tracy Police Captain, presented the staff report.

Staff addressed questions from the Commission.

DJ Miller, Owner, addressed the Commission.

Tammy Ramirez, Owner, addressed the Commission.

Chair Hudson opened the Public Hearing at 7:38 p.m.

Phill Williams, Tracy resident, addressed the Commission.

Chair Hudson closed the Public Hearing at 7:39 p.m.

ACTION: It was moved by Commissioner Augustus and seconded by Commissioner Boakye-Boateng that the Planning Commission revoke CUP14-0003 for Leia's Nightclub located at 2706 Pavilion Parkway based on violations of the conditions of approval as cited herein and determine that the conditions under which Leia's operates is detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity, as set forth in the proposed Planning Commission Resolution prepared by staff, dated May 11, 2022 (Attachment D).

A roll call vote found Commissioner Atwal, Commissioner Augustus, Commissioner Boakye-Boateng, and Chair Hudson in favor. Vice Chair Orcutt absent. Passed and so ordered; 4-0-1-0.

2. ITEMS FROM THE AUDIENCE

None

3. DIRECTOR'S REPORT

None

4. ITEMS FROM THE COMMISSION

None

5. ADJOURNMENT

ACTION: It was moved by Commissioner Atwal and seconded by Commissioner Boakye-Boateng to adjourn.

A voice vote found all in favor. Passed and so ordered; 4-0-1-0.

Time: 7:52 p.m.

CHAIR

STAFF LIAISON

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AGENDA ITEM 1.A

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING INTRODUCTION OF AN ORDINANCE APPROVING A REZONE FROM MEDIUM DENSITY RESIDENTIAL ZONE TO CENTRAL BUSINESS DISTRICT ZONE AND APPROVAL OF A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS AND A 317 SQ. FT. ADDITION TO AN EXISTING BUILDING LOCATED AT 205 W. 9TH STREET. THE APPLICANT IS GURPREET DHALIWAL. THE PROPERTY OWNER IS SPI CAPITAL LLC. APPLICATION NUMBERS R22-0001 AND D22-0008.

DISCUSSION

On March 9, 2022, an application was submitted to rezone property located at 205 W. 9th Street from Medium Density Residential (MDR) Zone to Central Business District (CBD) Zone and for a Development Review Permit for exterior modifications and a 317 sq. ft. addition to an existing building at the same address., Assessor's Parcel Number 235-052-08, Application Numbers R22-0001 and D22-0008 (Attachment A – Location Map).

Proposed Rezone

The parcel has been used as a medical clinic by San Joaquin County for decades. The current business owner has purchased the property to open a medical practice, known as Seva Pain Institute, and has requested that that the zoning be changed from MDR to CBD to conform with the General Plan Designation of Downtown (Attachment B – Existing and Proposed Zoning, Attachment C – General Plan Land Use Designations).

The existing medical office building is a non-conforming use that was established prior to the MDR zoning. As a non-conforming use, the proposed modifications and addition to the building would require approval of a conditional use permit. However, in this case, the General Plan designation for this property is Downtown, which allows medical office uses. The MDR Zone does not conform with the General Plan designation of Downtown because the density range of the MDR Zone is lower than that required in the General Plan. In general terms, zoning must conform with the General Plan and when a conflict exists between the two, the General Plan prevails. Therefore, bringing the zoning into conformance with the General Plan, by rezoning it to CBD, would result in this medical office use no longer being a non-conforming use; it would be principally permitted. The proposed rezone of the subject property to CBD would permit the existing medical office use and be consistent with the General Plan, and a conditional use permit would no longer be required, thereby rendering the existing land use (office building), the zoning (CBD) and General Plan (Downtown) all in alignment

The surrounding lots situated within the same block as the subject property all have the same circumstance where the MDR zoning pre-dated the relatively new General Plan designation of Downtown. Future work on the General Plan update and Transit Oriented

Development Planning will review both the General Plan and zoning districts for this area.

Proposed Improvements to the Building

The applicant is proposing exterior modifications and construction of a 317 sq. ft. addition to an existing building, which pursuant to the Tracy Municipal Code, requires approval of a Development Review Permit. The expansion and exterior modifications are intended to increase the lobby/waiting area for patients and modernize the architecture of the building while remaining compatible with the residential character of adjacent parcels (Attachment D – Site Plan, Floor Plan, and Elevations).

Seva Pain Institute operated for three years at 1530 Bessie Ave. and is moving to 205 W. 9th St. to accommodate the growing practice. The 317 sq. ft. addition will be located on the south end of the existing building facing towards 9th Street. According to the applicant, the Seva Pain Institute is a pain medicine practice that specializes in Platelet-rich plasma and stem cell therapies. The practice will have four exam rooms and two procedure rooms. The proposed exterior modifications consist of wood composite siding, existing brick veneer painted Olympus white, and new storefront windows.

The proposed exterior modifications and addition to the existing building would be consistent with the City of Tracy Design Goals and Standards and be compatible with buildings in the surrounding area because the architecture incorporates desirable elements such as a mix of complementary building materials and colors, variation in façade depth, ample use of windows, and a hip roof design.

Environmental Document

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183, no further environmental assessment is required because the proposed rezone is consistent with the General Plan designation of Downtown, which was previously studied by the General Plan Environmental Impact Report (EIR), certified February 1, 2011. Additionally, the proposed exterior modification and addition to the existing building are categorically exempt from the California Environmental Quality Act (CEQA) requirements pursuant to CEQA Guidelines Section 15301, which pertains to minor alterations and additions to existing facilities.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take the following actions, as stated in the Planning Commission Resolution dated May 25, 2022 (Attachment D: Planning Commission Resolution):

- Introduce and adopt an ordinance to rezone 205 W. 9th St., from Medium Density Residential Zone to Central Business District Zone, Application Number R22-0001; and
- Approve a Development Review Permit for exterior modifications and a 317 sq. ft. addition to an existing building at 205 W. 9th St., Application Number D22-0008.

RECOMMENDED MOTIONS

1. Move that the Planning Commission recommend that the City Council introduce and adopt an ordinance to rezone 205 W. 9th St., from Medium Density Residential Zone to Central Business District Zone, Application Number R22-0001, as stated in the Planning Commission Resolution dated May 25, 2022.
2. Move that the Planning Commission recommend that the City Council approve a Development Review Permit for exterior modifications and a 317 sq. ft. addition to an existing building at 205 W. 9th St., Application Number D22-0008.

Prepared by Kenny Lipich, Assistant Planner

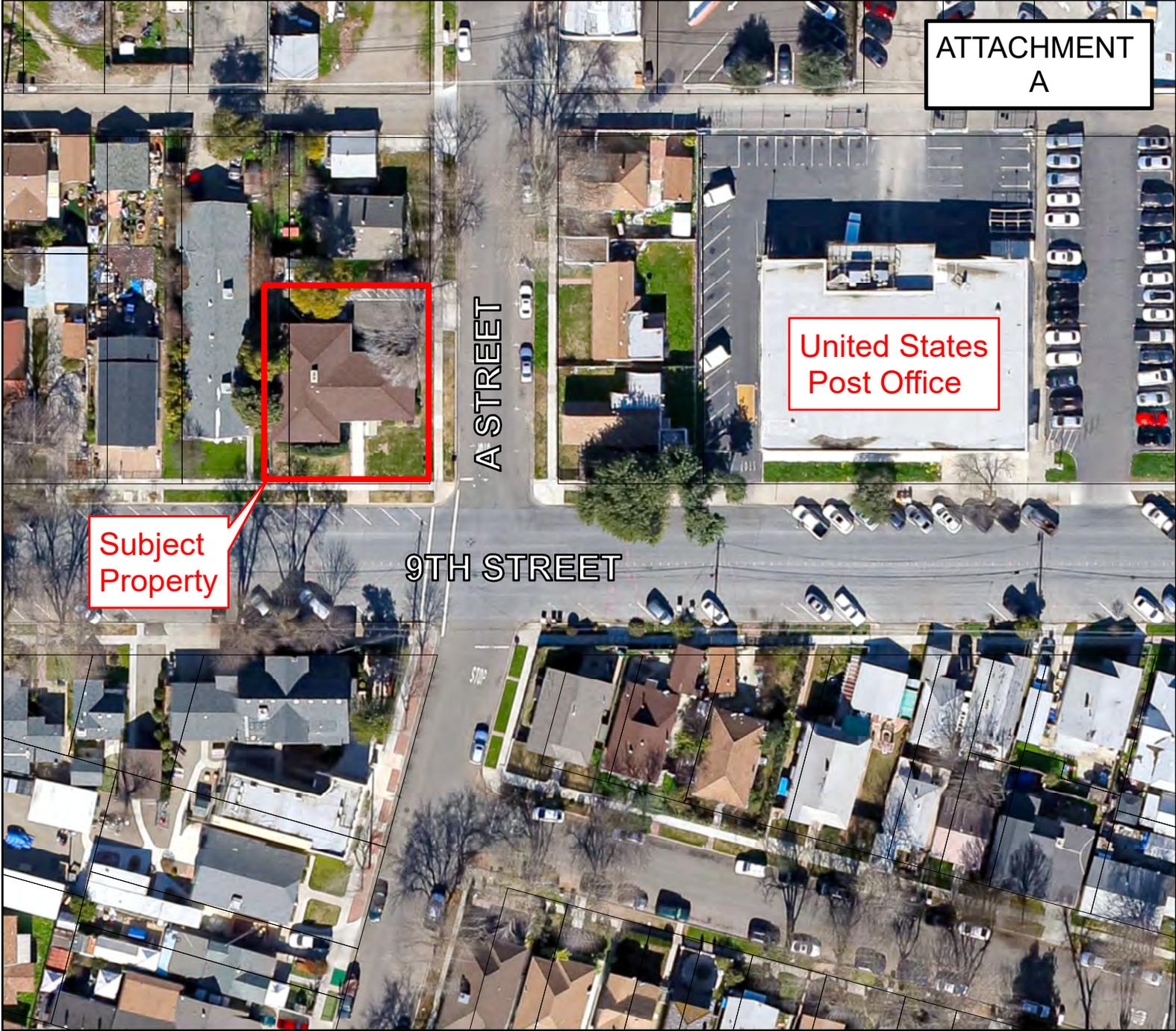
Reviewed by Scott Claar, Senior Planner

Approved by Bill Dean, Interim Development Services Director

ATTACHMENTS

- A: Location Map
- B: Existing and Proposed Zoning
- C: Existing General Plan Land Use Designations
- D: Site Plan, Floor Plan, Elevations
- E: Planning Commission Resolution

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Subject
Property

United States
Post Office

9TH STREET

A STREET



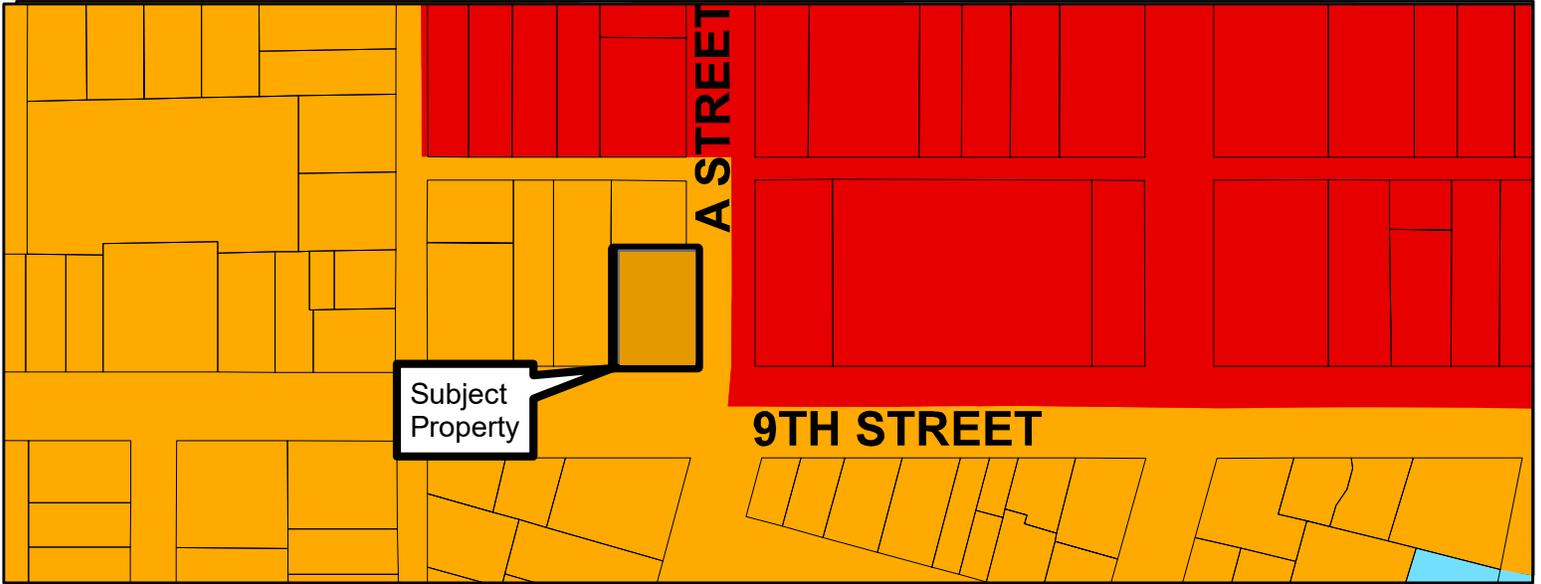
Think Inside the Triangle™



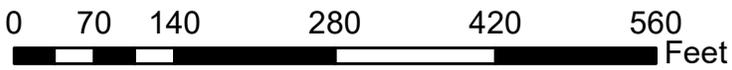
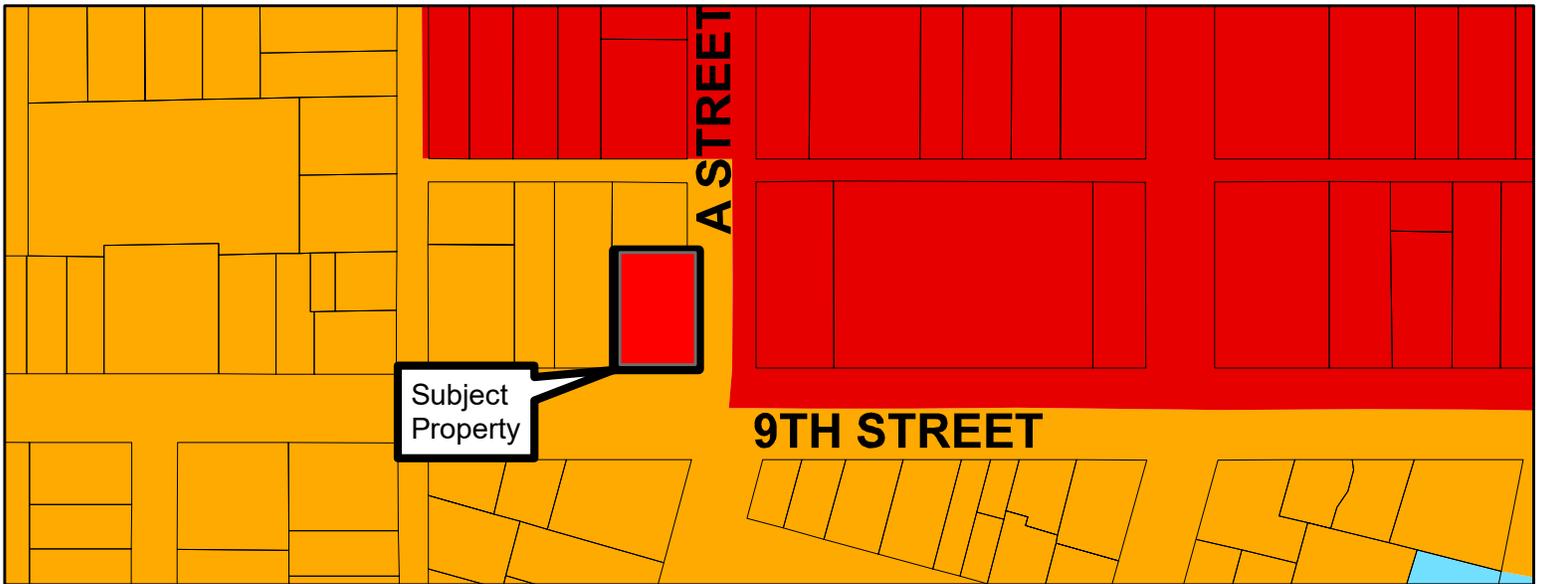
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Zoning Districts

Existing Zoning



Proposed Zoning



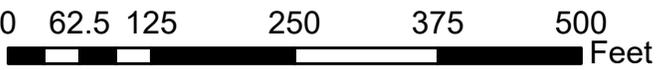
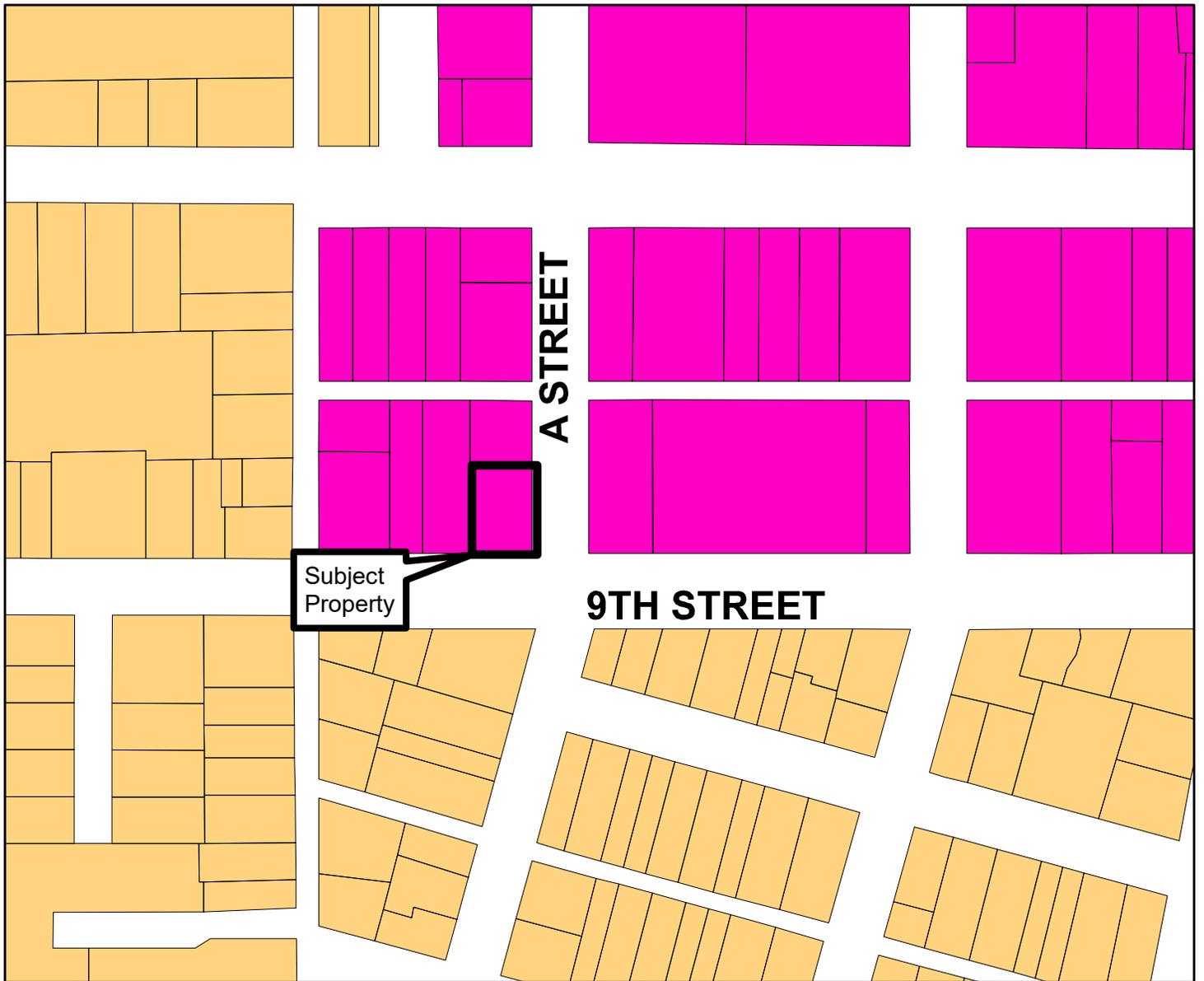
LEGEND

-  MEDIUM DENSITY RESIDENTIAL
-  CENTRAL BUSINESS DISTRICT



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Existing



LEGEND

-  RESIDENTIAL MEDIUM
-  DOWNTOWN



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RECEIVED
April 25, 2022
City of Tracy
Development Services



SOUTH



SOUTH EAST CORNER

SHEET INDEX

- DD.01 TITLE SHEET
- DD.02 SITE PLAN
- DD.03 FLOOR PLAN
- DD.04 EXTERIOR ELEVATIONS
- DD.05 SECTION, ROOF PLAN
- DD.06 COLORED EXTERIOR ELEVATIONS
- L1 IRRIGATION PLAN
- L2 PLANTING PLAN

PROJECT INFO

Previous Use: BUSINESS USE
Proposed Use: BUSINESS USE
Occupancy: B
Construction Type: V-N
Occupancy Load:
Exits Required: 2
Sprinklered: NO
Exist. Footprint: 2,171 SQ. FT.
Proposed Footprint Addition: 317 SQ. FT.
Proposed New Non-Conditioned: 0 SQ. FT.
Total Footprint: 2,488 SQ. FT.
A.P.N.: 235-052-080-000
Zoning: MDR

SCOPE OF WORK

Substructure: NEW FOUNDATION FOR ADDITION
Shell: NEW EXTERIOR WALLS AT ADDITION, NEW WINDOWS/DOORS, SIDING
Interiors: FINISHES, CABINETRY AND BUILT-INS AS SHOWN
Services: NEW PLUMBING FIXTURES, HVAC, ELECTRICAL & PANEL UPGRADE
Equip/Furns: NA
Spec. Const./Demo: DEMO EXIST EXTER WALL, INTERIOR NON-STRUCTURAL WALLS, DEMO ALL (E) UTILITIES
Sitework: NEW CONC. WALK AND ACCESSIBLE RAMPS, RAISED PLANTERS



NORMAN H. SMITH ARCHITECT



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(916) 337-3750
email: nhsarchitect@gmail.com

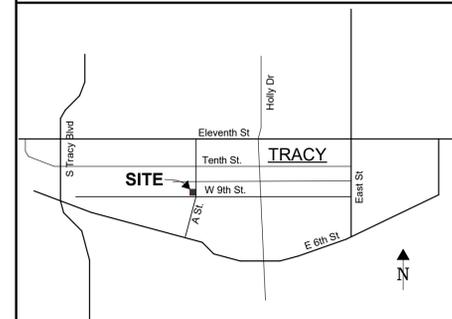
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CONTRACTOR/DESIGN BUILDER

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	DESCRIPTION
1		

VICINITY MAP



An Addition and Tenant Improvement for
GURPREET DHALIWAL, M.D.
205 W 9th St, Tracy, CA

Project Date:	5/4/2022
Scale:	AS NOTED
Drawn by:	
Approved by:	
Project No.:	#
Plotted On:	5/4/2022
Project Status:	DESIGN REVIEW N F C
Sheet No.	

DD.01

TITLE SHEET



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REVISIONS

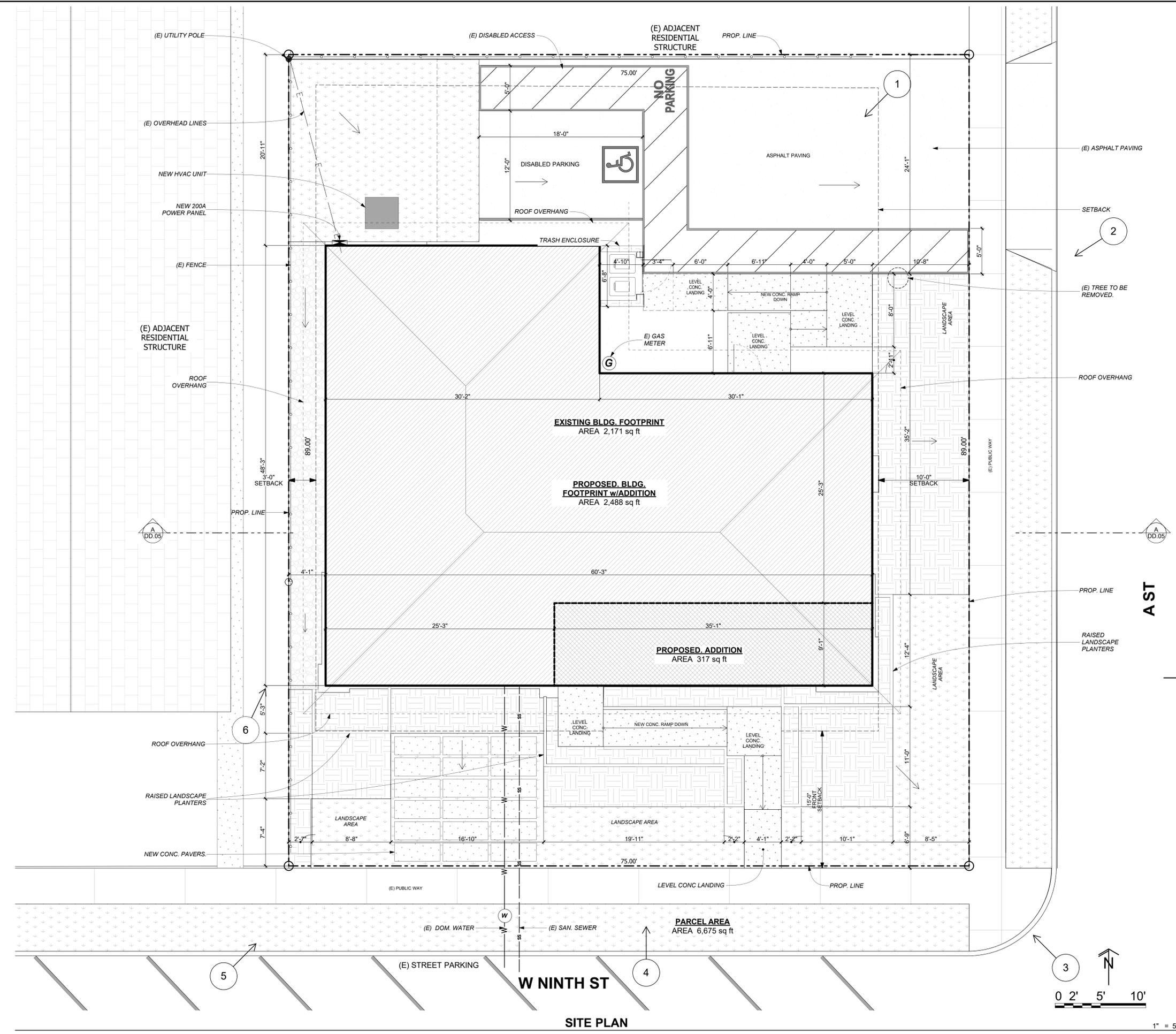
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An Addition and Tenent Improvement for
GURPREET DHALIWAL, M.D.
205 W 9th St, Tracy, CA

Project Date: 5/4/2022
Scale: AS NOTED
Drawn by:
Approved by:
Project No.: #
Plotted On: 5/4/2022
Project Status: DESIGN REVIEW N F C
Sheet No.

DD.02

SITE PLAN

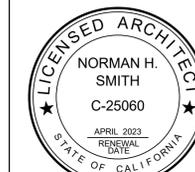


SITE PLAN

1" = 5'



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REVISIONS

NO.	DATE	DESCRIPTION
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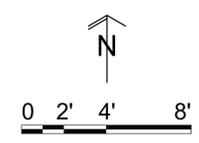
NO. DATE DESCRIPTION



ADDITION
AREA 317 sq ft
TOTAL FOOTPRINT
AREA 2,488 sq ft

WALL LEGEND

	EXIST. EXTERIOR WALLS TO REMAIN
	NEW INTERIOR FIRERATED WALL
	NEW FULL HT. INTERIOR WALL
	NEW FULL HT. EXTERIOR WALL



FLOOR PLAN

1/4" = 1'-0"

An Addition and Tenant Improvement for

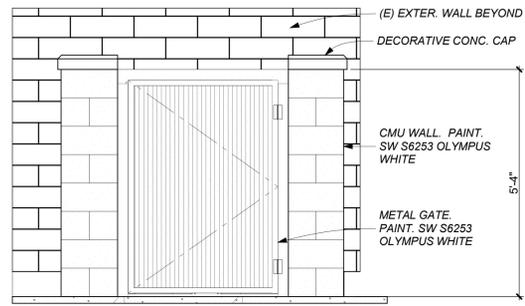
GURPREET DHALIWAL, M.D.

205 W 9th St, Tracy, CA

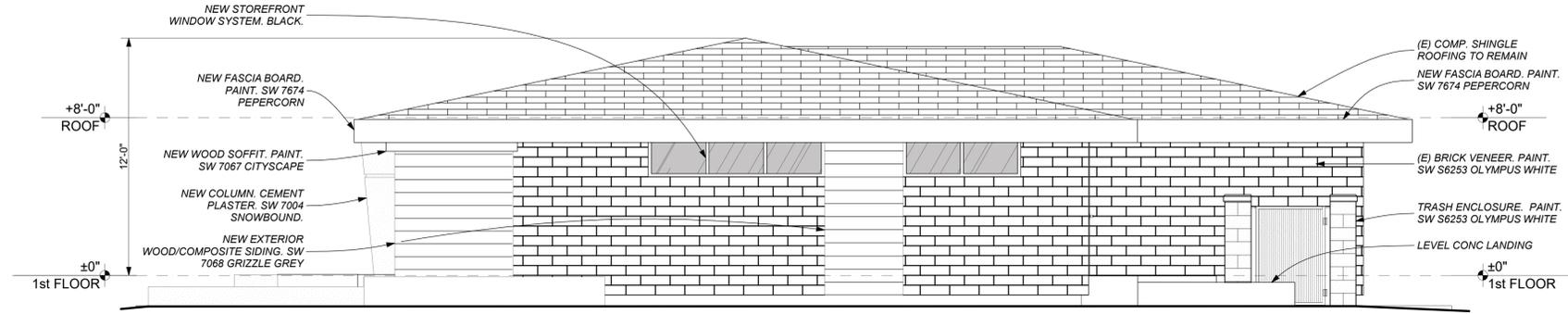
Project Date:	5/4/2022
Scale:	AS NOTED
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Approved by:	
Project No.:	#
Plotted On:	5/4/2022
Project Status:	DESIGN REVIEW N F C
Sheet No.	

DD.03

FLOOR PLAN



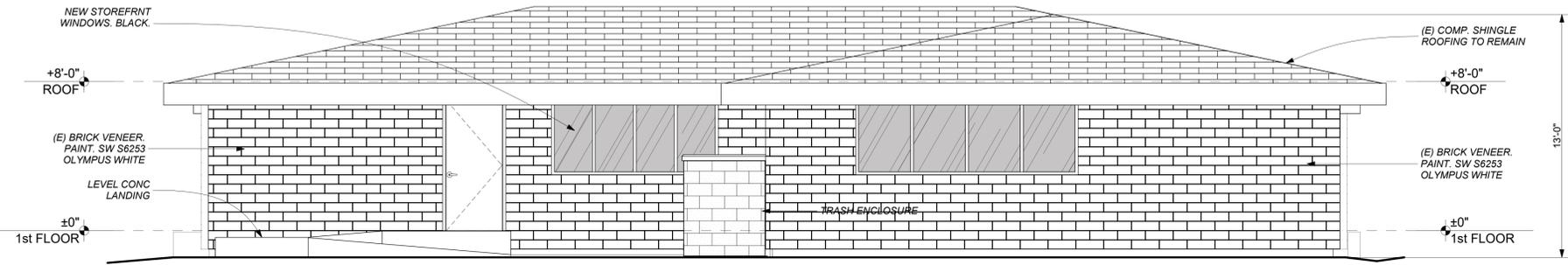
TRASH ENCLOSURE ELEVATION 1/2" = 1'-0"



EAST ELEVATION

E

1/4" = 1'-0"



NORTH ELEVATION

N

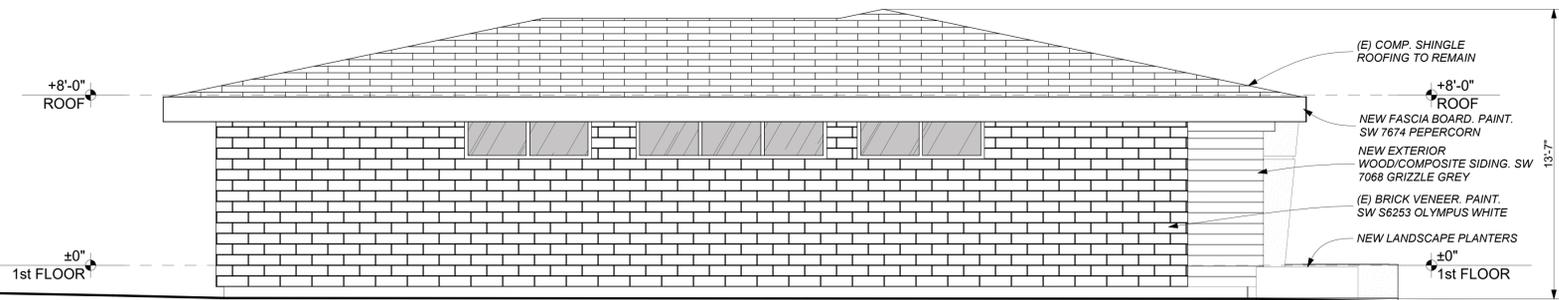
1/4" = 1'-0"



SOUTH ELEVATION

S

1/4" = 1'-0"



WEST ELEVATION

W

1/4" = 1'-0"



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CONTRACTOR/DESIGN BUILDER

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

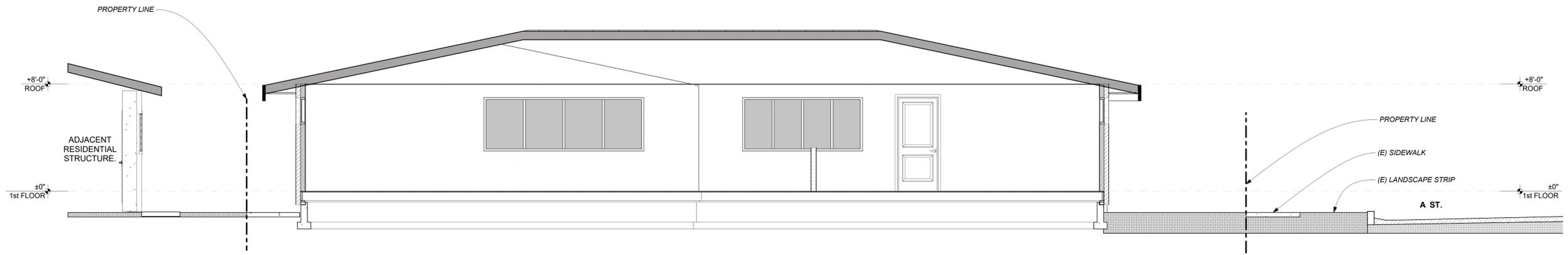
NO.	DATE	DESCRIPTION
1		
2		
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9		
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An Addition and Tenant Improvement for
GURPREET DHALIWAL, M.D.
205 W 9th St, Tracy, CA

Project Date: 5/4/2022
Scale: AS NOTED
Drawn by:
Approved by:
Project No.: #
Plotted On: 5/4/2022
Project Status: DESIGN REVIEW N F C
Sheet No.

DD.04

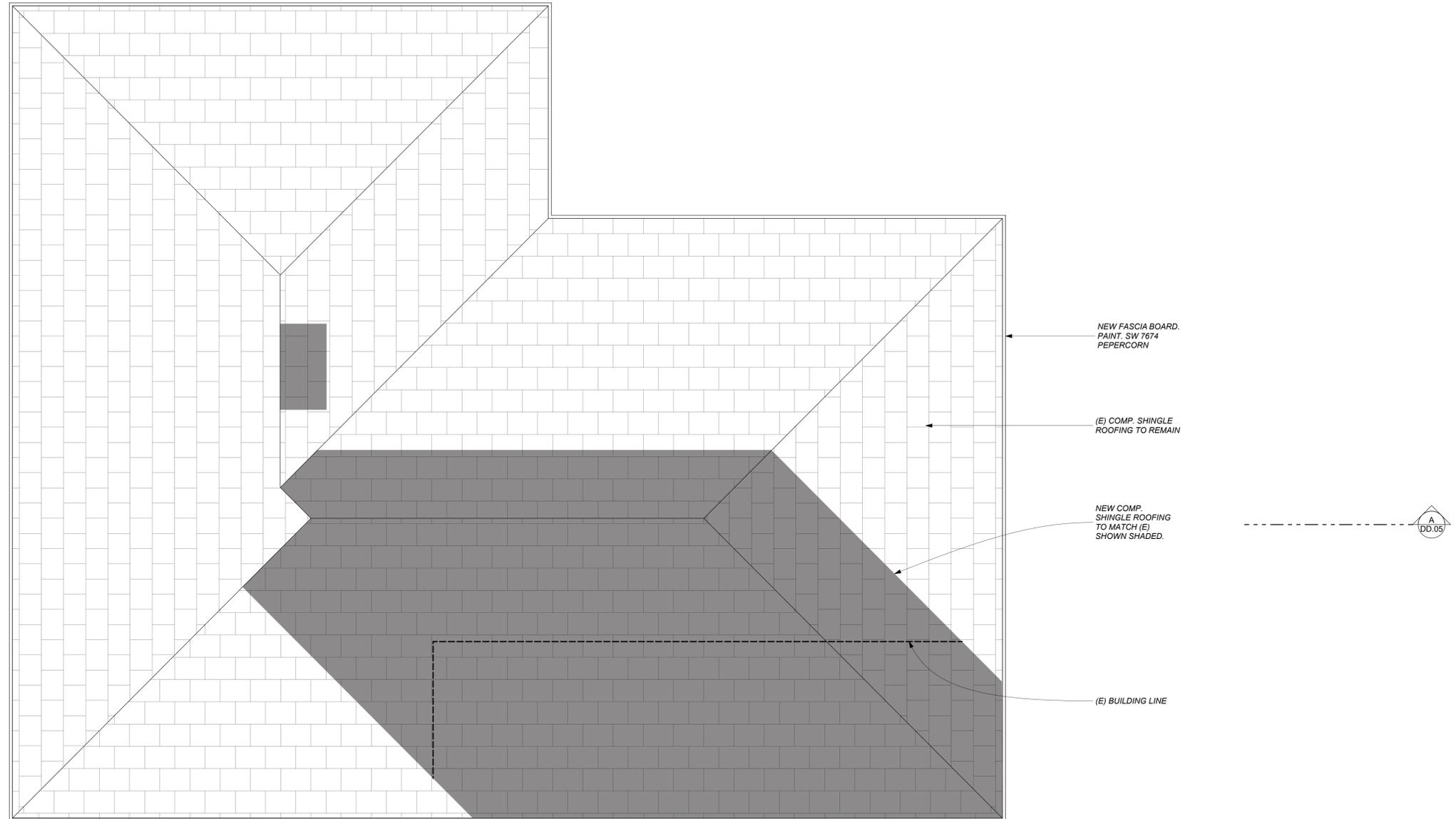
EXTERIOR ELEVATIONS



1/4" = 1'-0"

SITE SECTION

A



ROOF PLAN- PROPOSED

1/4" = 1'-0"



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1		

An Addition and Tenant Improvement for
GURPREET DHALIWAL, M.D.
205 W 9th St, Tracy, CA

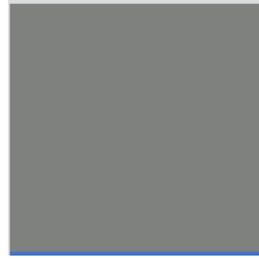
Project Date:	5/4/2022
Scale:	AS NOTED
Drawn by:	
Approved by:	
Project No.:	#
Plotted On:	5/4/2022
Project Status:	DESIGN REVIEW N F C
Sheet No.	

DD.05

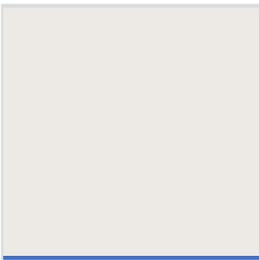
SECTION, ROOF PLAN



SW 7674 PEPERCORN



SW 7067 CITYSCAPE



SW 7004 SNOWBOUND



SW 6253 OLYMPUS WHITE



SW 7068 GRIZZLE GREY



EAST ELEVATION

EP



NORTH ELEVATION

NP



SOUTH ELEVATION

SP



WEST ELEVATION

WP



NORMAN H. SMITH ARCHITECT



P.O. BOX 934
ROCKLIN, CA 95677
(916) 337-3750
email: nhsarchitect@gmail.com

These drawings are instruments of service and are the property of Norman H. Smith Architect. All designs and other information on the drawings are for the use on the specified project and shall not be used otherwise without the expressed written permission of Norman H. Smith Architect.

CONTRACTOR/DESIGN BUILDER

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE	DESCRIPTION
1		

An Addition and Tenant Improvement for
GURPREET DHALIWAL, M.D.
205 W 9th St, Tracy, CA

Project Date: 5/4/2022
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Sheet No.

DD.06

COLORED EXTERIOR ELEVATIONS



Linda Fish
Landscape Architect
fishlandscape@sbcglobal.net
(209) 656-7177
PLA #4346

Irrigation Plan

Gurpreet Dhaliwal, M.D.
Medical Office

205 W. 9th St.
Tracy, CA

Scale: 1"=10'-0"
Date: 12-28-21
Drawn: LF
Sheet Number:

L1

Project Information:

Project Contact: Dr. Gurpreet Dhaliwal
gdhaliwal@sevepain.com
Project Type: New, private
Landscape Area: 2,754 sf
Water Supply: Potable water, City of Tracy
Landscape Document Package:
1. Project Information (this box)
2. Water Efficient Landscape Worksheet (sheet L1)
3. Soil Management Report (provided by Landscape Contractor, see Planting Notes, sheet L2)
4. Landscape Design Plan (Planting Plan, sheet L2)
5. Irrigation Design Plan (Irrigation Plan, sheet L1)
Applicant Compliance Statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package".

Applicant Signature: _____ Date: 12-28-21

Irrigation Schedule:

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	Days											
	Usage (gal.)											
Trees	0/0	1/5	1/5	2/5	2/5	2/5	2/5	2/5	2/5	1/5	1/5	0/0
Valves 1	0	100	100	200	200	200	200	200	200	100	100	0
Shrubs	0/0	1/10	1/15	2/20	2/20	2/20	2/20	2/20	2/20	1/15	1/10	0/0
Valves 2-3	0	504	735	2,014	2,014	2,014	2,014	2,014	2,014	735	504	0

Water Efficient Landscape Worksheet:

Reference Eto: 49.7

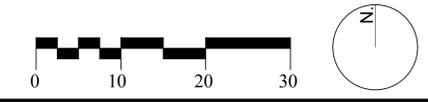
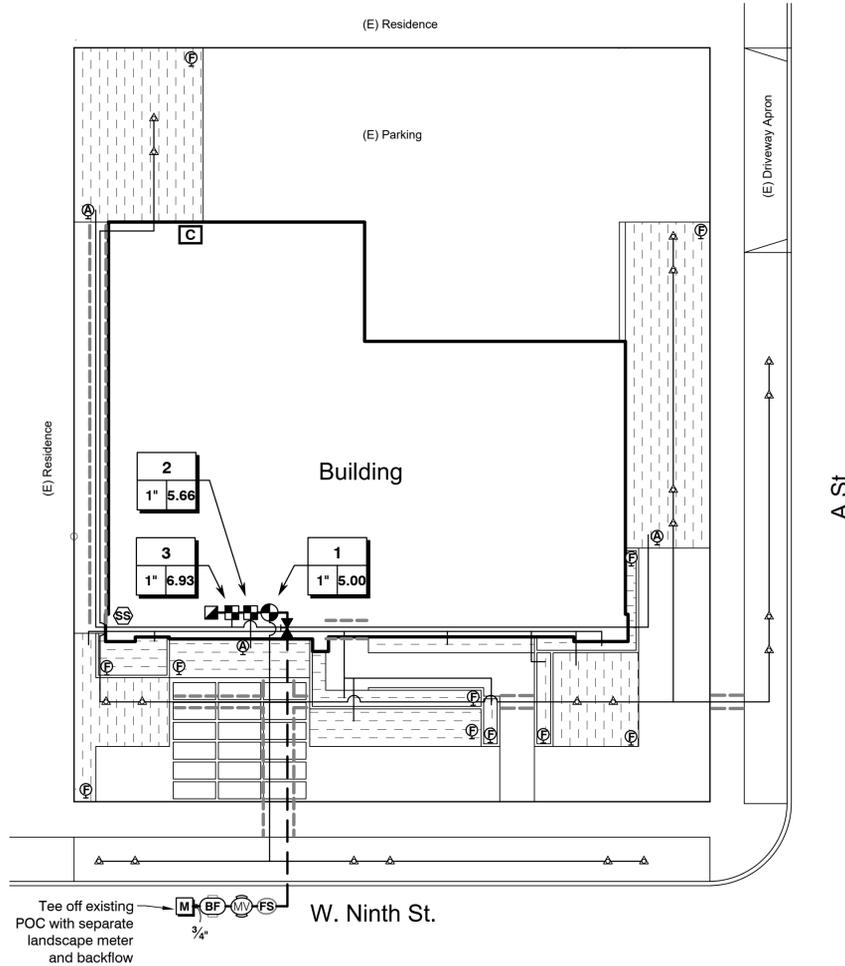
Hydrozone# /Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Est. Total Water Use (ETWU)
Regular Landscape Areas							
Trees Valves 1	.5	Bubbler	.81	.62	120 <small>12 sf per tree</small>	74	2,225
Shrubs Valves 2-3	.3	Drip	.81	.37	1,129	418	12,569
*Unplanted Landscape	None	None	0	0	1,505	0	0
*Unplanted Landscape includes artificial turf areas and gravel areas.					Totals	2,754	14,794
Special Landscape Areas							
None	None	None	None	None	None	None	None
					Totals	0	0
ETAF Calculations							ETWU Total
Total ETAF x Area	492						14,794
Total Area	2,754						Maximum Allowed Water Allowance (MAWA) (Eto)(.62)((.45xLA)+(.55xSLA))
Average ETAF	.18						37,266

Irrigation Notes:

- Before beginning work, Contractor shall inspect the site. If any conditions exist that differ from what is shown on the plans and will affect the Contractor's work, notify the Owner or Landscape Architect immediately.
- The static water pressure is assumed to be 60 psi. This irrigation system is based on a designed minimum of 55 psi and 7 gpm, before the backflow. Prior to irrigation installation, ensure that gpm and psi requirements are met. If there is insufficient of either, contact the Landscape Architect immediately.
- Install all irrigation equipment in accordance with manufacturer's specifications and City of Tracy standards.
- Piping layout is diagrammatic. Irrigation equipment shown in paved areas are for legibility only and are to be installed in planting areas (except for sleeves).
- Tree bubblers are to be installed 2 per tree, see detail sheet L3.
- All irrigation pipes under paving must be sleeved. Sleeves are only shown diagrammatically on the plan, and more may be needed than shown. All mainline pipes and control wires under paving are to be installed in separate sleeves. Contractor is responsible to coordinate with other contractors to locate and install pipe sleeves under paving. All sleeves are to be 2x the diameter of the pipe within the sleeve.
- The Rainbird dripline is to be installed 3" below the soil surface for shrub areas.
- The irrigation controller must be programmed within the days and hours established by any water conservation program adopted by the City of Tracy.
- The Contractor is responsible to create accurate, scaled, as-built drawing of the entire irrigation system. Three copies of the as-built drawings are to be given to the Owner before the project is complete.
- The Contractor is responsible to work with the Owner and Landscape Architect to create a maintenance schedule and complete the Certificate of Completion and Certificate of Installation in compliance with the Model Water Efficient Landscape Ordinance.
- Contractor to install automatic irrigation per these plans. Any discrepancies are to be brought to the attention of the Landscape Architect. Contractor is responsible for the successful, full operation of the irrigation system.
- Contractor to review controller selection and controller and location with Owner.
- An irrigation audit shall be completed by a Certified Landscape Irrigation Auditor after installation per the State Model Water Efficient Landscape Ordinance. The audit shall be provided to the City of Tracy Planning Division for review and approval.

Irrigation Legend:

SYMBOL	MANUFACTURER/MODEL
▲	Rain Bird RWS-M-B-C, .25gpm ea. (2 per tree)
■	Rain Bird XCZ-100-PRF Medium Flow Drip Control Kit, 1" DV valve, 1" pressure regulating filter, 40psi pressure regulator. 3gpm - 15gpm.
⊕	Rain Bird MDCFCAP Flush Valve
⊖	Rain Bird ARV050 Air Relief Valve
▨	Area to Receive Dripline - Shrub Areas Rain Bird XFS-06-12 XFS Sub-Surface Pressure Compensating Dripline w/Copper Shield Technology, 0.6 GPH emitters at 12" O.C. Laterals spaced at 12' apart, with emitters offset for triangular pattern.
⊙	Rain Bird PEB 1"
⊞	Rain Bird 44-LRC Quick Coupling Valve
⊗	Nibco T-113-LF Gate Valve, Line Size
⊕	Febco 825Y 3/4" Reduced Pressure Backflow Preventer
⊞	Hunter IC-600-M Modular Controller, 12 stations, Outdoor Model, Metal Cabinet.
⊞	Hunter Solar-Sync Wireless Solar, rain freeze sensor with outdoor interface, connects to Controller, install on southwest corner of building.
⊕	Rain Bird FS-100-B 1" Flow Sensor
⊞	Water Meter 3/4"
—	Irrigation Lateral Line: PVC Schedule 40
---	Irrigation Mainline: PVC Schedule 40
----	Pipe Sleeve: PVC Class 200 SDR 21





Revisions:

Linda Fish
Landscape Architect
fishlandscape@sbcglobal.net
(209) 656-7177
PLA #4346

Planting Plan

Gurpreet Dhaliwal, M.D.
Medical Office

205 W. 9th St.
Tracy, CA

Scale: 1"=10'-0"
Date: 12-28-21
Drawn: LF
Sheet Number:

L2

Reference Notes Schedule:

SYMBOL	DESCRIPTION
1	Existing tree to remain, protect in place.
2	New raised planter, see Architectural plans.
3	Install gravel on west side yard. Install gravel approximately 4" deep to cover entire area as shown on plan. To install, excavate soil as needed, without disturbing roots of existing tree. Line area with landscape fabric (not sheet plastic), overlapping seams by 6" and secure with U-pins every 2' in all directions. Fill area with gravel and ensure that all fabric is covered completely. Owner is to approve gravel sample prior to purchase and installation.
4	Edge all artificial turf areas and gravel areas with landscape edging. Use Permaloc aluminum edging in bronze color, or equal.
5	Install 18 concrete pavers where shown on plan. Each paver is to be 2' x 5' and formed in place. Pavers are to be 4" apart in all directions, including from the sidewalk. Center the pavers on the center of the wall of the building. If needed, adjust the size of the pavers or the size of the area between them, but all dimensions are to remain equal if adjustments are made. Owner to approve forms prior to concrete installation. Artificial turf is to be placed between pavers to merge seamlessly with artificial turf areas on each side of paver area.
6	Furnish and install black LED uprights, two at the base of each Japanese Maple where shown on plan, 8 total. Wire and install per manufacturer's instructions. Owner to approve light fixtures and locations prior to purchase and installation.

Planting Legend:

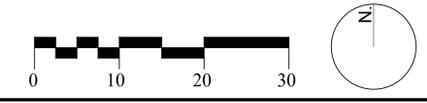
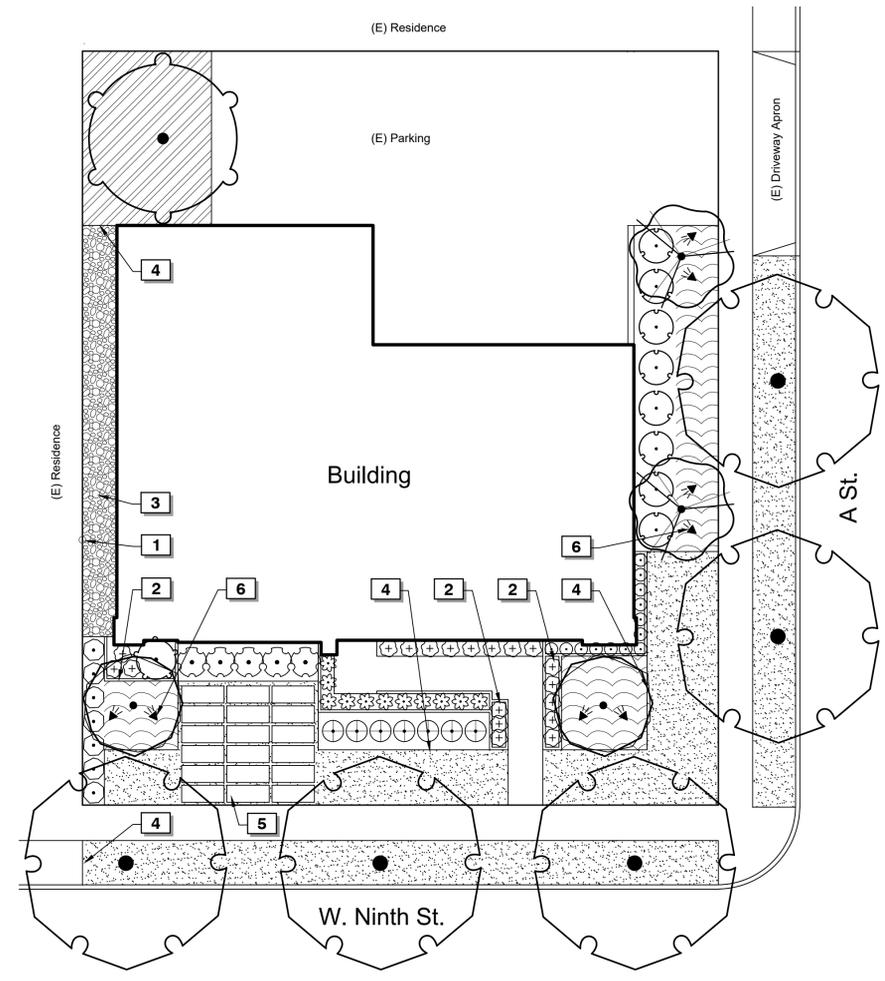
TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	<i>Acer palmatum</i>	Multi-trunk Japanese Maple	36" Box	per plan	M	2
	<i>Acer palmatum</i>	Multi-trunk Japanese Maple	48" Box	per plan	M	2
	<i>Acer rubrum</i> 'Frank Jr.' TM	Redpointe Red Maple	24" Box	per plan	M	1
	<i>Pistacia chinensis</i> 'Keith Davey'	Keith Davey Chinese Pistache	24" Box	per plan	L	5

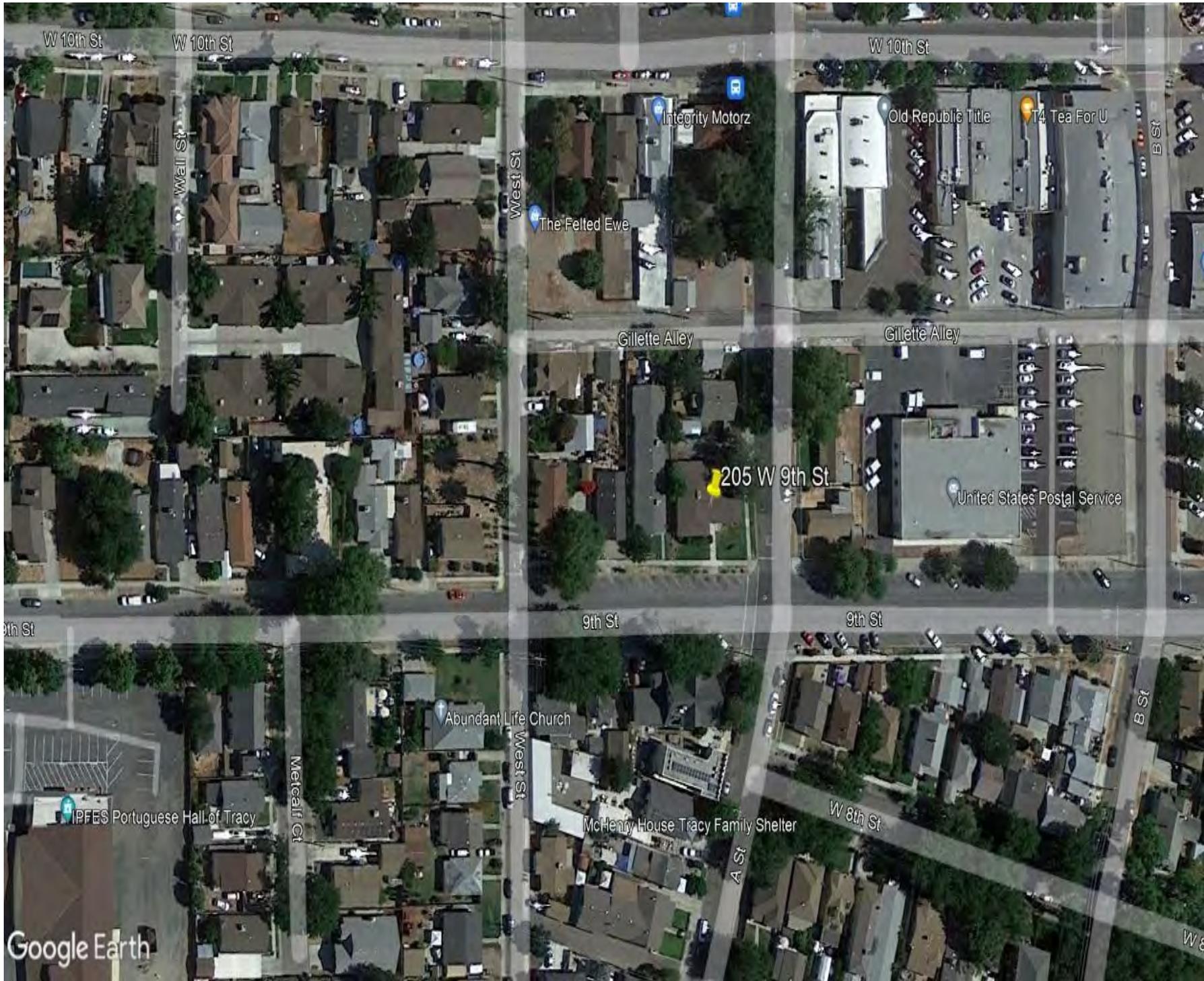
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	<i>Arbutus unedo</i> 'Compacta'	Dwarf Strawberry Tree	5 gal.	6'	L	1
	<i>Callistemon viminalis</i> 'Little John'	Little John Weeping Bottlebrush	5 gal.	4'	L	5
	<i>Carex tumulicola</i>	Berkeley Sedge	1 gal.	2'	L	13
	<i>Dianella revoluta</i> 'DR5000' TM	Little Rev Flax Lily	1 gal.	2.5'	L	19
	<i>Hesperaloe parviflora</i> 'Perpa' TM	Brakelights Red Yucca	1 gal.	2.5'	L	11
	<i>Myrsine africana</i>	African Boxwood	5 gal.	3'	L	7
	<i>Salvia greggii</i> 'Furmans Red'	Furman's Red Autumn Sage	1 gal.	3'	L	7
	<i>Xylosma congestum</i> 'Compacta'	Compact Xylosma	5 gal.	4.5'	L	8

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	<i>Juniperus procumbens</i> 'Nana'	Shore Juniper	1 gal.	3'	L	45
	<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape	1 gal.	4'	L	21
	Artificial Turf					1,310 sf
	Gravel Area					195 sf

Planting Notes:

- Before beginning work, Contractor shall inspect the site. If any conditions existing that differ from what is shown on the plans and will affect Contractor's work, notify the owner or Landscape Architect immediately.
- When fine grading, Contractor is to be sure that water cannot pool against buildings or fences.
- The Contractor shall furnish the City and Owner with a landscape soils report from A&L Western Lab in Modesto (209) 529-4080, or equal. The Contractor is to follow the recommendations in accordance with the Model Water Efficiency Landscape Ordinance. All landscape areas are to be amended with compost (4 yards per 1,000 square feet) before planting. Rototill all planting areas at least 6" deep. Soil amendments and fertilizer shall be based on the soil fertility test and the recommendations from the reputable soil testing laboratory.
- Wherever the center of trees are within 5' of a curb or paved surface, root barriers are to be used at back of paving. The root barrier is to be installed linear against the curb or paved surface at 1" below adjacent finished grades. The gap between the barrier and paved surface shall be backfilled with soil. Use 4 24" DeepRoot panels at each paved surface.
- Contractor to submit 2 photos of each plant (photo of entire plant, plus close-up of plant tag) to the Landscape Architect for approval prior to installation.
- Weed and weed seeds, both existing and potential, are to be addressed at all planting areas. Contractor to use a pre-emergent herbicide throughout the entire project area. All additives and herbicides selected must be safe for animals and young children. If any concerns arise, Contractor is to bring them to the attention of the Landscape Architect or Owner.
- Furnish and install artificial turf where shown on plans, including parkways. Provide Owner with artificial turf sample to approve prior to purchase or installation of material. Provide 24" diameter tree wells for each of the 5 new street trees are to be planted in the parkways with artificial turf. Artificial turf is to be edged neatly where it meets planting areas with Permaloc aluminum edging, in bronze color, or equal.
- Place 3" of natural brown bark chip mulch in all planting areas, as well as the bark only area (future building site). Replenish the mulch at the end of the maintenance period so that there it is at least 3" deep. Bark mulch samples must be approved by Owner and Landscape Architect prior to purchase or installation.
- All plant material is to be of the highest quality, in healthy condition, and of a size expected of the species and container size.
- Contractor to verify quantities listed. Plant quantities are provided as a convenience only. If there is a discrepancy between the quantities provided and what is shown on the plans, then Contractor is to refer to the plans.
- Add OMR - certified fertilizer tablets to each tree or shrub when planting in the following quantities:
1 gallon - 1 tablet, 5 gallon - 3 tablets, 15 gallon - 5 tablets, 24" box - 10 tablets, 36" box - 15 tablets
- The backfill mix for tree and shrub pits must use the following: 1 part compost to 2 parts native soil.
- Contractor is to maintain all landscape work for 60 days after the landscape has been accepted by the City of Tracy.
- All work is to be guaranteed by the installing Contractor for one (1) full calendar year after acceptance by Owner unless specified otherwise.





**NORMAN H. SMITH
ARCHITECT**

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95677-0934

(916) 337-3750

email: nhsarchitect@gmail.com

PROJECT NAME: GURPREET DHALIWA, M.D.

LOCATION: 205 W 9th St, Tracy, CA

SHEET TITLE: ARIAL PHOTO

DATE: 5/4/2022

DR-2



1- NORTHEAST REAR OF BUILDING



2-NORTHEAST SIDE

SEE DD.01 FOR PHOTO LOCATIONS



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email: nhsarchitect@gmail.com

PROJECT NAME GURPREET DHALIWAL, M.D.
LOCATION 205 W 9th St, Tracy, CA
SHEET TITLE PHOTOS 1 & 2
DATE: 5/4/2022

DR-3



3-SOUTHEAST CORNER



4- SOUTH FRONT

SEE DD.01 FOR
PHOTO LOCATIONS



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(916) 337-3750
email: nhsarchitect@gmail.com

PROJECT NAME GURPREET DHALIWAL, M.D.
LOCATION 205 W 9th St, Tracy, CA
SHEET TITLE PHOTOS 3 & 4
DATE: 5/4/2022

DR-4



5- NORTHWEST



6-WEST WALL

SEE DD.01 FOR
PHOTO LOCATIONS



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(916) 337-3750
email: nhsarchitect@gmail.com

PROJECT NAME GURPREET DHALIWAL, M.D.
LOCATION 205 W 9th St, Tracy, CA
SHEET TITLE PHOTOS 5 & 6
DATE: 5/4/2022

DR-5

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TRACY PLANNING COMMISSION

RESOLUTION NO. _____

RECOMMENDING THAT THE CITY COUNCIL INTRODUCE AND ADOPT AN ORDINANCE APPROVING A REZONE FROM MEDIUM DENSITY RESIDENTIAL ZONE TO CENTRAL BUSINESS DISTRICT ZONE AND APPROVE A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS AND A 317 SQ. FT. ADDITION TO AN EXISTING BUILDING LOCATED AT 205 W. 9TH STREET, APPLICATION NUMBERS R22-0001 AND D22-0008.

WHEREAS, An application was submitted for a rezone from Medium Density Residential Zone to Central Business District Zone; and

WHEREAS, The applicant for the rezoning also submitted a Development Review Permit for exterior modifications and a 317 sq. ft. addition to an existing building located at 205 W. 9th St. Application Numbers R22-0001 and D22-0008; and

WHEREAS, The subject property located at 205 W. 9th St. is situated on the northwest corner of 9th and A St. with the existing zoning of Medium Density Residential and a General Plan designation of Downtown; and

WHEREAS, The Medium Density Residential Zone is not consistent with the General Plan designation of Downtown; and

WHEREAS, The proposed rezoning to Central Business District would bring the zoning into conformance with the General Plan; and

WHEREAS, The proposed exterior modifications and addition to the existing building would be consistent with the City of Tracy Design Goals and Standards and be compatible with buildings in the surrounding area because the architecture incorporates desirable elements such as a mix of complementary building materials and colors, variation in façade depth, ample use of windows, and a hip roof design; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183, no further environmental assessment is required because the proposed rezone is consistent with the General Plan designation of Downtown, which was previously studied by the General Plan Environmental Impact Report (EIR), certified February 1, 2011.

WHEREAS, The proposed exterior modification and addition to the existing building are categorically exempt from the California Environmental Quality Act (CEQA) requirements

pursuant to CEQA Guidelines Section 15301, which pertains to minor alterations and additions to existing facilities; and

WHEREAS, On May 25, 2022, the Planning Commission conducted a duly noticed public hearing to consider the proposed rezone and Development Review Permit; now, therefore, be it

RESOLVED: That the Planning Commission recommends that the City Council adopt an ordinance approving a rezone of the property located at 205 W. 9th St. from Medium Density Residential Zone to Central Business District Zone, Application Number R22-0001, as shown in Exhibit "1"; and

FUTHER RESOLVED: That the Planning Commission approve a Development Review Permit for exterior modifications and a 317 sq. ft. addition to an existing building at 205 W. 9th St., Application Number D22-0008, subject to the conditions contained in Exhibit "2" and based on 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 as the proposed exterior modifications and addition to the existing building would be consistent with the City of Tracy Design Goals and Standards and be compatible with buildings in the surrounding area because the architecture incorporates desirable elements such as a mix of complementary building materials and colors, variation in façade depth, ample use of windows, and a hip roof design.
- b. The rezone to Central Business District would bring the zoning of the site into conformance with the City of Tracy General Plan designation of Downtown, which allows medical office uses. Therefore, the proposal conforms to the City of Tracy Zoning Code regulations, the City of Tracy General Plan, the Citywide Design Goals and Standards, and other City regulations.

Resolution _____
Page 3

The foregoing Resolution 2022-_____ was adopted by the Planning Commission on the 25th day of May 2022, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTENTION:	COMMISSION MEMBERS:

CLIFF HUDSON
Chair of the Planning Commission
City of Tracy, California

ATTEST: _____
SCOTT CLAAR
Senior Planner of the City of Tracy, California

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ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY APPROVING A REZONE OF THE PROPERTY LOCATED AT 205 W. 9th STREET, ASSESSOR'S PARCEL NUMBER 235-052-08, FROM MEDIUM DENSITY RESIDENTIAL ZONE TO CENTRAL BUSINESS DISTRICT ZONE APPLICATION NUMBER R22-0001

WHEREAS, An application was submitted for a rezone from Medium Density Residential Zone to Central Business District Zone for the property located at 205 W. 9th St., Application Number R22-0001.

WHEREAS, The subject property located at 205 W. 9th St. is situated on the northwest corner of 9th and A St. with the existing zoning of Medium Density Residential and a General Plan designation of Downtown; and

WHEREAS, The Medium Density Residential Zone is not consistent with the General Plan designation of Downtown; and

WHEREAS, The proposed rezoning to Central Business District would bring the zoning of the subject property into conformance with the General Plan; and

WHEREAS, In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183, no further environmental assessment is required because the proposed rezone is consistent with the General Plan designation of Downtown, which was previously studied by the General Plan Environmental Impact Report (EIR), certified February 1, 2011; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on May 25, 2022 and recommended that the City Council _____; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on _____, 2022;

The City Council of the City of Tracy does ordain as follows:

SECTION 1: The property located at 205 W. 9th Street, Assessor's Parcel Number 235-052-08, is hereby rezoned from Medium Density Residential (MDR) Zone to Central Business District (CBD) Zone and the City's Zoning Map is hereby amended to show this property zoned as CBD.

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.)

* * * * *

Ordinance _____
Page 2

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the _____ day of _____, 2022, and finally adopted on the _____ day of _____, 2022, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

MAYOR

ATTEST:

CITY CLERK

City of Tracy
Development Review Permit
Conditions of Approval

Exterior Modifications and Addition to an Existing Building
205 W. 9th St.
Assessor's Parcel Number 235-052-08
Application Number D22-0008
May 25, 2022

These Conditions of Approval shall apply to the Development Review Permit for exterior modifications and construction of a 317 square foot addition to an existing building at 205 W. 9th St., Assessor's Parcel Number 235-052-08, Application Number D22-0008 (hereinafter "Project"), proposed by Gurpreet Dhaliwal (hereinafter "Applicant") and SPI Capital LLC (hereinafter "Property Owner").

1. The following definitions shall apply to these Conditions of Approval:
 - 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 Development Services Director, or the City Engineer to perform the duties set forth herein.
 - c. "City Regulations" mean all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Cordes Ranch Specific 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. "Conditions of Approval" shall mean these conditions of approval, applicable to Development Review Permit Application Number D22-0008.
 - e. "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.
 - f. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.

- g. “Project” means exterior modifications and construction of a 317 square foot addition to an existing building, located at 205 W. 9th St., Assessor’s Parcel Number 225-052-08, Application Number D22-0008.
2. Compliance with submitted plans. Except as otherwise modified herein, the project shall be developed in substantial compliance with the site plan, floor plan, landscape plan, and elevations received by the Development Services Department on April 25, 2022.
3. Payment of applicable fees. The applicant shall pay all applicable fees for the project, including, but not limited to, building permit fees, plan check fees, inspection fees, or any other City or other agency fees or deposits that may be applicable to the project.
4. 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:
 - a. Planning and Zoning Law (Government Code sections 65000, et seq.),
 - b. California Environmental Quality Act (Public Resources Code sections 21000, et seq., “CEQA”), and
 - c. Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., “CEQA Guidelines”).
5. 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 Design Goals and Standards.
6. Protest of fees, dedications, reservations, or other exactions. 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

1. Except as modified herein, the project shall be developed in substantial compliance with the plans and elevations received by the Development Services Department on April 25, 2022, to the satisfaction of the Development Services Director.

2. Prior to issuance of a building permit, the construction documents shall comply with California Building Standards Commission (Cal Green Code Emergency Standards; Title 24, Part 11) regarding landscaping and irrigation water efficiency, to the satisfaction of the Utilities Director.
3. Prior to issuance of a building permit, the construction documents shall comply with all South San Joaquin County Fire Authority requirements, to the satisfaction of the Fire Marshal.
4. Prior to the issuance of a building permit, the developer shall comply with all applicable Stormwater Quality Regulations, to the satisfaction of the Water Resources Division in the Utilities Department.
5. Prior to 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 Development Services Director.
6. Prior to final inspection or certificate of occupancy, all vents, gutters, downspouts, flashing, electrical conduits, etc. shall be painted to match the adjacent building surface or otherwise designed in harmony with the existing building exterior, to the satisfaction of the Development Services Director.
7. No signs are approved as a part of this development application. Approval of a separate sign permit application by the Development Services Department is necessary prior to the installation of any signs.

C. Engineering Division Conditions of Approval

C.1. General Conditions

Developer shall comply with the applicable sections of approved documents and/or recommendations of the technical analyses/reports prepared for the Project listed as follows:

1) NONE

C.2. RESERVED

C.3. RESERVED

C.4. RESERVED

C.5. Improvement Agreement(s)

All construction activity involving public improvements will require a fully executed improvement agreement (Off-site, Subdivision, and/or Inspection). Any

construction activity involving public improvements without a fully executed improvement agreement is prohibited. All public improvements shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Civil Engineer. Prior to the consideration of City Council's approval of said improvement agreement, the Developer shall provide all documents related to said improvements required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.5.1. Off-site and/or Public Infrastructure Improvement Plans prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest title block and, if necessary, contain a signature block for the Fire Marshal. 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. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars including signatures by Fire Marshal to submitting the mylars to Engineering Division for City Engineer's signature. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:
- C.5.1.a. All existing and proposed utilities such as domestic water line, irrigation service, fire service line, storm drain, and sanitary sewer, including the size and location of the pipes.
 - C.5.1.b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers such as benchmarks.
 - C.5.1.c. A PDF copy of the Project's approved Geotechnical/Soils Report that was prepared for the grading permit submittal.
 - C.5.1.d. Storm Water - The Project's on-site storm water drainage connection to the City's storm water system shall be approved by the City Engineer. Drainage calculations for the sizing of the on-site storm drainage system. Improvement Plans to be submitted with the hydrology and storm water.

Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the 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 overland release point will be directly to an adjacent public street with a functional storm drainage system and the existing storm drainage line has 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 building finish floor elevation and shall be designed and improved to the satisfaction of the City Engineer.

The Project's permanent storm drainage connection(s) shall be designed and constructed in accordance with City Regulations. The design of the permanent storm drainage connection shall be shown on the Grading and Drainage Plans with calculations for the sizing of the storm drain pipe(s), and shall comply with the applicable requirements of the City's storm water regulations adopted by the City Council in 2012 and any subsequent amendments.

The storm water treatment system shall be located on private property and shall be at least off-set from the right-of-way by one (1) foot. Developer shall also construct the recommended mitigations from the storm water technical memorandum.

- C.5.1.e. Sanitary Sewer - It is the Developer's responsibility to design and construct the Project's permanent on-site sanitary sewer (sewer) improvements including the Project's sewer connection in accordance with the City's Design Standards, City Regulations and Standard Specifications. Sewer improvements shall include but not limited to, replacing asphalt concrete pavement, reconstructing curb, gutter and sidewalk, restoring pavement marking and striping, and other improvements that are disturbed as a result of installing the Project's permanent sewer connection. Developer shall submit improvement plans that include the design of the sewer line from the Property to the point of connection.

Developer is hereby notified that the City will not provide maintenance of the sewer lateral within the public right-of-way unless the sewer cleanout is located and constructed in conformance with Standard Plans. The City's responsibility to maintain on the sewer lateral is from the wye/onsite

sewer manhole at the right-of-way line/property line/wye fitting to the point of connection with the sewer main.

If applicable, Developer shall remove and replace the existing sewer lateral with a 6" sewer lateral. If said sewer lateral installation is required, it shall be subject to Condition C.8.1.

- C.5.1.f. Water Distribution - Developer shall design and construct domestic and irrigation water service that comply with the City Regulations. Water line sizing, layout and looping requirements for this Project shall comply with City Regulations. 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 appropriate to the various stages of construction and as approved by the Fire Marshal.

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. Developer shall be responsible for notifying business owner(s) and users, regarding 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 start of work. Prior to starting the work described in this section, the Developer shall submit 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 use 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 Regulations. The domestic and irrigation water service connection(s) must be completed before the inspection of the building. The location of the meters shall be approved by the City Engineer.

After final inspection of the improvements constructed via an encroachment permit, 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, repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer or the individual lot owner(s).

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.

- C.5.1.g. Streets – The Developer shall construct frontage improvements. Frontage improvements include but are not limited to the following: curb, gutter, sidewalk, street widening, landscaping, street lighting, undergrounding of overhead utilities and other improvements. All streets and utilities improvements within City right-of-way shall be designed and constructed in accordance with City Regulations, and City's Design Standards including the 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.

The Developer shall refresh all striping along property frontage as needed.

If applicable, Developer shall construct curb, gutter and sidewalk that shall conform to Section 3.07 of the 2020 Design Standards

Along the project frontage, if applicable, Developer shall landscape and irrigate the existing parkways per current adopted City landscape standards. Landscape and irrigation plans shall be prepared on a 24-inch x 36-inch size 4-millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, 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. Developer can either protect-in-place the existing sidewalk and repair any cracked, settled, and/or damaged sidewalk or remove and replace the sidewalk so long as the replacement sidewalk is similar to the current sidewalk, i.e. similar width, meanders, etc.

A Street

If applicable, Developer shall construct a driveway that conforms to Section 3.08 of the 2020 Design Standards. Driveways shall have one and half (1.5) feet of full-height (i.e. six (6) inches) of vertical curb from the driveway's edge. Driveways shall be fire truck accessible to the satisfaction of the City Engineer.

West 9th Street and A Street

Developer shall upgrade the curb ramps at all four (4) corners of the West 9th Street and A Street intersection to current pedestrian and ADA standards.

Developer shall install crosswalks at the north and south legs of the West 9th Street and A Street intersection.

Developer shall dedicate a ten (10) foot wide Public Utility Easement (P.U.E.) along the project frontage. This shall be required before issuance of Building Permit.

- C.5.2. Joint Trench Plans and Composite Utility Plans, prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located within the twenty-four (24) feet wide to forty-six (46) feet wide [the width varies) PUE to 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 the building(s). If necessary, the Developer shall dedicate ten (10) feet wide PUE for access to these new utilities for re-installation, replacement, repair, and maintenance work to be performed by the respective utility owner(s) in the future.
- C.5.3. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans. The cost estimate shall show the cost of designing the public improvements.

Payment of applicable fees required by these Conditions of Approval and City Regulations, including but not limited to, plan checking,

grading and encroachment permits and agreement processing, construction inspection, and testing fees. The engineering review fees will be calculated based on the fee rate adopted by the City Council on September 2, 2014, per Resolution 2014-141 and on May 16, 2017, per Resolution 2017-098. Developer shall submit payment in the form of a check for the aforementioned fees.

- C.5.4. 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. 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.5.5. No street trench shall be left open, uncovered, and/or unprotected during night hours and 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 such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistance, 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.5.6 If at any point during utility installation or construction in general that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer 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.5.7 Improvement Security - Developer shall provide improvement security for all public facilities, as required by the Improvement

Agreement. The form of the improvement 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 terms of the Improvement Agreement.

C.6. Building Permit

Prior to the release of a building permit within Project boundaries, 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.6.1 Developer has completed all requirements set forth in Condition C.1, through C.5, above.

C.6.2 Developer pays the applicable development impact fees as required in the TMC, these Conditions of Approval, and City Regulations.

C.6.2.a. Water. The Developer shall pay the water impact fees prior to pulling the first building permit for the project.

C.6.2.b. Wastewater. The Developer shall pay the wastewater treatment capacity development Impact fees prior to pulling the first building permit for the project.

C.6.3 RESERVED

C.6.4 Developer has completed all requirements set forth in Condition C.8

C.7 Acceptance of Public Improvements

Prior to the consideration of City Council's acceptance of public improvements, the Developer shall demonstrate to the reasonable satisfaction of the City Engineer, completion of the following:

C.7.1 Developer has satisfied all the requirements set forth in these Conditions of Approval.

C.7.2 Developer submitted the Storm water Treatment Facilities Maintenance Agreement (STFMA) to the Utilities Department.

C.7.3 Developer has satisfactory completed construction of all required/conditioned improvements. Unless specifically provided in these Conditions of Approval, or some other applicable City

Regulations, 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.7.4 Certified “As-Built” Improvement Plans (or Record Drawings). 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.7.5 Developer shall be responsible for any repairs or reconstruction of street pavement, curb, gutter and sidewalk and other public improvements along the frontage of the Project, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.
- C.7.6 Developer has completed the ninety (90) day public landscaping maintenance period.
- C.7.7 Per Section 21107.5 of the California Vehicle Code, Developer shall install signs at all entrance(s) of 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.
- C.7.8 Survey Monuments – Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. 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, 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.

C.8 Special Conditions

- C.8.1 When street cuts are made for the installation of utilities, the Developer shall conform to Section 3.14 of the 2020 Design Standards and is required install a two (2) inch thick asphalt concrete (AC) overlay with reinforcing fabric at least twenty-five (25) feet from

all sides of each utility trench. A two (2) inch deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order 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.8.2 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 implementations of such additions and requirements, without reimbursement or any payment from the City.

C.8.3 Prior to the release of the Building Permit, if water is required for the project, the Developer shall obtain an account for the water service and register the water meter with the Finance Department. Developer shall pay all fees associated with obtaining the account number for the water service.

C.8.4 The Developer shall relocate the on-site existing disabled access pathway so that it is not guiding pedestrians within the vehicular driveway path located at the existing northeasterly driveway.

D. Building Division Conditions

1. At time of building permit submittal, applicant shall indicate if this is an OSHPD facility.
2. At time of building permit submittal, applicant to justify building area based on construction type and occupancy as per CBC Table 506.2, CBC 508 and show any rated wall assemblies as per CBC 706.
3. At time of building permit applications submittal, please provide documentation to verify the conversion from residential to commercial was permitted. The City does not have documentation of the conversion.
4. At time of building permit submittal, applicant shall fire-restive rating requirements for exterior walls based on fire separation distance per CBC 602. Applicant shall also show compliance with projections and exterior wall openings per CBC 705.8.

5. At the time of building permit application submittal, applicant shall provide plans that show all accessibility upgrades and a filled-out City of Tracy Accessibility Budget Calculation Form.
6. Prior to construction of any structures, applicant must 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.
7. At time of building permit, applicant to indicate if there will be any storage of hazardous materials and provide hazardous materials inventory report by a qualified individual to justify quantity.
8. At time of building permit submittal, applicant shall provide a business plan. Additionally, the floor plan shows a procedure and PACU room, please clarify the number of persons who maybe incapable of self-preservation, non-ambulatory or bedridden.

E. The following conditions provide the applicant with options for funding required Citywide services.

Contact: Karin Schnaider (209) 831-6841 karin.schnaider@cityoftracy.org

E.1. Streets, Streetlights and Sidewalks

Before 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 the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E), 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. 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E) 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.

E.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 Public Works 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. 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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AGENDA ITEM 1.B

REQUEST

PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT FOR AN RNG FUELING FACILITY AT 2200 N. CHRISMAN ROAD - APPLICANT IS COLE MOODY AND PROPERTY OWNER IS L&C EAGLE PROPERTIES, LLC - APPLICATION NUMBERS CUP21-0007 & D21-0023

DISCUSSION

Project Description and Analysis

The proposal is a service station dispensing renewable natural gas (RNG) fuel for trucks, accompanied by associated equipment and parking, on an approximately 5-acre site located in Tracy's northeast industrial area (Attachment A). The subject site is designated Industrial by the General Plan, zoned Northeast Industrial (NEI) Specific Plan, and is designated Light Industrial (LI) in the Specific Plan. Service stations are conditionally permitted in the NEI Specific Plan, and a conditional use permit and development review permit are required before the proposed project could be developed. Because the development review permit is paired with a conditional use permit subject to the Planning Commission, the development review permit is a Tier 2 application subject to Planning Commission review in accordance with Tracy Municipal Code (TMC) Section 10.08.3950.

The proposed service station will be comprised of two fast-fill dispensers under a fuel island canopy at the front of the site and 156 time-fill stalls on the rear of the site (Attachment B). The fast-fill facility will look and operate similarly to a traditional gasoline service station with the exception that it will be an unattended cardlock facility, meaning there will be no onsite personnel or retail component as part of the business. According to the applicant, the users of the fast-fill facility will primarily be large commercial trucks and medium box trucks, and the anticipated fueling time ranges from a few minutes up to approximately 20 minutes. The time-fill facility will look and operate more similarly to an electric vehicle charging station. The facility will be comprised of 156 time-fill stalls with individual fuel dispensers. According to the applicant, the time-fill facility will be used by Amazon's day cabs, which will park and refuel overtime (e.g. several hours to overnight). There are several Amazon facilities in Tracy, including one directly across Chrisman Road, that will be served by this fueling facility. Employee parking is provided near the time-fill area for employees to park their personal vehicles during their work shifts. At the end of work shifts, employees would park the day cabs at time-fill stalls for refueling. Only day cabs would be parked for fueling and no trailers will be parked at the site.

The service station would be served by driveways on Chrisman Road as shown in Attachment B. The facility will have a large above-ground equipment area at the front of the site, fully enclosed with eight-foot tall gray-colored split-face masonry walls and solid doors. The time-fill facility will be screened by a matching gray split-face masonry wall and perimeter wrought-iron fencing. Landscaping comprised of evergreen trees, shrubs,

and groundcover will be planted in front and around the equipment enclosure as well as throughout the site to screen equipment vents and provide aesthetic appeal, and the masonry screen wall will be planted with vines that will give visual breaks in the otherwise long wall. The fueling canopy columns will be decorated with gray masonry to match the equipment enclosure to provide architectural consistency throughout the onsite structures. The proposed green-colored canopy will be complemented by the landscaping greenery proposed throughout the site.

Because the truck fueling facility will be located in an industrial business area and near existing Amazon facilities, and because the design of the site, including all structures, circulation, and parking and landscaping, comply with the NEI Specific Plan and the City's Design Goals and Standards for commercial architecture, the proposed project will be a complementary use and development at this site.

Environmental Document

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183, which allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. On February 1, 2011, the Tracy City Council certified the General Plan EIR (State Clearinghouse # 2008092006). As noted above, the proposed project is consistent with the land use designation and densities established by the Tracy General Plan, for which an EIR was certified. The provisions contained in Section 15183 of the CEQA Guidelines are presented in an environmental analysis prepared by De Novo Planning Group (Attachment C). In accordance with CEQA Guidelines, no further environmental assessment is required.

RECOMMENDATION

Staff recommends the Planning Commission approve a conditional use permit and a development review permit for the RNG fueling facility at 2200 N. Chrisman Road (CUP21-0007 & D21-0023), based on the findings contained in the Planning Commission Resolution dated May 25, 2022.

RECOMMENDED MOTION

Move that the Planning Commission approve a conditional use permit and a development review permit for the RNG fueling facility at 2200 N. Chrisman Road (CUP21-0007 & D21-0023), based on the findings contained in the Planning Commission Resolution dated May 25, 2022.

Prepared by: Kimberly Matlock, Associate Planner
Reviewed by: Scott Claar, Senior Planner
Approved by: Bill Dean, Interim Development Services Director

ATTACHMENTS

Attachment A – Vicinity Map

Attachment B – Site, Civil, Landscape, and Elevation Plans, dated received on May 10, 2022

Attachment C – Environmental Checklist by De Novo Planning Group dated May 2022

Attachment D – Planning Commission Resolution for CUP21-0007 & D21-0023

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Vicinity Map

Attachment A



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RECEIVED
May 10, 2022
City of Tracy
Development Services

LEGEND

PROPOSED	EXISTING	
		PROPERTY LINE
		LOT LINE
		MONUMENT/MONUMENT LINE
		BLOCK WALL
		FENCE LINE
		EDGE OF PAVEMENT
		ASPHALT T BERM
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		DRIVEWAY
		SIDEWALK
		STREET LIGHT CONDUIT
		SPOT ELEVATION
		CONTOUR LINE
		SANITARY SEWER-MANHOLE & CLEANOUT
		STORM DRAIN-MANHOLE & CATCH BASIN
		FIBER OPTICS LINE
		GAS LINE-VALVE & METER
		OVERHEAD ELECTRIC
		POWER LINE
		TELEPHONE LINE
		WATER LINE & VALVE
		JOINT TRENCH CROSSING
		STREET LIGHT & FIBER OPTIC TRENCH CROSSING
		ELECTROLIER
		UTILITY BOX
		POWER POLE/JOINT POLE
		TRAFFIC SIGN
		TREE
		BLOW OFF VALVE
		FIRE HYDRANT
		GRIND & OVERLAY LIMITS

MATCHLINE - SEE SHEET 1A

TO CURB FACE AT GRANT LINE RD
W=350'

PROF. GRIND & OVERLAY ASPHALT LIMITS PER CITY STD. 3.13(B)

PROF. GRIND & OVERLAY ASPHALT LIMITS PER CITY STD. 3.13(B)

PROF. GRIND & OVERLAY ASPHALT LIMITS PER CITY STD. 3.13(B)

PROF. GRIND & OVERLAY ASPHALT LIMITS PER CITY STD. 3.13(B)

PROF. GRIND & OVERLAY ASPHALT LIMITS PER CITY STD. 3.13(B)

EX. FIRE HYDRANT

EX. LIGHT POLE

EX. UNDERGROUND ELECTRIC CONDUIT

EX. STORM DRAIN EASEMENT

EX. SS MANHOLE

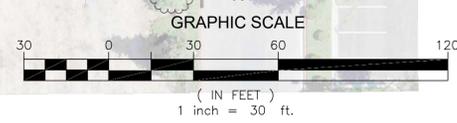
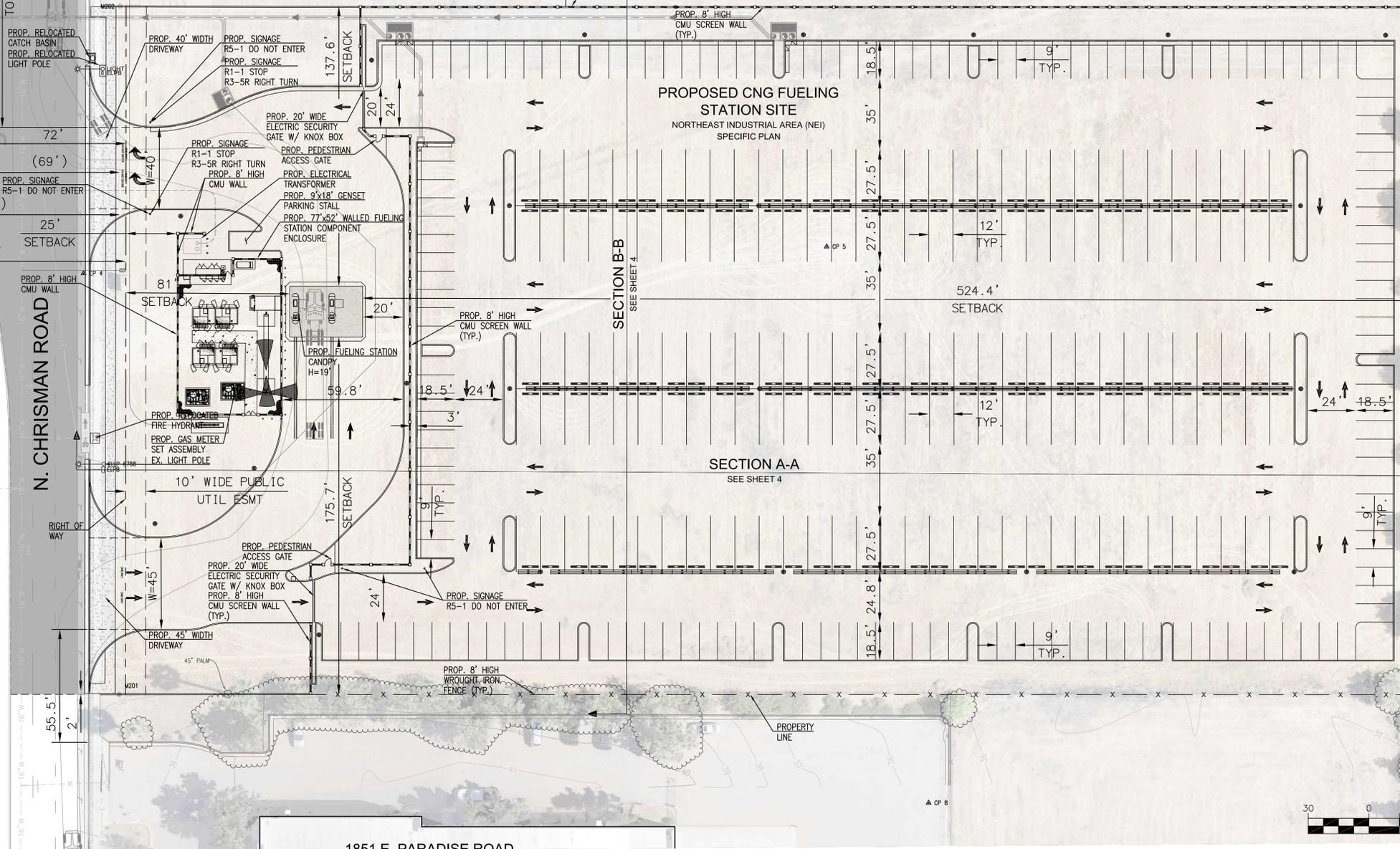
EX. SS MANHOLE

NORTHEAST INDUSTRIAL AREA (NEI) SPECIFIC PLAN

1850 E. GRANT LINE ROAD
NORTHEAST INDUSTRIAL AREA (NEI) SPECIFIC PLAN

1851 E. PARADISE ROAD
NORTHEAST INDUSTRIAL AREA (NEI) SPECIFIC PLAN

PROPOSED CNG FUELING STATION SITE
NORTHEAST INDUSTRIAL AREA (NEI) SPECIFIC PLAN



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REVISION: 07/10/2022 1:30 PM BY: Martinez, Chris

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PREPARED FOR:

CT REALTY
4343 VON KARMAN AVE., STE. 200
NEWPORT BEACH, CA 92660

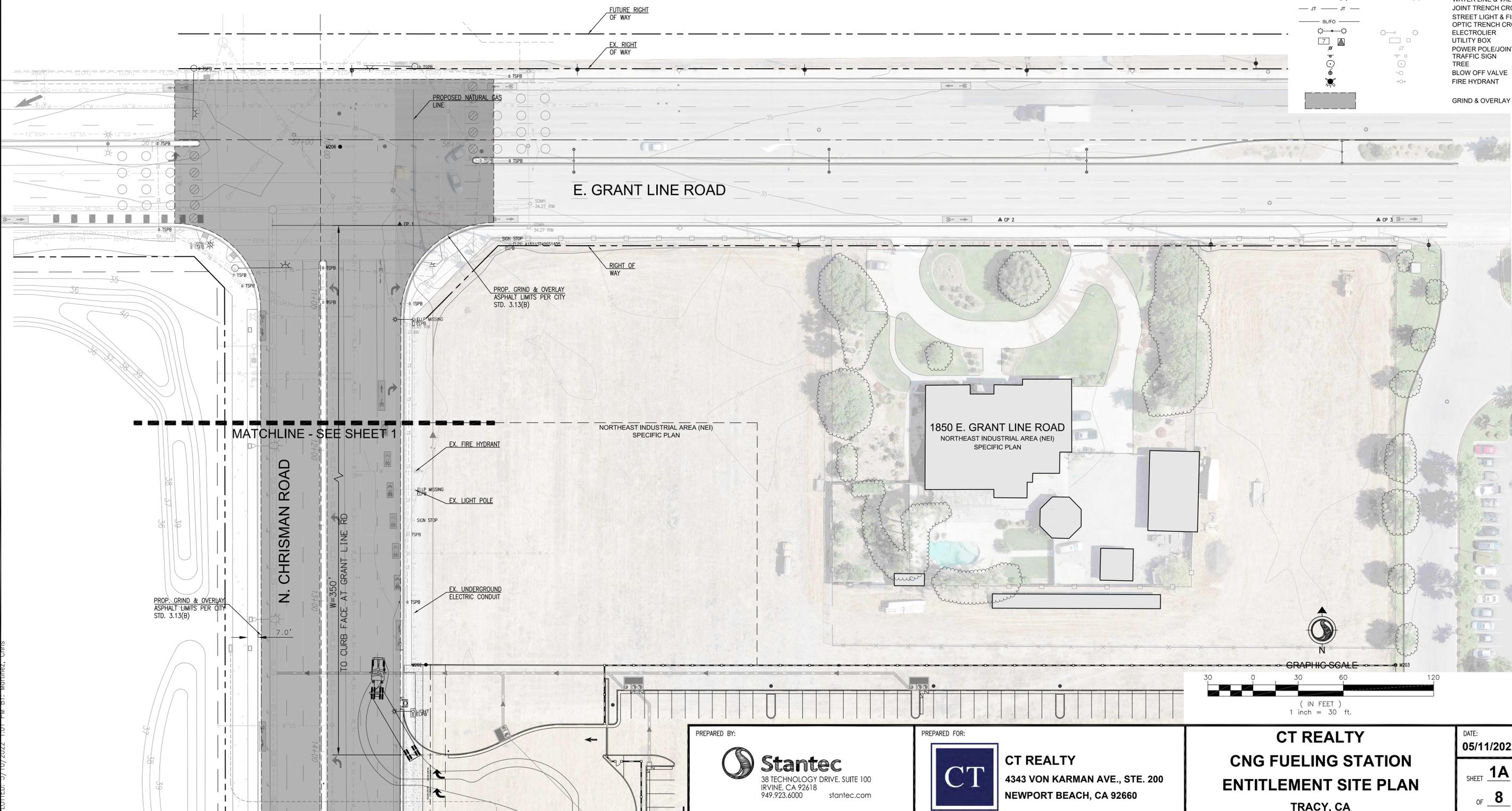
CT REALTY
CNG FUELING STATION
ENTITLEMENT SITE PLAN
TRACY, CA

DATE:	05/11/2022
SHEET	1
OF	8
JOB NO.	2042610803

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 REVISION: 3/10/2022 10:11 AM BY: Martinez, Chris

LEGEND

PROPOSED	EXISTING	
		PROPERTY LINE
		LOT LINE
		MONUMENT/MONUMENT LINE
		BLOCK WALL
		FENCE LINE
		EDGE OF PAVEMENT
		ASPHALT BERM
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		DRIVEWAY
		SIDEWALK
		STREET LIGHT CONDUIT
		SPOT ELEVATION
		CONTOUR LINE
		SANITARY SEWER-MANHOLE & CLEANOUT
		STORM DRAIN-MANHOLE & CATCH BASIN
		FIBER OPTICS LINE
		GAS LINE-VALVE & METER
		OVERHEAD ELECTRIC
		POWER LINE
		TELEPHONE LINE
		WATER LINE & VALVE
		JOINT TRENCH CROSSING
		STREET LIGHT & FIBER
		OPTIC TRENCH CROSSING
		ELECTROLIER
		UTILITY BOX
		POWER POLE/JOINT POLE
		TRAFFIC SIGN
		TREE
		BLOW OFF VALVE
		FIRE HYDRANT
		GRIND & OVERLAY LIMITS



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CT REALTY
CNG FUELING STATION
ENTITLEMENT SITE PLAN
TRACY, CA

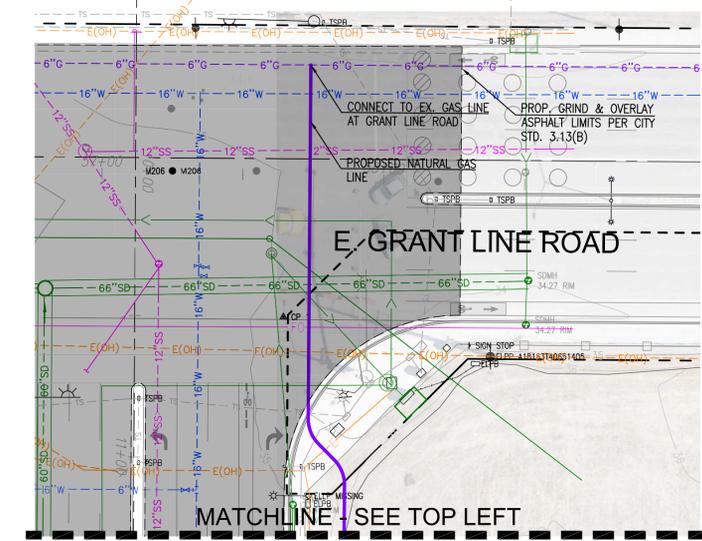
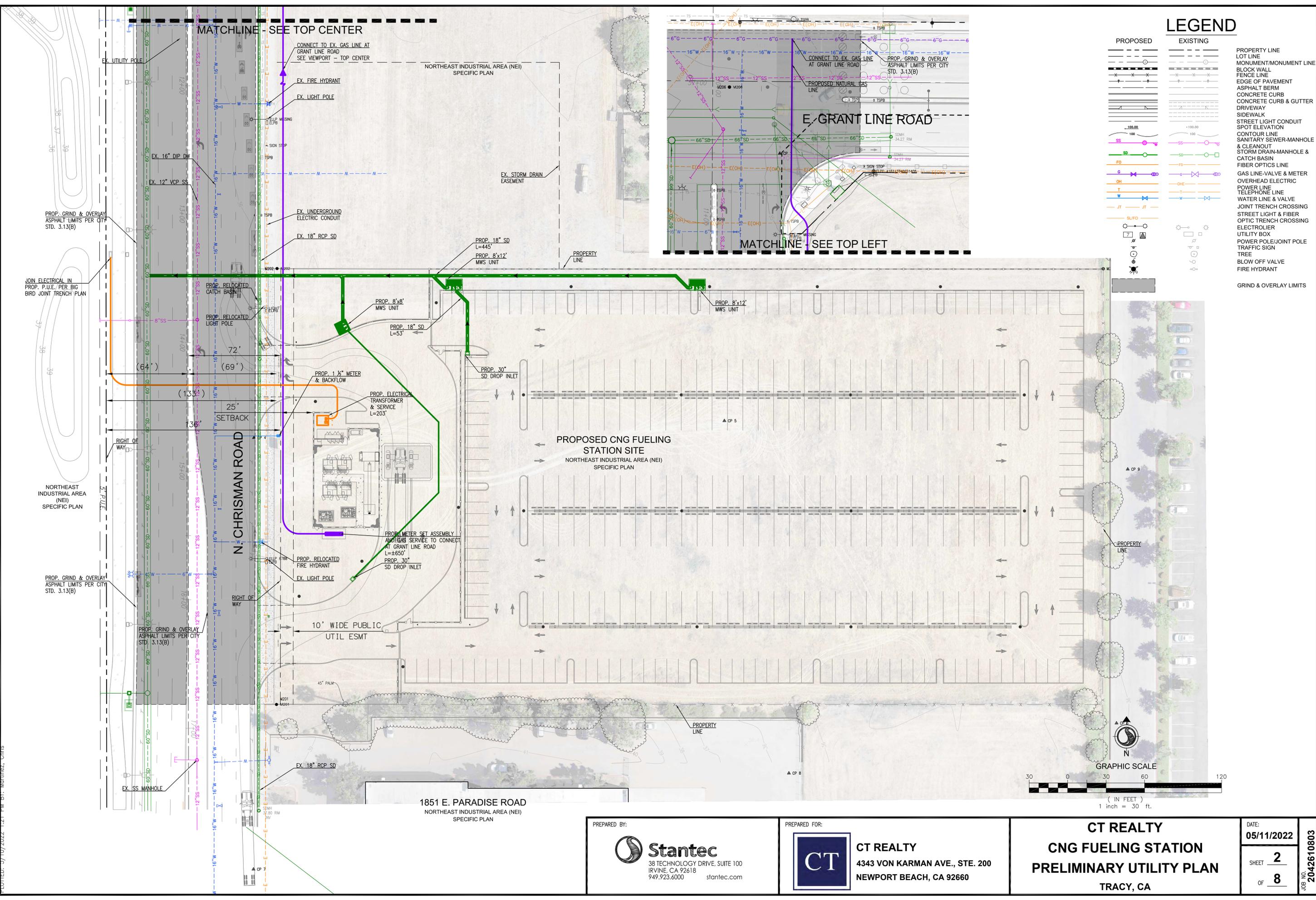
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SHEET **1A**

OF **8**

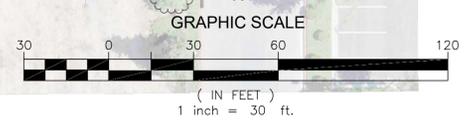
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LEGEND

PROPOSED	EXISTING	
		PROPERTY LINE
		LOT LINE
		MONUMENT/MONUMENT LINE BLOCK WALL
		FENCE LINE
		EDGE OF PAVEMENT
		ASPHALT BERM
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		DRIVEWAY
		SIDEWALK
		STREET LIGHT CONDUIT
		SPOT ELEVATION
		CONTOUR LINE
		SANITARY SEWER-MANHOLE & CLEANOUT
		STORM DRAIN-MANHOLE & CATCH BASIN
		FIBER OPTICS LINE
		GAS LINE-VALVE & METER
		OVERHEAD ELECTRIC
		POWER LINE
		TELEPHONE LINE
		WATER LINE & VALVE
		JOINT TRENCH CROSSING
		STREET LIGHT & FIBER OPTIC TRENCH CROSSING
		ELECTROLIER
		UTILITY BOX
		POWER POLE/JOIST POLE
		TRAFFIC SIGN
		TREE
		BLOW OFF VALVE
		FIRE HYDRANT
		GRIND & OVERLAY LIMITS



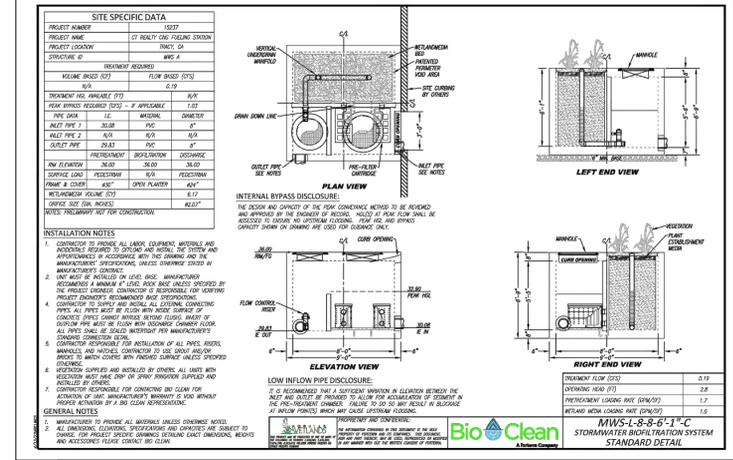
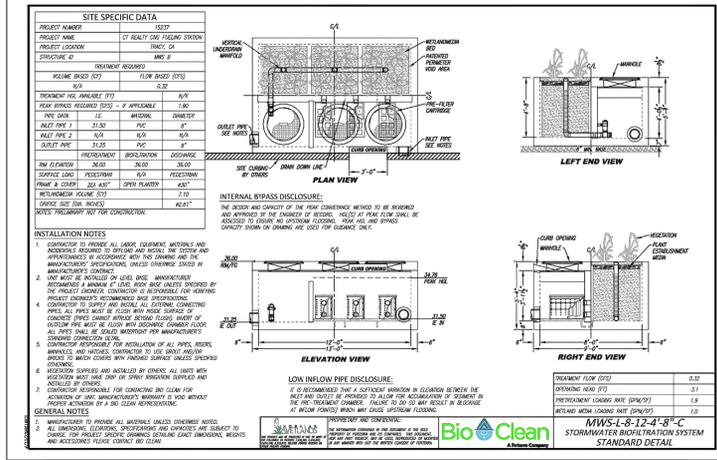
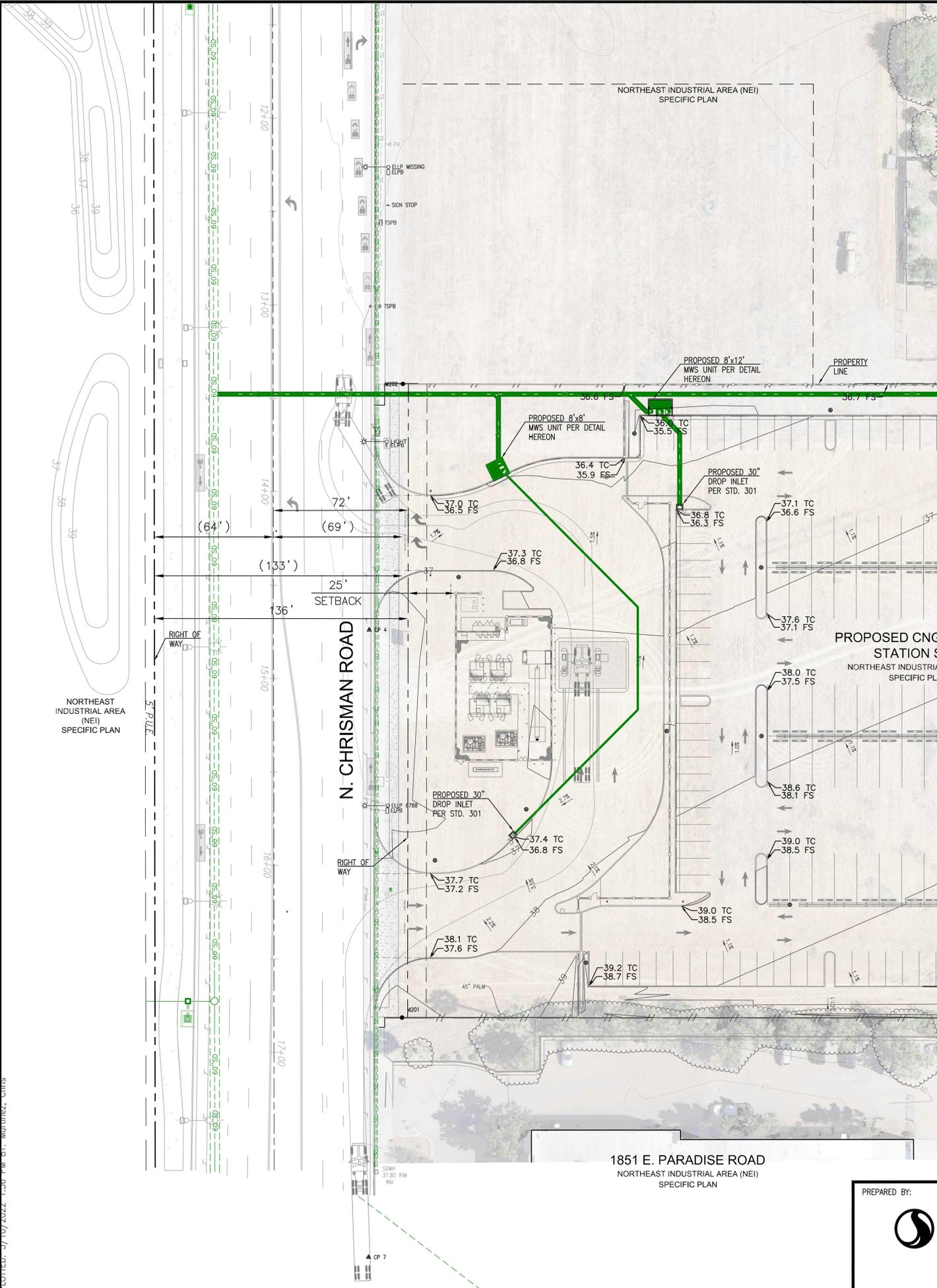
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 NEWPORT BEACH, CA 92660

CT REALTY
CNG FUELING STATION
PRELIMINARY UTILITY PLAN
 TRACY, CA

DATE:	05/11/2022
SHEET	2
OF	8
JOB NO.:	2042610803

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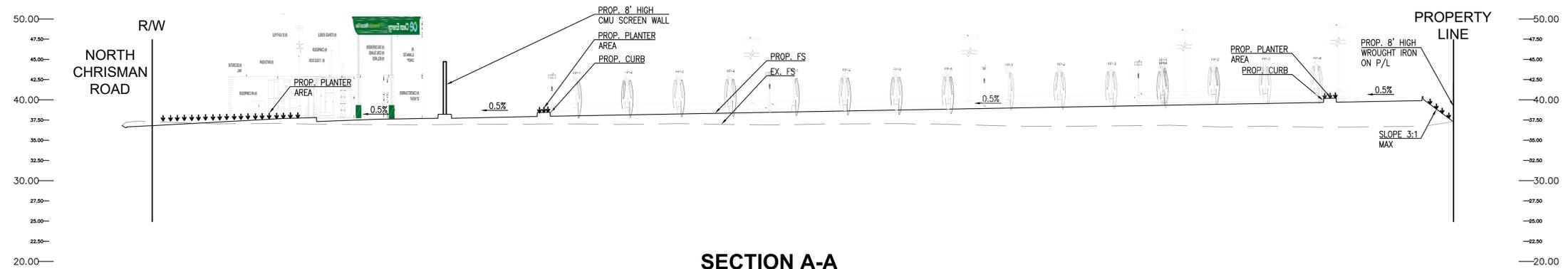
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CT REALTY
 CNG FUELING STATION
 PRELIMINARY GRADING PLAN
 TRACY, CA

DATE: 05/11/2022
 SHEET 3 OF 8
 JOB NO. 2042610803

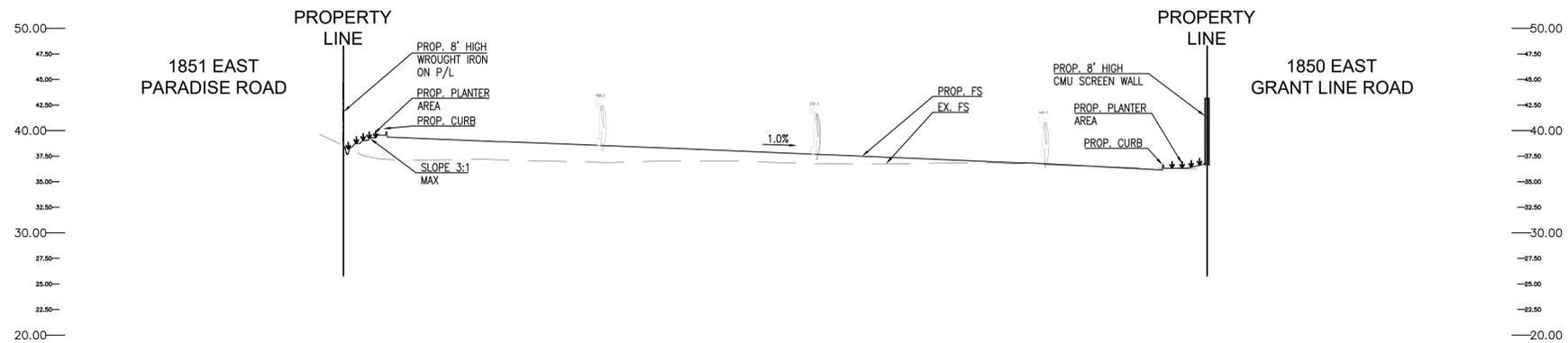
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 PLOT DATE: 05/11/2022 09:00 AM
 PLOT BY: RMH/THZ



SECTION A-A

HORIZ SCALE: 1" = 30'

VERT SCALE: 1" = 5'



SECTION B-B

HORIZ SCALE: 1" = 30'

VERT SCALE: 1" = 5'

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 NEWPORT BEACH, CA 92660

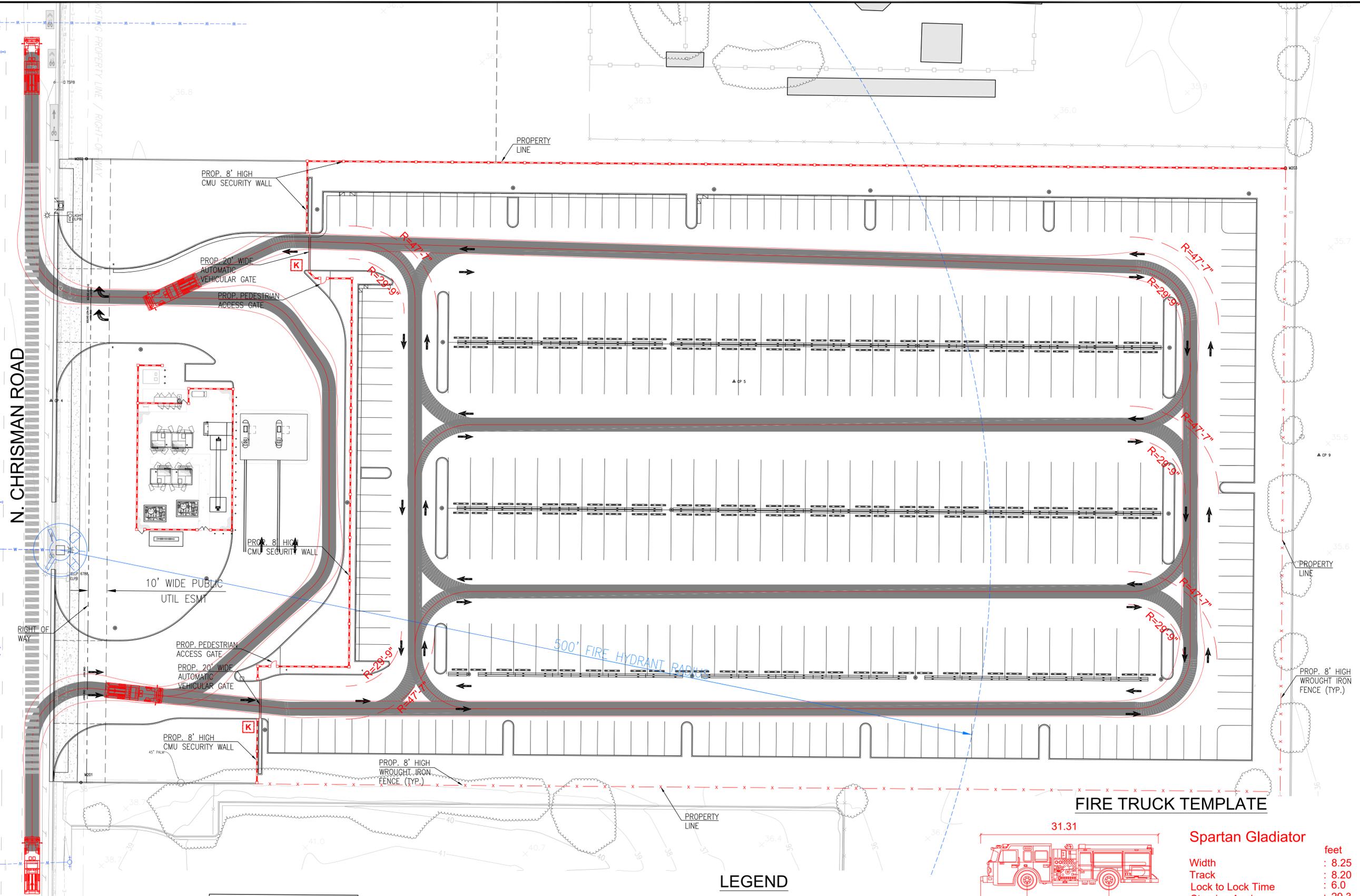
CT REALTY
CNG FUELING STATION
ENTITLEMENT SITE SECTIONS
 TRACY, CA

DATE:	05/11/2022
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OF	8

JOB NO. 2042610803

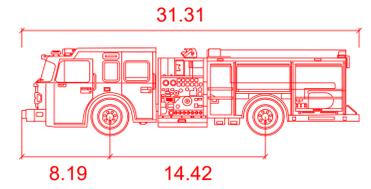
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 DATE: 05/11/2022
 SHEET: 5 OF 8
 JOB NO: 2042 610803

N. CHRISMAN ROAD



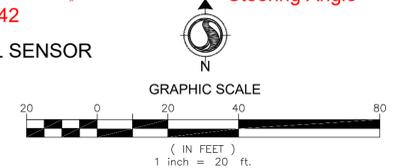
1851 E. PARADISE ROAD
 NORTHEAST INDUSTRIAL AREA (NEI)
 SPECIFIC PLAN

- LEGEND**
- EXISTING FIRE LANE
 - PROPOSED FIRE LANE
 - 500' FIRE HYDRANT RADIUS
 - EXISTING FIRE HYDRANT
 - PROPOSED FIRE HYDRANT
 - FIRE TRUCK
 - PROPOSED KNOX BOX/SWITCH/OPTICAL SENSOR
 - PROPOSED SECURITY GATE
 - PROPOSED SECURITY FENCE/WALL



Spartan Gladiator

Width : 8.25
 Track : 8.20
 Lock to Lock Time : 6.0
 Steering Angle : 29.3



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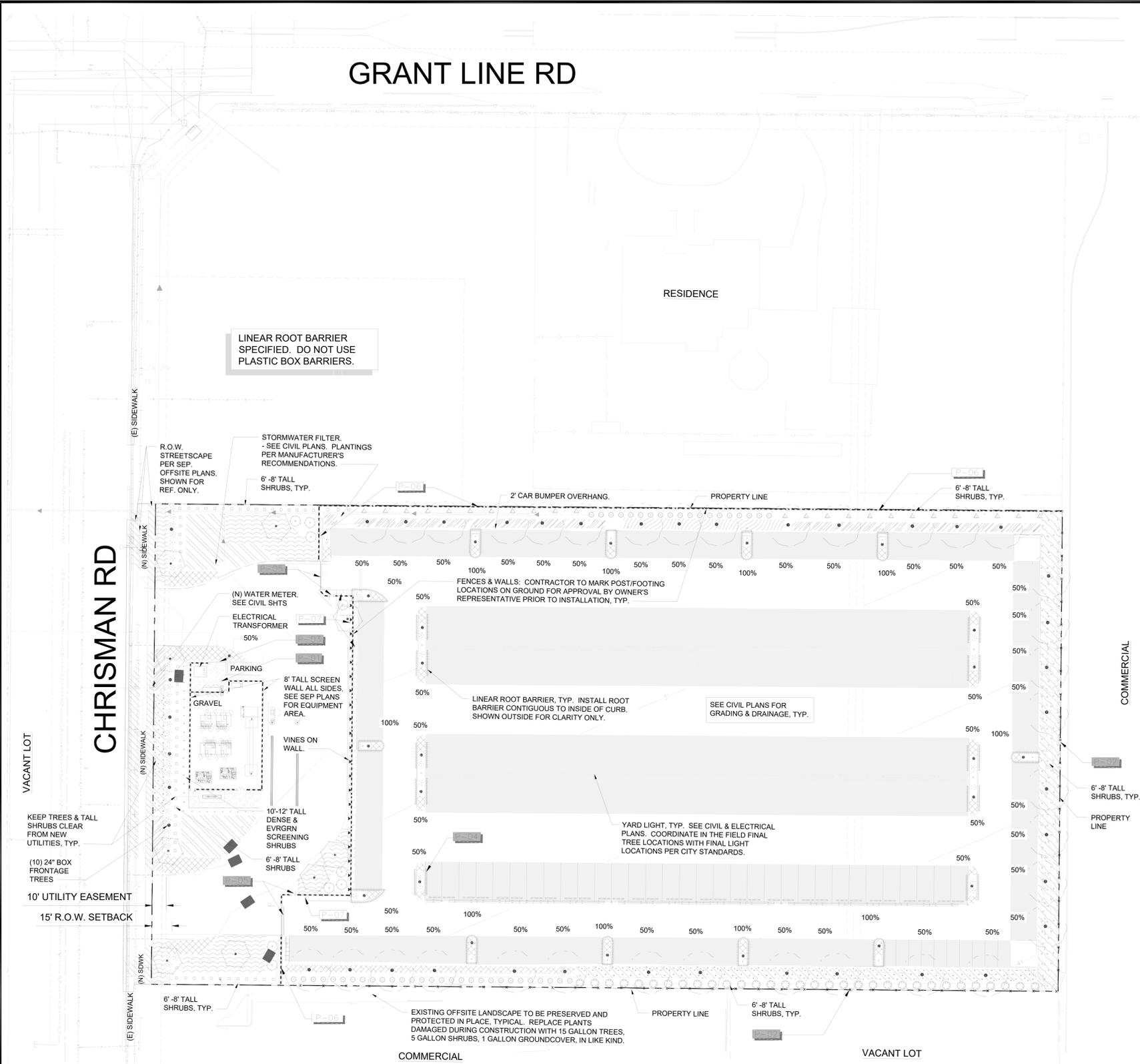
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 NEWPORT BEACH, CA 92660

CT REALTY
CNG FUELING STATION
FIRE ACCESS PLAN
 TRACY, CA

DATE:	05/11/2022
SHEET:	5
OF:	8

GRANT LINE RD



PLANT SCHEDULE						WUCOLS WATER RATING	
TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	HT X WIDTH	WATER USE	
•	23	FRAXINUS VELUTINA 'RIO GRANDE' PARKING LOT TREE - 35' DIA	RIO GRANDE VELVET ASH	24"BOX	40'X35'	MOD	
⬠	10	LACERSTROEMIA INDICA FLOWERING STREET TREE - 25' DIA	GRAPE MYRTLE	24"BOX	25'X20'	LOW	
•	6	PISTACIA CHINENSIS (MALE) STREET TREE - 30' DIA. TO MATCH EXISTING ADJACENT PROPERTY	CHINESE PISTACHE	24"BOX	30'X30'	LOW	
+	6	ULMUS X 'FRONTIER' STREET TREES TO MATCH NORTHEAST INDUSTRIAL STREET IMPROVEMENT PLANS	FRONTIER ELM. SEE SEPARATE OFFSITE PLAN	24"BOX	50'X40'	MOD	
⬠	34	ZELKOVA SERRATA 'GREEN VASE' PARKING LOT TREE 35' DIA	GREEN VASE SAWLEAF ZELKOVA	24"BOX	40'X35'	MOD	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	HT X WIDTH	WATER USE	
⬠	50	CALLISTEMON VIMINALIS 'LIT' TM PARKING LOT SHRUBS	BETTER JOHN BOTTLEBRUSH	5 GAL	3'X4'	LOW	
⬠	9	CEANOETHUS X 'JULIA PHELPS' OR 'LOUIS EDMONDS' OR 'DARK STAR'	JULIA PHELPS WILD LILAC	5 GAL	6'X8'	LOW	
•	21	FRANGULA CALIFORNICA 'EVE CASE'	EVE CASE COFFEEBERRY	5 GAL	5'X5'	LOW	
•	18	JUNIPERUS SCOPULORUM 'COLOGREEN' STREET FRONTAGE SCREENING SHRUB. 9' MIN HT AT PLANTING	COLOGREEN JUNIPER	15 GAL	15' X 6'	LOW	
⬠	61	LEUCOPHYLLUM FRUTESCENS PARKING LOT SCREENING SHRUB	TEXAS SAGE	5 GAL	7'X7'	LOW	
•	30	MYRTUS COMMUNIS PARKING LOT SCREENING SHRUB	COMMON MYRTLE	5 GAL	6'X6'	LOW	
⬠	48	NANDINA DOMESTICA PARKING LOT SCREENING SHRUB	HEAVENLY BAMBOO	5 GAL	6'X4'	LOW	
⬠	32	PRUNUS CAROLINIANA 'COMPACTA' PARKING LOT SCREENING SHRUB	COMPACT CAROLINA LAUREL CHERRY	5 GAL	8'X8'	LOW	
⬠	24	XYLOSMA CONGESTUM PARKING LOT SCREENING SHRUB	SHINY XYLOSMA	5 GAL	10'X10'	LOW	
VINES	QTY	BOTANICAL NAME	COMMON NAME	CONT	HT X WIDTH	WATER USE	
▼	21	MACFADYENA UNGUIS-CATI	CAT'S CLAW CREEPER	5 GAL	10'X10'	LOW	
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	HT X WIDTH	WATER USE	SPACING
⬠	4,965 SF	ACACIA REDOLENS 'DESERT CARPET' TM	DESERT CARPET BANK CATCLAW	1 GAL	2'X10'	LOW	72" o.c.
⬠	4,172 SF	ARCTOSTAPHYLOS UVA-URSI 'EMERALD CARPET'	KINKINICK	1 GAL	1'X6'	LOW	60" o.c.
⬠	3,355 SF	CISTUS SALVIFOLIUS 'PROSTRATUS'	SAGELEAF ROCKROSE	1 GAL	3'X8'	LOW	60" o.c.
⬠	878 SF	COTONEASTER DAMMERI 'LOWFAST'	LOWFAST BEARBERRY COTONEASTER	1 GAL	1'X8'	LOW	72" o.c.
⬠	2,895 SF	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	1 GAL	1'X6'	LOW	72" o.c.
⬠	2,610 SF	LANTANA X 'NEW GOLD' ACCENT GROUND COVER	NEW GOLD LANTANA	1 GAL	2'X6'	LOW	48" o.c.
⬠	2,699 SF	MYOPORUM PARVIFOLIUM	TRAILING MYOPORUM	1 GAL	1'X8'	LOW	72" o.c.
⬠	2,451 SF	OFF-SITE LANDSCAPE TREES, SHRUBS AND GNDCOVERS TO MATCH PLANTINGS ON NORTHEAST INDUSTRIAL STREET IMPROVEMENT PLANS	SEE SEPARATE OFF-SITE PLANS	1 GAL	-	-	-
⬠	1,017 SF	SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL	1 GAL	2'X5'	LOW	48" o.c.

ON SITE LANDSCAPED AREA: 42,419 S.F.
 OFFSITE LANDSCAPED AREA (R.O.W.): 2,451 S.F.
 TOTAL LANDSCAPED AREA: 44,870 S.F.

REFERENCE NOTES SCHEDULE

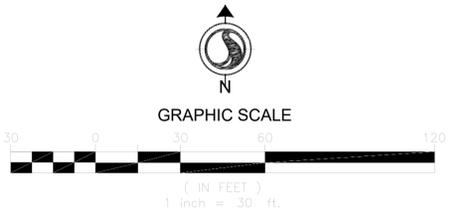
SYMBOL	PLANTING DESCRIPTION	QTY
⬠	1/4" MINUS DECOMPOSED GRANITE, 3" DEEP, COLOR: GREY. SEE SHEET L5 DETAILS.	894 SF
x x	8' TALL WROUGHT IRON FENCE. SEE SHEET L8.	888 LF
⬠	STEEL EDGING BETWEEN LAWN AND GRAVEL BED. COLOR: GREEN.	143 LF
⬠	ROOT BARRIER: INSTALL AT TREES PLANTED 4' OR LESS FROM CURBS, BUILDINGS, OR PAVEMENT. USE 24" LINEAR PLASTIC PANEL FROM DEEP ROOT OR EQUAL	1,048 LF
⬠	GATE EQUIPMENT. (2) VEHICULAR GATES, (2) MAN GATES, (2) SLIDING GATE OPENERS & (1) ACCESS PAD. SEE SHT L8	
⬠	8' TALL SCREEN WALL. SEE STRUCTURAL PLANS, SHT X.	879 LF
⬠	WOOD MULCH TOP DRESSING - NO PLANTINGS.	1,260 SF

THE LANDSCAPE CONTRACTOR TO PROVIDE ALL ITEMS LISTED IN REFERENCE NOTES SCHED. COORDINATE WITH GENERAL CONTRACTOR.

THE LANDSCAPE/IRRIGATION CONTRACTOR SHALL COORDINATE ALL ELECTRICAL COMPONENTS WITHIN THE SCOPE OF THIS WORK: LANDSCAPE, FENCING, GATES, AND IRRIGATION WITH THE ELECTRICAL AND GENERAL CONTRACTORS FOR CLEAN ENERGY.

PARKING LOT TREES AND STREET TREES ARE IN THE 'MODERATE WATER USE' HYDROZONE. ALL OTHER PLANTS ARE IN THE 'LOW WATER USE' HYDROZONE.

DUE TO EXTENSIVE GRADING, SOILS MANAGEMENT REPORT TO BE SUBMITTED AFTER FINAL GRADING.



PREPARED BY: 38 TECHNOLOGY DRIVE, SUITE 100 IRVINE, CA 92618 949.923.6000 stantec.com	PREPARED FOR: CT REALTY 4343 VON KARMAN AVE., STE. 200 NEWPORT BEACH, CA 92660	CT REALTY CNG FUELING STATION LANDSCAPE PLANTING PLAN TRACY, CA	DATE: 03/08/2022	JOB NO: 2042610803
			SHEET L1	

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MAINTENANCE SCHEDULE

SEE LANDSCAPE SPECIFICATIONS FOR ADDITIONAL MAINTENANCE REQUIREMENTS

1.1 PLANT MATERIALS

A. MAINTENANCE OF PLANTING:

1. CONTINUOUSLY MAINTAIN ALL PLANTINGS IN AREAS INCLUDED IN THE CONTRACT FROM THE BEGINNING OF CONTRACT WORK, DURING THE PROGRESS OF WORK, AND FOR A MINIMUM OF A 90 DAY PERIOD AND A MAXIMUM OF 120 DAYS PER CONTRACT WITH OWNER/GENERAL CONTRACTOR. MAINTENANCE PERIOD BEGINS AT THE COMPLETION OF ALL WORK OR FINAL ACCEPTANCE OF ALL CONTRACT WORK BY THE OWNER'S REPRESENTATIVE.
2. TREE/SHRUB CARE:
 - a. INSECTICIDES, HERBICIDES, FUNGICIDES SHALL BE THE FINEST QUALITY OBTAINABLE.
 - b. CHEMICALS SHALL BE DESIGNED FOR THE PROBLEM AND APPLIED IN A PROFESSIONAL MANNER.
 - c. PRUNING SHALL BE DONE BY A QUALIFIED PROFESSIONAL USING APPROVED METHODS/TECHNIQUES.
 - d. PRUNE ONLY TO CORRECT MIS-SHAPING, ENCROACHMENT OR REMOVE DAMAGED/DEAD WOOD.
 - e. AVOID MAJOR PRUNING DURING SUMMER MONTHS: POTENTIAL DAMAGE IS PREVALENT.
 - f. REMOVE WEEDS THROUGH MANUAL METHODS ONLY.
 - g. CONTROL DISEASE AND INSECT INFESTATIONS WITH APPROVED CHEMICALS.
 - h. FERTILIZE TREES/SHRUBS AT 60 DAYS WITH A BALANCED ORGANIC 15-5-7 SLOW RELEASE FERTILIZER AT MANUFACTURER'S RECOMMENDED RATES.
 - i. RESTAKE AND RE-TIE TREES AS NEEDED ACCORDING TO TREE GROWTH, USING ORIGINAL METHODS AND MATERIALS SPECIFIED.
 - j. TRIM TREES AT SIDEWALKS AND ROADWAYS TO PROVIDE 7' VERTICAL CLEARANCE MINIMUM.
 - k. TRIM TREES AND SHRUBS TO ENSURE SIGN VISIBILITY.
 - l. SHRUBS AND TREES ADJACENT TO ROADWAY INTERSECTIONS TO BE TRIMMED TO PROVIDE ADEQUATE SITE DISTANCE FOR ENTERING/EXITING VEHICLES.
3. REPLACEMENTS: IMMEDIATELY REPLACE ANY PLANT MATERIALS THAT DIE OR ARE DAMAGED. REPLACEMENTS SHALL BE MADE TO THE SPECIFICATIONS AS REQUIRED FOR ORIGINAL PLANTINGS.
4. CONDITION OF PLANTINGS AT THE END OF THE MAINTENANCE PERIOD:
 - a. ALL PLANT MATERIALS SHALL BE LIVE, HEALTHY, UNDAMAGED, AND FREE FROM INFESTATIONS.
 - b. GROUND COVER, SHRUB AREAS, AND OTHER PLANTING AREAS SHALL BE FREE OF ALL WEEDS (BROADLEAF AND GRASS WEEDS).
 - c. PLANTINGS THAT DO NOT CONFORM TO SPECIFICATIONS SHALL BE REPLACED AND BROUGHT TO A SATISFACTORY CONDITION BEFORE FINAL ACCEPTANCE OF THE WORK CAN BE MADE.
 - d. GROUNDCOVERS AND ANNUAL/SHRUB BEDS TO BE EDGED AND TRIMMED.
 - e. REPLENISH MULCH TO DEPTH SPECIFIED. KEEP MULCH 3" AWAY FROM ROOTCROWN.
5. LAWN MAINTENANCE:
 - a. MOW TO A UNIFORM HEIGHT OF 2" MAX ONCE A WEEK.
 - b. WHILE MOWING "SCALPING" AND WHEEL "RUTTING" SHALL NOT BE PERMITTED.
 - c. TRIM EDGES ALONG MOW STRIPS.
 - d. APPLY 15-5-7 COMMERCIAL FERTILIZER AT LEAST ONE TIME DURING MAINTENANCE PERIOD.
 - e. AERATE & DETHATCH TURF TO MAINTAIN WATER EFFICIENCY.
6. ORNAMENTAL GRASSES MAINTENANCE:
 - a. MOW TO A UNIFORM HEIGHT OF 6" MAX ANNUALLY.
 - b. WHILE MOWING "SCALPING" AND WHEEL "RUTTING" SHALL NOT BE PERMITTED.
 - c. TRIM EDGES ALONG MOW STRIPS & PLANTERS.
 - d. APPLY COMMERCIAL FERTILIZER PER SOILS TEST RESULTS.

2.1 IRRIGATION SYSTEM

1. LANDSCAPE SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY. IRRIGATION SYSTEM MAINTENANCE TO INCLUDED, BUT NOT BE LIMITED TO, CHECKING, ADJUSTING, & REPAIRING IRRIGATION EQUIPMENT & RESETTING THE AUTOMATIC CONTROLLER.
2. REPAIR OF IRRIGATION EQUIPMENT SHALL BE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR APPROVED EQUIVALENTS.

Landscape Planting Maintenance Schedule							
Planting Type	Annual Maintenance Procedure			Fall	2 Yrs	5 Yrs	10+ Yrs
	Winter	Spring	Summer				
Trees and Shrubs							
Planting	x						
Fertilization		April	June	Sept.	Note 1	Note 4	Note 6
Mulch		x			Note 2	Note 5	
Pest Control		x	x				
Plant Repair	x	x	x	x	Note 3		
Pruning	x						
Groundcovers and Lawns							
Planting	x				Note 7,8	Note 9	Note 9
Fertilization		April	June	Sept.			
Mulch		x					
Pest Control		x	x				
Trimming x							
Weed Control	x	x	x	x			
Mow		As needed when Turf Reaches 3" and mow to a HGT. of 1.5"			Do not Scalp		
Fertilize Lawns		x	x	x			
Vines							
Planting	x	Note 10	Note 10	Note 10	Note 10,10,10,10		
Fertilization		April	June	Sept.			
Mulch		x					
Pest Control		x	x				
Plant Repair	x	x	x	x			
Pruning	x						
Landscape Irrigation Maintenance Schedule							
	Winter	Spring	Summer	Fall			
System							
Flush	x						
Test Controller		April					
Seasonal Adjust	x	x	x	x			
Valves Test	x	x	x				
Full Audit		x					
NOTES							
Note 1: Remove tree stakes.							
Note 2: Prune lower branches that will form a hazard. Do not prune leader.							
Note 3: Prune back woody branches of shrubs where this will improve look of shrub. Do not shear shrubs.							
Note 4: Selectively replace shrubs that have become overly woody. Prune back woody branches of shrubs where this will improve look of shrub. Do not shear shrubs.							
Note 5: Remove sections of tree grate that will interfere with tree trunk.							
Note 6: Replace shrubs that have become overly woody.							
Note 7: In areas where establishment proves unsuccessful, amend soil and re-plant.							
Note 8: Where pedestrian traffic is prohibiting groundcover establishment, replant and fence area off during establishment period.							
Note 9: Replace groundcovers in areas where they have become too woody.							
Note 10: Train vines to trellises and prune selectively to direct growth. Prune runners that grow along ground. Protect Young vines at base against damage from pedestrians.							

WATER AUDIT SCHEDULE

1. AN ANNUAL WATER AUDIT SHALL BE PERFORMED.
2. AUDIT TO BE PERFORMED BY A LICENSED AUDITOR. AUDIT TO BE SUBMITTED TO THE CITY OF TRACY PUBLIC WORKS AND WATER DEPARTMENTS.
3. AUDIT TO MINIMALLY CONSIST OF THE FOLLOWING:
 - A. SPRINKLERS TO BE CHECKED FOR WORN OR NON-WORKING PARTS. NOZZLES AND CHECK VALVES TO BE INCLUDED.
 - B. LEAKS TO BE IDENTIFIED.
 - C. SOIL TO BE PROBED FOR MOISTURE PENETRATION.
 - D. PLANT MATERIALS TO BE GENERALLY ASSESSED.
 - E. WATER USE RECORD TO BE REVIEWED.
 - F. CONTROLLER OPERATION TO BE CONFIRMED.
 - G. AUTOMATIC RAIN SHUT-OFF OPERATION TO BE CONFIRMED.
 - H. PRECIPITATION RATE AND COVERAGE UNIFORMITY TEST TO BE DONE.
 - I. RECOMMENDATIONS FOR REPAIR AND CORRECTION TO BE MADE.
4. OWNER TO SUBMIT PROOF OF REPAIRS AND CORRECTIONS MADE.

CITY OF TRACY REQUIREMENTS

MUNICIPAL CODE

- 40% SHADING OF PARKING AREA WITH MIN 35' DIAMETER CANOPY TREES.
40% PROVIDED - SEE SHADE CALC THIS SHEET
- PARKING SCREENING FROM R.O.W. : 8' TALL SOLID WALL. SEE SHT L3.
- EQUIPMENT, LOADING, SERVICE AREAS SCREENED FROM R.O.W. VIEW.
- LANDSCAPE AREAS TO BE AUTO-IRRIGATED AND HAVE A 6" HT CURB.
- COMBINATION OF TREES, SHRUBS, GROUNDCOVERS IN EACH PLANTER BED.
- 6' HT SCREENING OF PARKING ADJACENT TO RESIDENTIAL - SOLID MASONRY WALL.

NORTHEAST SPECIFIC PLAN STANDARDS

- STREET TREES 40' OC MAX.
- REVISIONS TO MUNICODE FOR NEI SPECIFIC PLAN:
 1. INDUSTRIAL:
 - 1 TREE PER 10 PARKING SPACES
363 SPACES X 0.1 = 36 TREES REQD.
 - 59 PARKING SHADE TREES PROVIDED - 35' MIN DIAMETER.
 - 15' FRONTAGE SETBACK PROVIDED
 - 10% LANDSCAPE IN PARKING AREA (60+ SPACES)
78,829 SF PARKING X 0.1 = 7,882 SF REQD. 14,534 SF PROVIDED (18%)
 2. FRONTAGE SETBACK:
 - 1 TREE / 400 SF.
 - 15' SETBACK = 4056 SF / 400 = 10 TREES REQD IN FRONTAGE.
 - 10 TREES PROVIDED WITHIN 15' FRONTAGE SETBACK
 3. PLANTING CONTAINER SIZES & SPACING:
 - 24" BOX TREES, MIN.
 - SHRUBS 5 GALLON, MIN.
 - GROUNDCOVER 1 GALLON, MIN

ESTABLISHMENT IRRIGATION SCHEDULE

T.B.D.

ESTABLISHED IRRIGATION SCHEDULE

T.B.D.

PARKING LOT SHADING CALCULATION

TREE TYPE	SYMB	FULL (100%)	HALF (50%)	ONE-QTR (25%)
35' DIA. PARKING TREES	.	9@962=8,658 S.F.	48@481=23,088 S.F.	0@240=0 S.F.

SUBTOTAL SHADING AREA : 8,658 S.F. 23,088 S.F. 0 S.F.

TOTAL PARKING LOT AREA: 78,829 S.F. = 100%
 SHADE AREA REQUIRED: 31,531 S.F. = 40%
 SHADE AREA PROVIDED: 31,746 S.F. = 40%

MAXIMUM APPLIED WATER ALLOWANCE		PROJECT #:	CT Realty, Tracy, CA
MAWA = (ETo) x (0.62) x [(0.45 x LA)+(0.55 x SLA)]			
ETo**	48.50	ETo (inches/year)	
Enter total project Landscaped Area	44,870.00	LA (square feet)	
Enter Special Landscaped Area	0.00	SLA (square feet)	
RESULTS:			
	607,158	MAWA (gallons/year)	
	811.71	MAWA (100 CF/year)	

** Eto Values derived from Appendix A of the CA Model Water Efficient Landscape Ordinance, CA Dept. of Water
 MAWA Maximum applied water allowance (gallons per year)
 Eto Reference Evapotranspiration (inches per year)
 0.45 ET Adjustment Factor (ETAF) per AB1881
 LA Planted landscaped area including SLA and not including hardscapes. Also include surface area of water features not
 0.62 Conversion Factor (to gallons per square foot)
 SLA Portion of the Landscaped Area identified as Special Landscaped Area. Also include surface area of water features using recycled
 0.55 The additional ET Adjustment Factor for SLA (1.0 - 0.45 = 0.55)

ESTIMATED TOTAL WATER USE

ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]	
Irrigation Efficiency Value =	
Bubblers	0.81
Laser Tube (Drip)	0.81
Rotary / Rotor	0.75
Spray	0.75

Plant Water Use Type	Plant Factor		
Low	0.10	0.20	0.30
Moderate	0.40	0.50	0.60
High	0.70	0.80	0.90
SLA	1.00		

HYDROZONE TABLE

Hydrozone	Plant Water Use Type(s) (low, moderate, high)	Plant Factor (PF)	Irrigation Type	Hydrozone Area (HA) (sq ft)	PF x HA (sq ft)	ETWU	
						100 CF/Year	Gallons / Year
1	Low	0.20	Laser Tube (Drip)	43,798	8,760	434.76	325,201
2	Moderate	0.50	Bubblers	1,072	536	26.60	19,898
3	Low	0.20	Rotary / Rotor	0	0	0.00	0
4	low	0.50	Spray	0	0	0.00	0
5	High	0.80	Bubblers	0	0	0.00	0
6	High	0.80	Laser Tube (Drip)	0	0	0.00	0
7	High	0.80	Rotary / Rotor	0	0	0.00	0
8	High	0.90	Spray	0	0	0.00	0
	SLA	1		0	0	0.00	0
	Sum			44,870	9,296	461.36	345,099

RESULTS	ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]	100 CF/Year	Gal./year
MAWA =	607,158	461	345,099

ETWU must be less than or equal to MAWA ETWU complies with MAWA

CITY OF TRACY REQUIREMENTS

2042610803.ctd

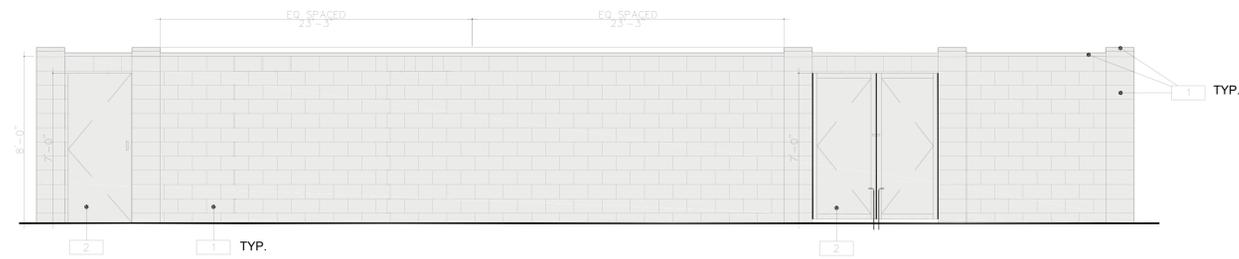
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CT REALTY
 4343 VON KARMAN AVE., STE. 200
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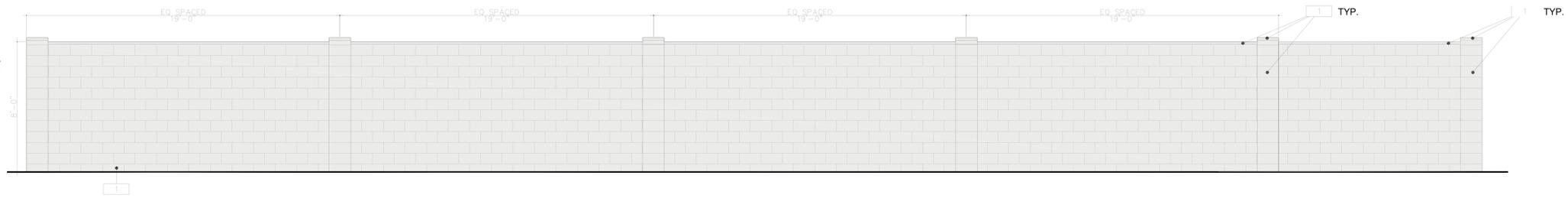
CT REALTY
CNG FUELING STATION
LANDSCAPE NOTES & CALCS
 TRACY, CA

DATE: **03/08/2022**
 SHEET: **L2**
 JOB NO.: **2042610803**

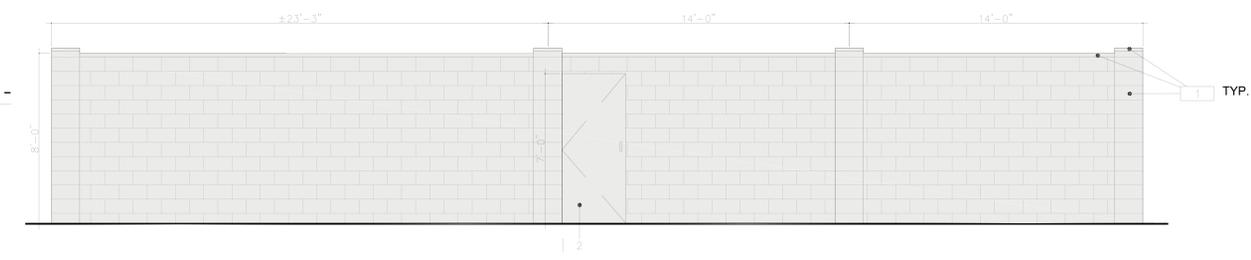
EQUIPMENT ENCLOSURE - SOUTH ELEVATION



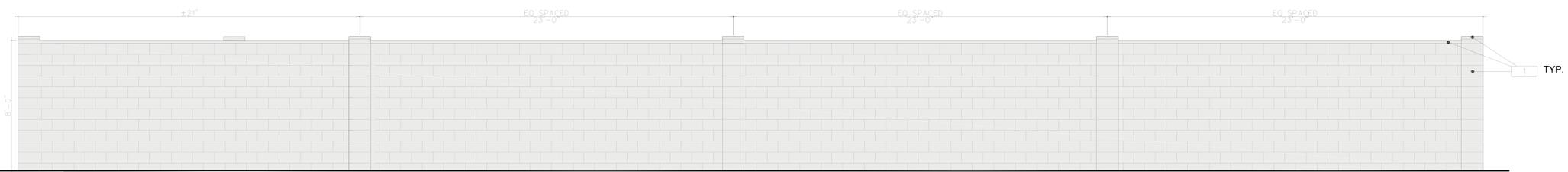
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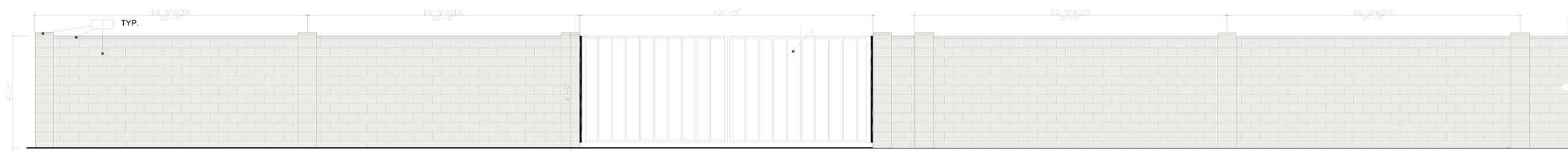
EQUIPMENT ENCLOSURE - NORTH ELEVATION



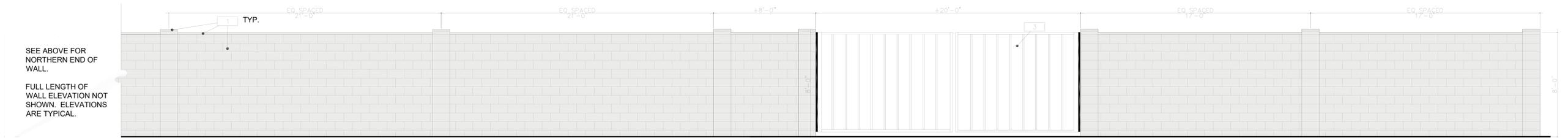
EQUIPMENT ENCLOSURE - WEST ELEVATION



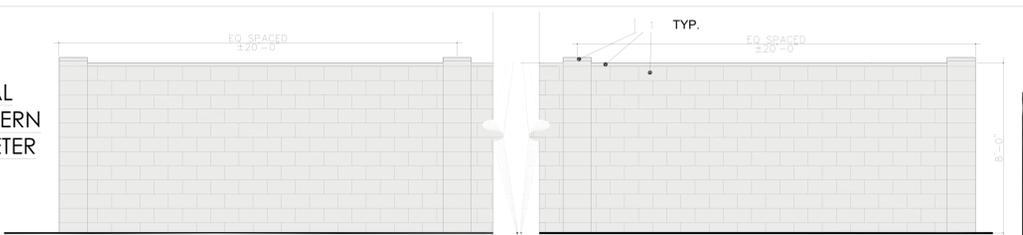
PERIMETER WALL - WEST ELEVATION (NORTH)



PERIMETER WALL - WEST ELEVATION (SOUTH)



TYPICAL NORTHERN PERIMETER WALL



COLORS & MATERIALS

SYMBOL	DESCRIPTION	MATERIAL	COLOR
1	EQUIPMENT ENCLOSURE WALL, COLUMN & TOPCAP	SPLITFACE CMU	ORCO TAN OR EQUAL
2	EQUIPMENT ENCLOSURE WALL SOLID MAN DOOR & MAN GATE	METAL	LIGHT GREY
3	PERIMETER WALL MAN DOOR & MAN GATE	WROUGHT IRON	BLACK



SEE BELOW FOR SOUTHERN END OF WALL.

FULL LENGTH OF WALL ELEVATION NOT SHOWN. ELEVATIONS ARE TYPICAL.

SEE ABOVE FOR NORTHERN END OF WALL.
FULL LENGTH OF WALL ELEVATION NOT SHOWN. ELEVATIONS ARE TYPICAL.

DRAWING: \\us0352-pdfs01\workgroup\2042\active\2042610803\landscape\design\drawing\2042610803_18-110_permit_1fx.dwg PLOTTED: 5/10/2022 8:55 AM BY: Maddock, Gaylyn

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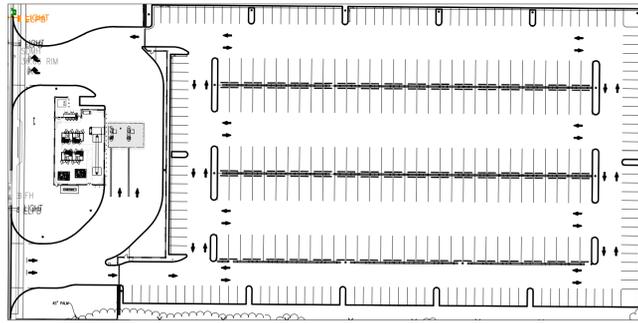
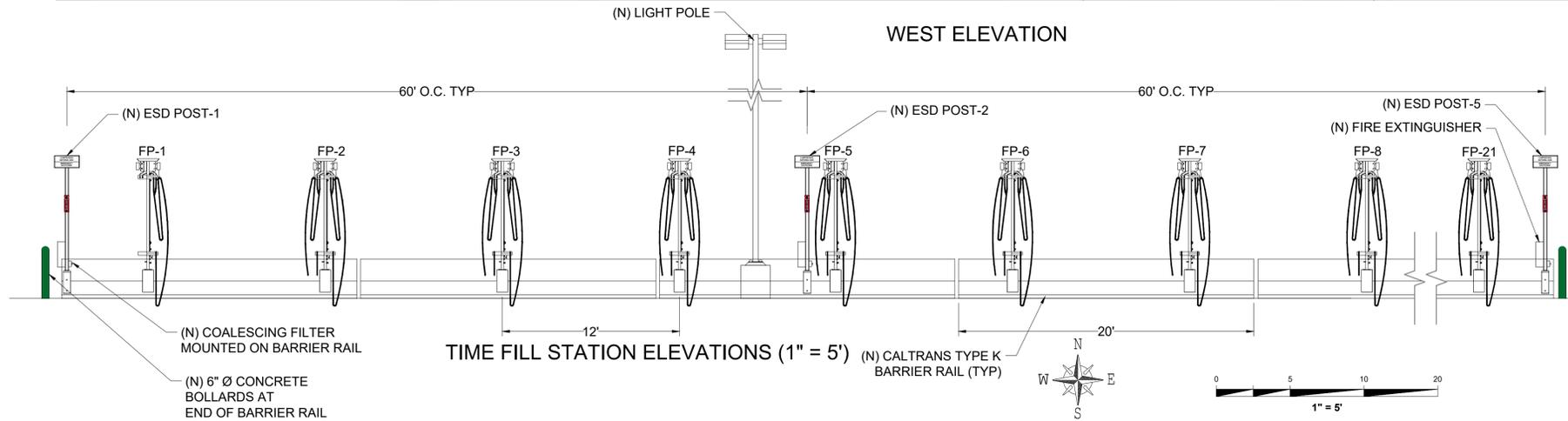
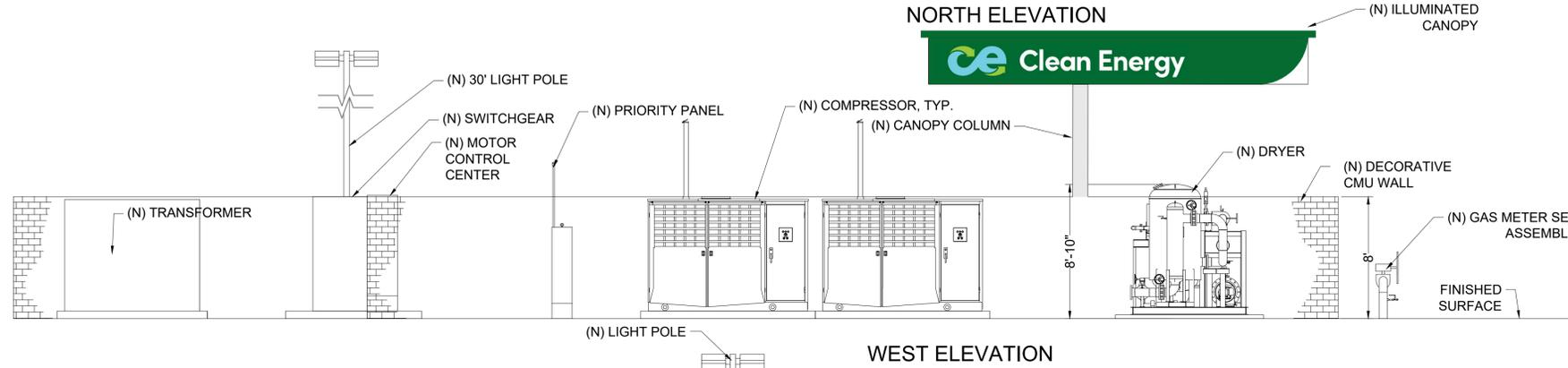
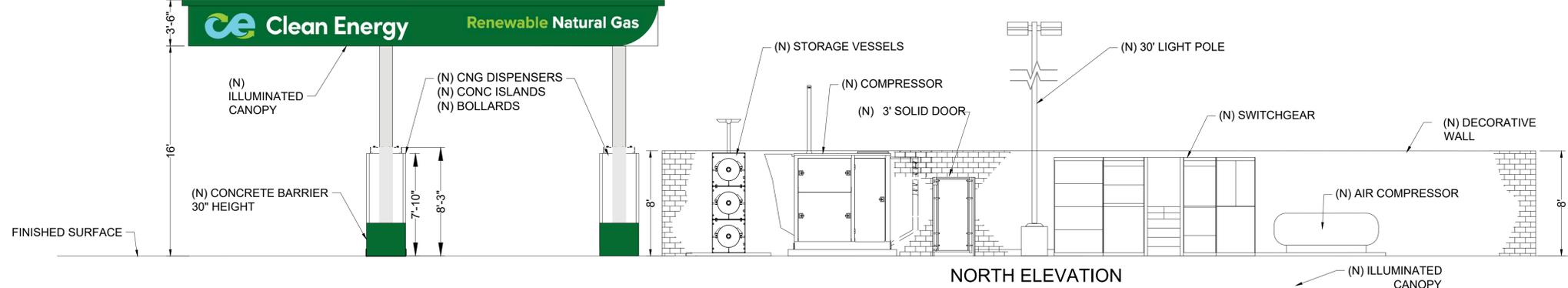
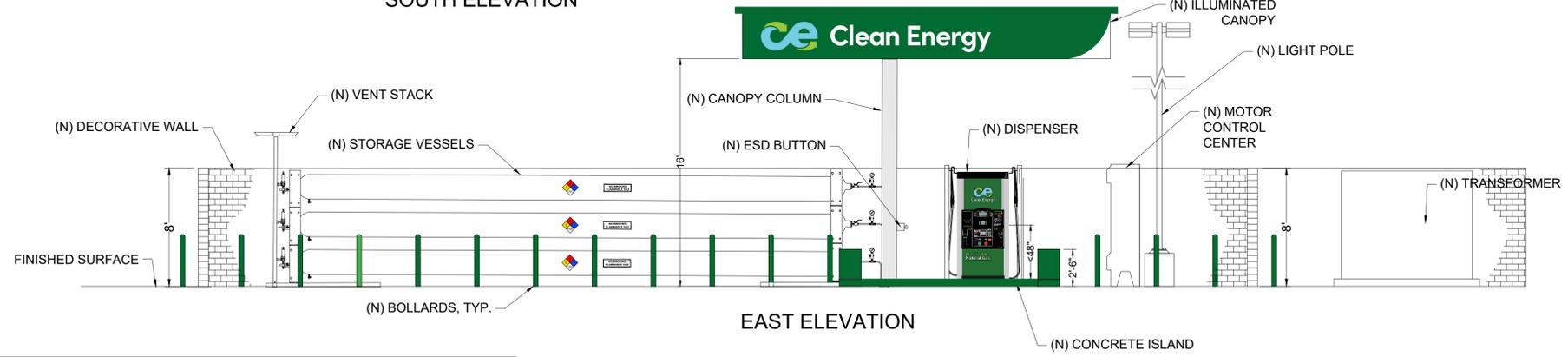
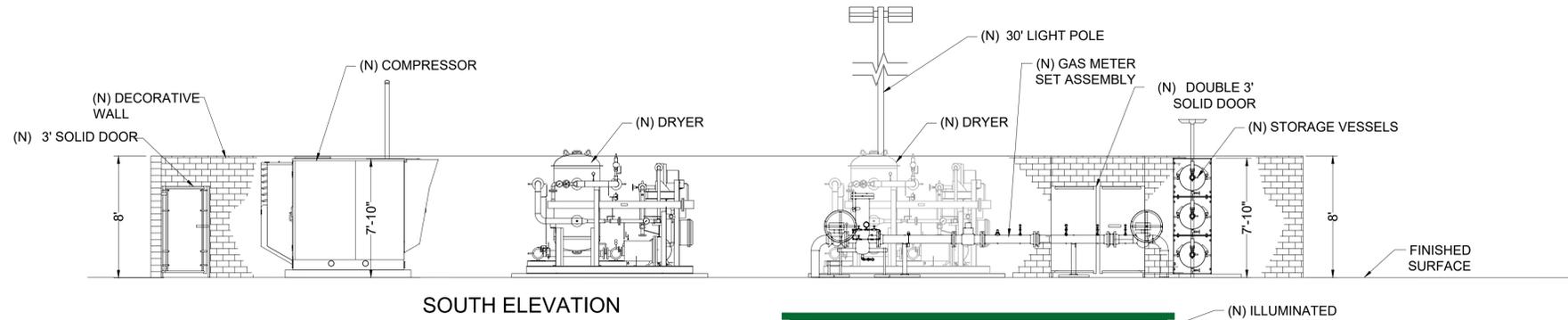
CT REALTY
CNG FUELING STATION
WALL ELEVATIONS
TRACY, CA

DATE: 03/08/2022
SHEET L3 OF 1
JOB NO: 2042610803

CANOPY COLOR CHART	
PANTONE 3500 C	
PANTONE 630 C	
PANTONE 2300 C	

NOTES

- COLOR TO MATCH PANTONE COLOR SYSTEM OR EQUIVALENT 1101 HIGH GLOSS LACQUER ENAMEL OR EQUIVALENT.
- CONTRACTOR SHALL PRIME AND PAINT OR PROVIDE GREEN PLASTIC COVERS ON ALL BOLLARDS AND RAILING.
- CONTRACTOR SHALL PRIME ALL BOLLARDS USING PLASTIC COVERS FOR CORROSION PROTECTION.
- CANOPY COLUMNS TO COLOR MATCH SPLIT FACE DECORATIVE BLOCK WALL.
- COMPOUND SOLID DOORS TO COLOR MATCH SPLIT FACE DEORATIVE BLOCK WALL.



KEY MAP



CNG FUELING STATION
OAK E. TRACY
CHRISMAN RD,
TRACY, CA.
GENERAL ARRANGEMENT & ELEVATIONS
 ASSET: INC-21073.00

DATE	DRAWN BY:	ON
05/01/2022	CHECKED BY:	ML
SCALE	AS NOTED	
SHEET	G1.0	

REV	DATE	REVISIONS
0	5/20/2021	RELEASED FOR CONSTRUCTION

Know what's below. CALL 811 before you dig.
 REDUCED PLAN DRAWING MAY BE REDUCED
 CAUTION: THIS DRAWING SHALL BE REPRODUCED
 24" ORIGINAL DRAWING

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ENVIRONMENTAL CHECKLIST

FOR THE

RNG FUELING STATION PROJECT

MAY 2022

Prepared for:

City of Tracy
Development Services Department
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

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm

ENVIRONMENTAL CHECKLIST
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INTRODUCTION

The following pages provide an analysis of the proposed RNG Refueling Station (proposed project) with respect to the project’s consistency with the City of Tracy General Plan, the analysis contained in the General Plan EIR, and any site-specific environmental impacts or cumulative impacts that may result from project implementation.

As explained in the following pages, the proposed project is consistent with the City’s General Plan, for which an EIR was prepared and certified, and there are no site-specific or cumulative impacts associated with the proposed project that have not been fully addressed in a previous environmental document, or that cannot be mitigated to a less than significant level through the application of uniformly applied development policies and/or standards. The findings presented below demonstrate that no additional environmental analysis is required under the California Environmental Quality Act (CEQA) prior to approval of the proposed project.

NORTHEAST INDUSTRIAL SPECIFIC PLAN

The City of Tracy adopted the Northeast Industrial Concept Development Plan for an area comprised of approximately 870 gross acres in the northeastern portion of the city on May 8, 1996 (Resolution Number 96-146) and, pursuant to the California Environmental Quality Act (CEQA), certified an Environmental Impact Report (EIR) (SCH # 95102050) for the Northeast Industrial Concept Development Plan (Resolution Number 96-144).

On August 7, 2012, the Northeast Industrial Concept Development Plan was repealed and replaced by the adoption of the Northeast Industrial Specific Plan (Ordinance 1174). The Northeast Industrial Specific Plan was determined to be consistent with the EIR prepared for the Northeast Industrial Concept Development Plan in 1996 (SCH #95102050) (the “NEISP EIR”) and no further environmental analysis was found necessary to be prepared.

PROJECT OVERVIEW

PROJECT LOCATION

The project site consists of approximately 5 acres located near the southeast corner of Grant Line Road and Chrisman Road in the northeast quadrant of the City of Tracy. The project site is located on Assessor Parcel Number (APN) 250-03-320. The project’s location is shown in Figure 1.

PROJECT DESCRIPTION

The project proposes to construct a renewable natural gas (RNG) fueling station, which includes a secured parking lot to house and refill Amazon’s sustainable truck cabs. The fueling system connects to the standard natural gas line in the street, pulls gas through above ground compression equipment, and pumps the compressed natural gas (CNG) fuel directly into trucks on demand. The RNG refilling station will be both “fast-fill” and “time fill.” The facility will be unmanned, operating through a cardlock system, and the time-fill parking and dispensing facility will accommodate a 156-unit operation for truck parking and refueling.

Figure 2 displays the proposed site plan layout. Parking would be provided throughout the project site. Access to and from the project site would be provided from Chrisman Road; entry to and exit from the project site would occur at the southwestern and northwestern portion of the project site, respectively.

There are two classes (sizes) of trucks that are expected to fuel at this station: (1) Class 8 semi-trucks; and (2) Class 6 medium-duty box trucks. The Class 8 semi-trucks are used to haul trailers while the Class 6 medium-duty box trucks have a built-in integrated cargo box. As suggested by the names, the medium duty trucks are smaller Class 6 trucks, while the semi-trucks are large, heavy-duty Class 8 trucks. The semi-trucks would haul trailers to and from the area distribution centers. The truck itself is called a “day cab”.

The Amazon day cabs would refuel at the project site without trailers between driver shifts. Only the cabs would be parked on-site; not the trailers. The cabs have a stationary period on-site between the driver shifts, which would provide the opportunity to time-fill the trucks. The time-filling would top-off the fuel tank so that the next driver would have a full tank of fuel, thereby saving time by not going to the fast-fill dispensers.

The Class 6 medium-duty box trucks would not be parked at the project site, but would use the fast-fill station for fueling. These trucks are medium size trucks, so they carry less fuel than the semi-trucks, and are therefore quicker to fuel at the fast-fill dispensers.

Other third-party commercial trucks that are not owned by Amazon could also fuel at the fast-fill lanes. Amazon-owned semi-trucks could also fuel at the fast-fill dispensers, if something unexpected happens where the driver needs to get fuel without waiting for time-fueling.

The project is located within the Northeast Industrial (NEI) Specific Plan, which identifies ‘service station’ land uses as a conditionally permitted use within the NEI. The proposed project would therefore be a conditionally permitted use within the NEI. The project would be required to obtain a conditional use permit from the City of Tracy to operate.

EXISTING SITE USES

The project site is currently vacant and undeveloped. No structures are located on-site. The site was previously used for agricultural uses but is no longer irrigated or harvested. Figure 3 shows an aerial view of the project site.

SURROUNDING LAND USES

The project site is located in a residential, agricultural, and industrial area. The surrounding area adjacent to the project site includes industrial and warehouse uses to the south and east of the project site. A residence is located to the north of the project site. The lot to the west of the project site is currently vacant. An additional vacant lot is located south of the project site. The project site and the surrounding uses are designated Industrial by the City’s General Plan. The project site is located within the City’s Northeast Industrial Specific Plan area.

GENERAL PLAN AND ZONING DESIGNATIONS

The Tracy General Plan land use designation for the project site is Industrial (consistent with the proposed project) and the site is within the Northeast Industrial Specific Plan Area. Specific uses allowed in the Industrial land use designation category range from flex/office space to manufacturing to warehousing and distribution. Ancillary uses, such as restaurants, consumer services and parks, may be allowed to serve the daily needs of the workers. Industrial uses are located to provide proper truck access, buffering from incompatible uses and proximity with rail corridors and transit links. Figure 4 displays the General Plan land use designation for the project site and surrounding area.

The project site is currently zoned Northeast Industrial Specific Plan. The Northeast Industrial Specific Plan addresses 870 acres in the northeast corner of the City. Anticipated land uses include a mixture of manufacturing, warehousing, and distribution uses including rail-dependent industries and “flex-tech” light industrial. Figure 4 also displays the zoning designation for the project site and surrounding area.

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 (Guidelines Section 15050).

This document will be used by the City of Tracy to take the following actions:

- Adoption of the CEQA Exemption (Guidelines Section 15183).
- Development Review.
- Approval of the Site Plan.
- Approval of a Conditional Use Permit.
- Development of Conditions of Approval (COA).

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities.
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits.
- San Joaquin Council of Governments (SJCOG) - Review of project application to determine consistency with the San Joaquin County Multi-Species Habitat, Conservation, and Open Space Plan (SJMSCP).

PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT

One previous environmental analysis has been prepared and certified which is applicable to the proposed project.

On February 1, 2011, the City adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008092006). The proposed project would be consistent

with the General Plan designation of Industrial, as described above. The General Plan EIR assumed full development and buildout of the project site, consistent with the uses and development standards proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR.

CEQA GUIDELINES SECTION 15183 EXEMPTIONS

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. As noted above, the proposed project is consistent with the land use designation and densities established by the Tracy General Plan, for which an EIR was certified. The provisions contained in Section 15183 of the CEQA Guidelines are presented below.

15183. Projects Consistent with a Community Plan or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR 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. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located,*
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

(1) The project is consistent with:

(A) A community plan adopted as part of a general plan,

*(B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
(C) A general plan of a local agency, and*

(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

(e) This section shall limit the analysis of only those significant environmental effects for which:

(1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and

(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the City or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire City or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a City or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the City or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the City or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

- (1) Parking ordinances.*
- (2) Public access requirements.*
- (3) Grading ordinances.*
- (4) Hillside development ordinances.*
- (5) Flood plain ordinances.*
- (6) Habitat protection or conservation ordinances.*
- (7) View protection ordinances.*

(8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.

(1) "Community plan" is defined as a part of the general plan of a City or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

PROJECT-SPECIFIC ENVIRONMENTAL REVIEW

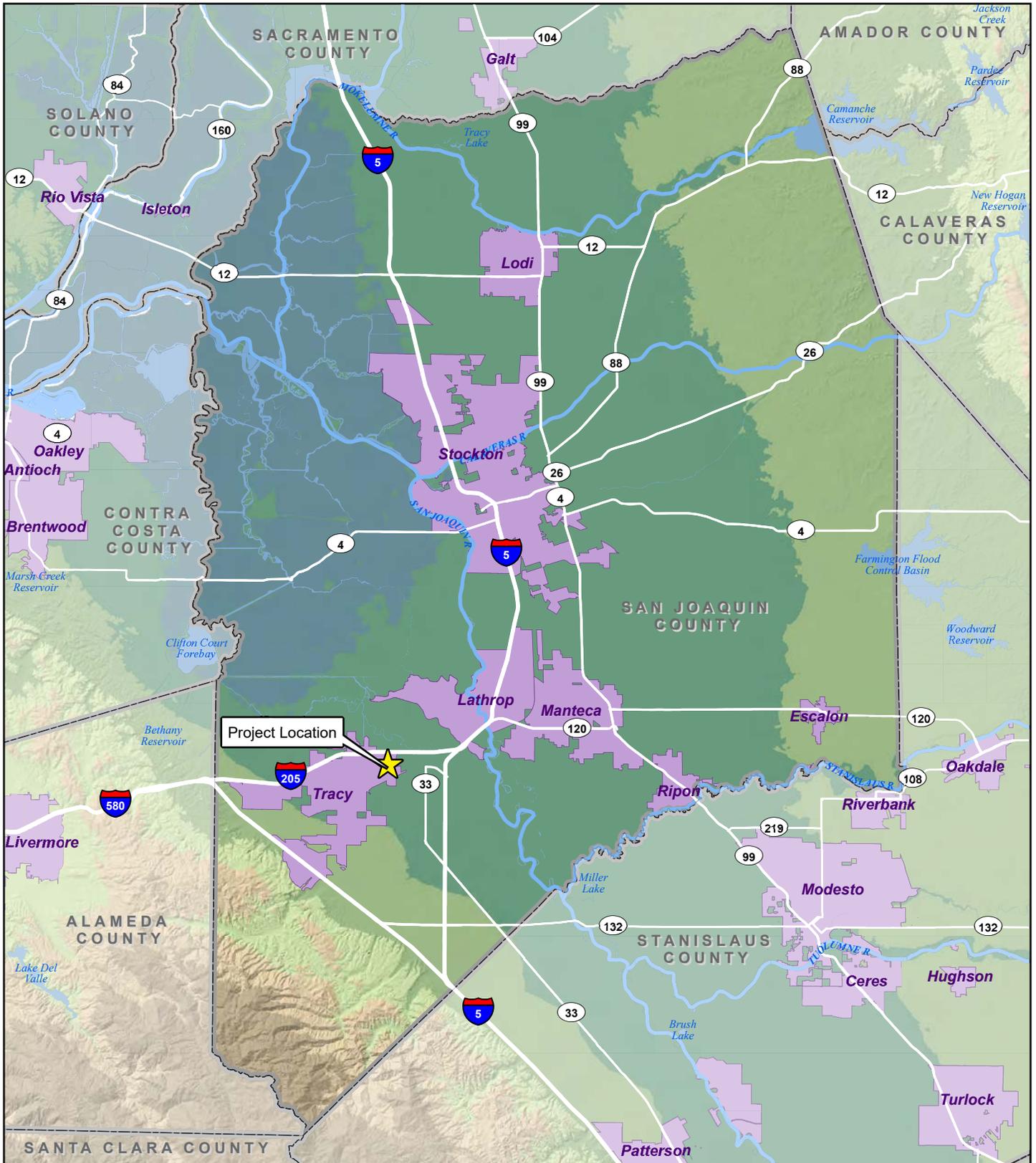
The attached Environmental Checklist includes a discussion and analysis of any peculiar or site-specific environmental impacts associated with construction and operation of the proposed project. The Environmental Checklist identifies the applicable City of Tracy development standards and policies that would apply to the proposed project during both the construction and operational phases, and explains how the application of these uniformly applied standards and policies would ensure that no peculiar or site-specific environmental impacts would occur.

CONCLUSION

As described above, the proposed RNG Refueling Station Project (proposed project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR.

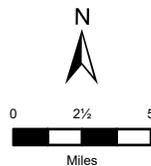
The analysis in the attached CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and identifies uniformly applied standards and policies that would be applied to the project. The Project Requirements identified in the attached environmental analysis include requirements that must be implemented by the proposed project in order to ensure that any site-specific impacts or construction-related impacts are reduced to a less than significant level. All Project Requirements identified in the attached Environmental Checklist shall be made a condition of project approval and shall be implemented within the timeframes identified.

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LEGEND

-  County Boundary
-  Incorporated Area

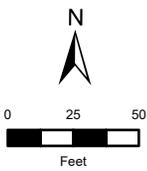
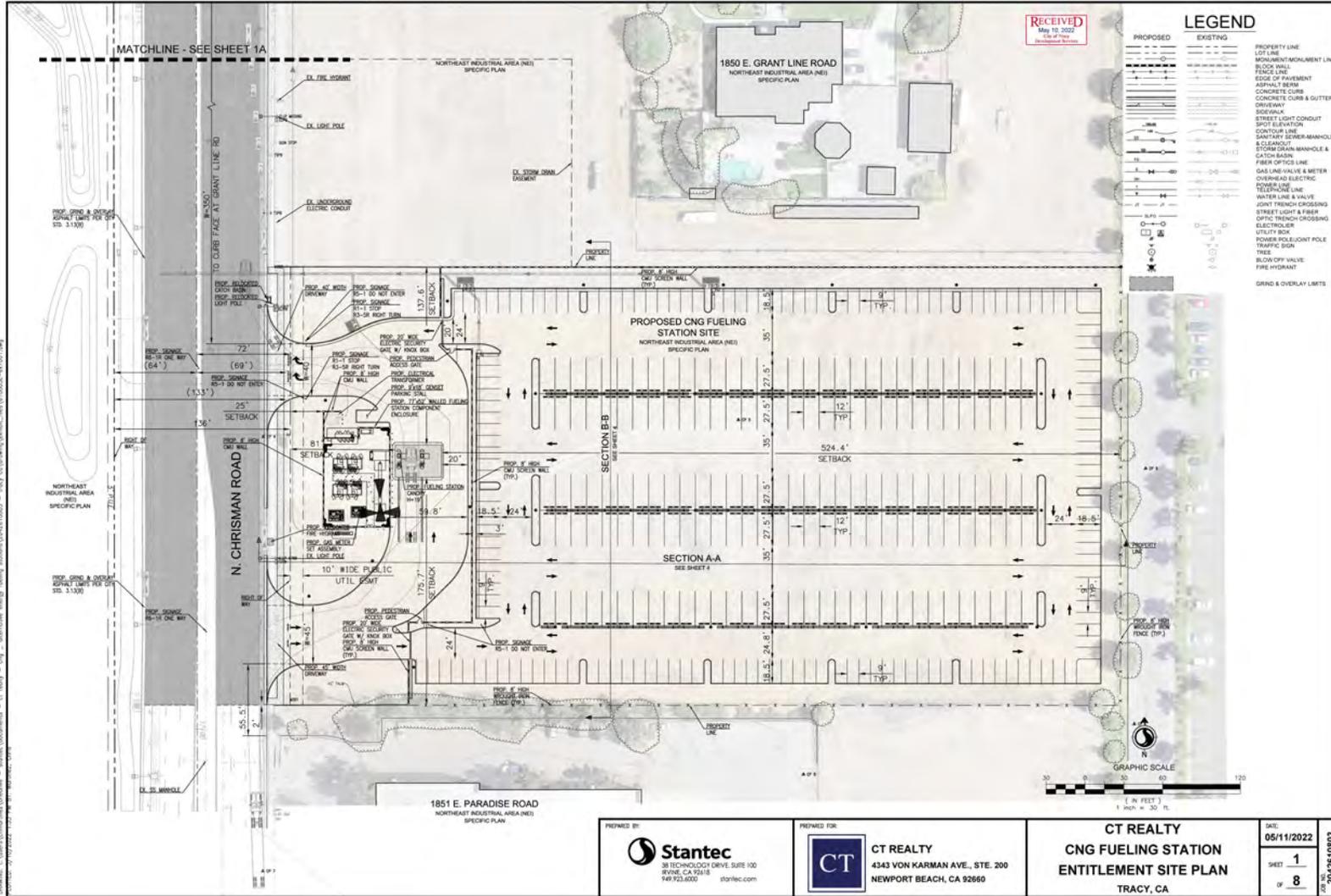


**CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT**

Figure 1. Regional Project Location

Sources: San Joaquin County GIS. Map date: March 29, 2022.

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Tracy RNG Truck Fueling and Northeast Industrial SP Amendment

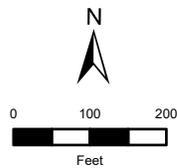
Figure 2. Site Plan

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LEGEND

 Project Site

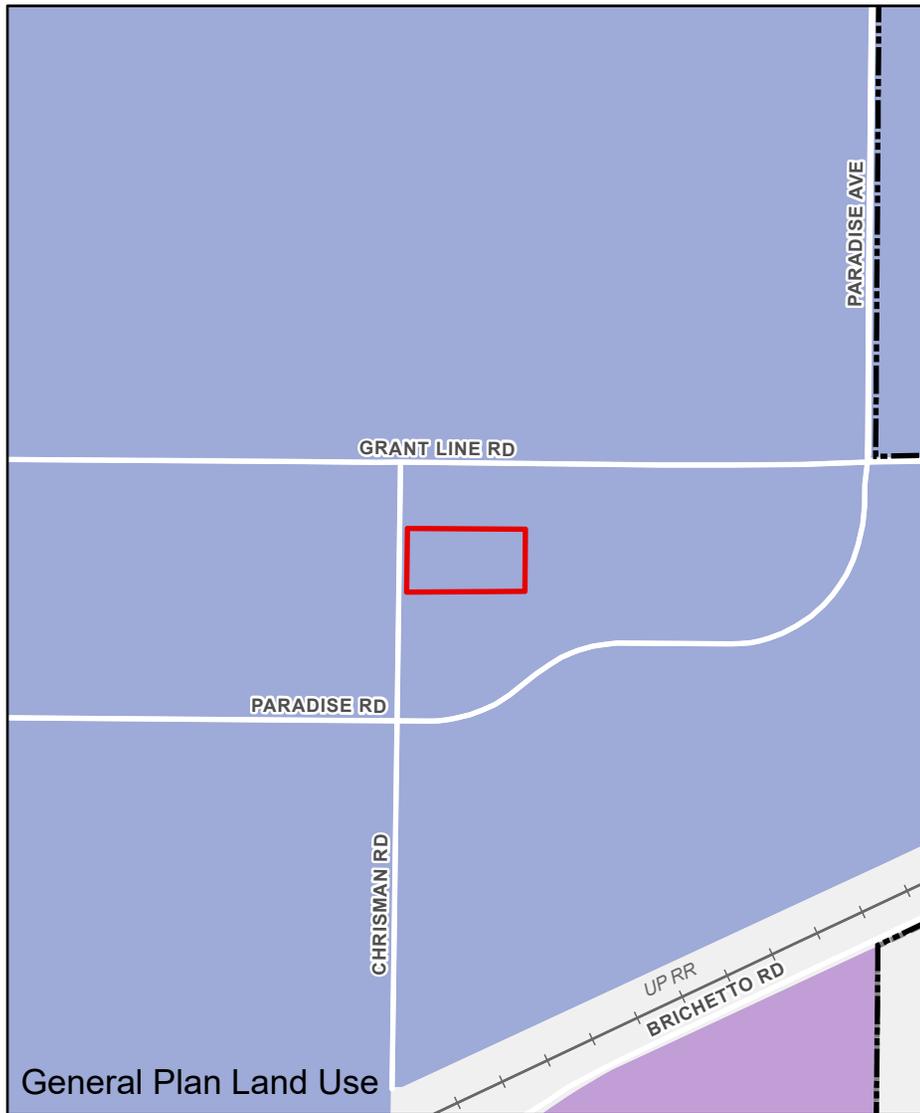


Tracy RNG Truck Fueling and Northeast Industrial SP Amendment

Figure 3. Aerial View of Project Site

Sources: San Joaquin County GIS, ArcGIS Online
 World Imagery Map Service(03/29/2022).
 Map date: March 29, 2022.

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LEGEND

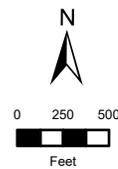
-  Project Site
-  Tracy City Limits

City of Tracy Land Use

-  Industrial
-  Public Facilities

City of Tracy Zoning

-  A
-  NEI



Tracy RNG Truck Fueling and Northeast Industrial SP Amendment

Figure 4. Land Use and Zoning Designations

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ENVIRONMENTAL CHECKLIST

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 scenic vistas located on or adjacent to the project site. The proposed project uses are consistent and compatible with the surrounding industrial land use designations. Lands surrounding the project site consist of industrial and non-conforming residential uses.

Implementation of the proposed project would provide for additional industrial development on a project site that is bordered by similarly scaled development to the east, west, and south. 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 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 industrial in nature. The proposed site plan would place the CNG refueling station on the west portion of the site, adjacent to Chrisman Road, with the parking lot encompassing the central and eastern portions of the site.

Implementation of the proposed project would introduce a CNG refueling station to the project area that would be generally consistent with the surrounding industrial developments. 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 Dedicated 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 Interstate (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 scenic portion of the I-580 highway is approximately 6.4 miles southwest from the project site. The project site is not visible from this highway. Additionally, the project is not at all visible along any scenic section of I-5.

Development of the proposed project would not result in the removal of any substantial trees, rock outcroppings, or buildings of historical significance, and would not result in changes to any of the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, there is a **less than significant** impact.

Response c): Less than Significant. As described under Response a), above, the proposed project would add additional industrial uses to an area that currently contains numerous residential and industrial uses. The proposed project would be visually compatible with the surrounding industrial land uses and would not significantly degrade the existing visual quality of the site or the surrounding area. Additionally, the project will comply with City standards, including, but not limited to, the City’s Design Goals and Standards, which would ensure that the exterior facades of the proposed structures, streetscape improvements, landscaping improvements, and exterior lighting improvements are compatible with the surrounding land uses. Landscape improvements would also surround the project site, to help visually shield the activities within the project site from the nearby land uses. Additionally, the proposed project is consistent with the existing zoning. This is a **less than significant** impact.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed project would introduce new refueling station structures into the project site; however, reflective building materials are not proposed for use in the project, and as such, the project would not result in increases in daytime glare.

The proposed project would include exterior lighting around the fueling stations, security building and parking areas. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Additionally, the Northeast Industrial Specific Plan contains design guidelines and development standards to guide site planning and architecture within the Specific Plan area. The Northeast Industrial Specific Plan design guidelines contain provisions for street lighting. 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. The implementation of City standards and requirements would reduce any impacts related to light and glare to a **less than significant** level.

Project Requirement(s)

Project Requirement 1: *A lighting plan shall be prepared in accordance with the City of Tracy Standard Plan #140 that establishes street light standards, and requirements for light illumination, and the Tracy Northeast Industrial Specific Plan design guidelines. The lighting plan shall include the following:*

- *Design of site lighting and exterior light fixtures to reduce the effects of light pollution and glare off of glass and metal surfaces;*
- *Lighting shall be directed downward and light fixtures shall be shielded to reduce upward and spillover lighting.*

II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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): No Impact. The project site is underlain by Capay clay, zero to one percent slopes, and Stomar clay loam, zero to two percent slopes. Both soils are considered Prime Farmland soils, if irrigated. However, the project site is not irrigated.

The project site is currently vacant and undeveloped. The site was previously used for agricultural uses but is no longer irrigated or harvested. The proposed project is identified for urban land uses in the Tracy General Plan, and the project is consistent with the uses established by the General Plan. Development of the site for urban uses and the corresponding conversion of agricultural land associated with buildout of the Tracy General Plan, including the project site, was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the direct impacts to farmland resulting from adoption of the General Plan and EIR. As such, implementation of the proposed project would have **no impact** related to this environmental topic.

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, or designated for agricultural uses. Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning. As such, there is **no impact**.

Responses c) and d): No Impact. The project site is located in an area consisting of residential and industrial development. There are no forest resources on the project site or in the immediate vicinity of the project site. Therefore, there is **no impact**.

Response e): No Impact. As described under Responses (a) and (b) above, the proposed project site is not currently designated or zoned for agricultural uses. The project site is also not currently used for agricultural purposes and does not contain forest resources. There is **no impact** related to this environmental topic.

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely 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): Less than Significant. Air quality emissions would be generated during construction of the proposed project and during operation of the proposed project. Operational emissions would come primarily from vehicle emissions from vehicle trips generated by the proposed project.

Construction-Related Emissions

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Grading, leveling, earthmoving and excavation are the activities that generate the most particulate emissions. Impacts would be localized and variable. The initial phase of project construction would involve grading and leveling the project site and installation of supporting underground infrastructure, such as water, sewer, storm drain, and electrical lines.

A quantification of project construction emissions of ROG, NO_x, PM₁₀, and PM_{2.5} has been performed using the California Emissions Estimator Model (CalEEMod™) (v. 2020.4.0). Below is a list of model assumptions used in the construction screens of CalEEMod. Table 1 presents the estimated construction phase schedule, which shows the duration of each construction phase. Table 2 shows the off-road construction equipment used during construction for each phase.

Table 1: Construction Phase

PHASE #	PHASE NAME	START DATE	END DATE	# DAYS WEEK	# DAYS
1	Site Preparation	7/1/2022	7/14/2022	5	10
2	Grading	7/15/2022	8/11/2022	5	20
3	Paving	8/12/2022	9/22/2022	5	30
4	Utilities Installation	9/23/2022	1/26/2023	5	90

SOURCE: CALCEMOD, v.2020.4.0.

Table 2: Off-Road Equipment

EQUIPMENT TYPE	UNIT AMOUNT	HOURS/DAY	HORSEPOWER	LOAD FACTOR
<i>Site Preparation</i>				
Rubber Tired Dozers	3	8.00	247	0.40
Tractors/Loaders/Backhoes	4	8.00	97	0.37
<i>Grading</i>				
Excavators	2	8.00	158	0.38
Graders	1	8.00	187	0.41
Rubber Tired Dozers	1	8.00	247	0.40
Scrapers	2	8.00	367	0.48
Tractors/Loaders/Backhoes	2	8.00	97	0.37
<i>Paving</i>				
Pavers	2	8.00	130	0.42
Paving Equipment	2	8.00	132	0.36
Rollers	2	8.00	80	0.38
<i>Utilities Installation</i>				
Trenchers	2	8	78	0.50

SOURCE: CALCEMOD, v.2020.4.0.

Table 3 shows the construction emissions.

Table 3: Construction Emissions in Tons Per Year

YEAR	THRESHOLDS			
	ROG	NO _x	PM ₁₀ TOTAL	PM _{2.5} TOTAL
	≤ 10 TONS/YEAR	≤ 10 TONS/YEAR	≤ 15 TONS/YEAR	≤ 15 TONS/YEAR
2022	0.1	0.1	0.2	<0.1
Maximum per year	0.1	0.1	0.2	<0.1
Threshold exceeded in any year?	No	No	No	No

NOTES: THE AIR DISTRICT IS ATTAINMENT FOR CO, AND SO₂.

SOURCE: CALCEMOD, v.2020.4.0.

The SJVAPCD has established construction-related emissions thresholds of significance as follows: 10 tons per year of NO_x, 10 tons per year of ROG, or 15 tons per year of PM₁₀ or PM_{2.5}. If the proposed project's emissions will exceed the SJVAPCD's threshold of significance for construction-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. As shown in Table 3 above, annual emissions will not exceed the SJVAPCD thresholds of significance in any given year. However, regardless of emission quantities, the SJVAPCD requires construction-related mitigation in accordance with their rules and regulations. Implementation of the

following project requirements would ensure that the proposed Project would reduce construction-related emissions to a **less than significant** impact.

Project Requirement(s)

Project Requirement 2: *Prior to the commencement of grading activities, the City shall require 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 shall be submitted to the SJVAPCD for review and approval. The City of Tracy shall ensure that all required permits from the SJVAPCD have been issued prior to commencement of grading activities. The construction emissions reduction plan should include the following requirements and measures:*

- *Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions.*
- *Shut down equipment when not in use for extended periods of time, to reduce exhaust emissions associated with idling engines.*
- *Encourage ride-sharing and use of transit transportation for construction employees commuting to the project site.*
- *Use electric equipment for construction whenever possible in lieu of fossil fuel-powered equipment.*
- *Curtail construction during periods of high ambient pollutant concentrations.*
- *Construction equipment shall operate no longer than eight cumulative hours per day.*
- *All construction vehicles shall be equipped with proper emission control equipment and kept in good and proper running order to reduce NOx emissions.*
- *On-road and off-road diesel equipment shall use aqueous diesel fuel if permitted under manufacturer's guidelines.*
- *On-road and off-road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.*
- *On-road and off-road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.*
- *Use of Caterpillar pre-chamber diesel engines or equivalent shall be utilized if economic and available to reduce NOx emissions.*
- *All construction activities within the project site shall be discontinued during the first stage smog alerts.*
- *Construction and grading activities shall not be allowed during first stage ozone alerts. (First stage ozone alerts are declared when ozone levels exceed 0.20 ppm for the 1-hour average.)*

Implementation of the above requirements shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Project Requirement 3: *The following requirements, 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 three-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 three-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *All access roads and parking areas shall be covered with asphalt-concrete paving or water sprayed regularly.*
- *Dust from all on-site and off-site unpaved access roads shall be effectively stabilized by applying water or using a chemical stabilizer or suppressant.*
- *Reduce speed on unpaved roads to less than 15 miles per hour.*
- *Install and maintain a trackout control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.*
- *Stabilize all disturbed areas, including storage piles, which are not being actively utilized for construction purposes using water, chemical stabilizers or by covering with a tarp, other suitable cover or vegetative ground cover.*
- *Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading or cut and fill operations with application of water or by presoaking.*
- *When transporting materials offsite, maintain a freeboard limit of at least six inches and over or effectively wet to limit visible dust emissions.*
- *Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and the use of blowers is expressly forbidden.)*
- *Remove visible track-out from the site at the end of each workday.*
- *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 the above requirements shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Operational Emissions

CalEEMod™ (v.2020.4.0) was used to estimate emissions for buildout of the proposed project. Table 4 shows the emissions, which include mobile, area source, and energy emissions of criteria pollutants that would result from operations of the proposed project.

Table 4: Operational Buildout Generated Emissions in Tons Per Year

POLLUTANT	ROG	NO _x	PM ₁₀	PM _{2.5}
THRESHOLD				
CATEGORY	≤ 10 TONS/YEAR	≤ 10 TONS/YEAR	≤ 15 TONS/YEAR	≤ 15 TONS/YEAR
Area	<0.1	0	0	0
Energy	<0.1	<0.1	<0.1	<0.1
Mobile	0.3	0.3	0.2	0.1
Total	0.3	0.3	0.2	0.1
Threshold Exceeded?	No	No	No	No

SOURCE: CALCEEMOD, v.2020.4.0.

The SJVAPCD has established thresholds of significance to which proposed project emissions are compared to determine the level of significance. The SJVAPCD has established operations-related emissions thresholds of significance as follows: 10 tons per year of NO_x, 10 tons per year of ROG, 15 tons per year of PM₁₀, and 15 tons per year of 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 4, annual emissions of ROG, PM₁₀, and PM_{2.5} would not exceed the SJVAPCD thresholds of significance. However, NO_x emissions would exceed the threshold.

It should be noted that the CalEEMod model assumes vehicles are fueled primarily by gasoline, because of model limitations. However, CNG is a cleaner fuel than gasoline. Compared to gasoline, using CNG reduces carbon monoxide emissions by as much as 90 to 97% and decreases nitrogen oxide emissions by 35 to 60%. Therefore, the emissions results provided in Table 4 are conservative in comparison to the actual anticipated project emissions. CNG vehicles also produce fewer carcinogenic pollutants.

Development of the site for urban uses and the subsequent increase in ROG, NO_x, PM₁₀, and PM_{2.5} emissions was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the significant generation of long-term ROG, NO_x, and PM₁₀ emissions resulting from adoption of the General Plan.

The proposed project is identified for urban land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan and the established mitigation measures under that Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan EIR, nor significantly change previously identified impacts. Overall, the project would result in **less than significant** air quality impacts.

Response c): 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 nearest sensitive receptor to the project site is the residence located just north of the project site. As described above, the proposed project would not generate significant emissions of criteria air pollutants and would not result in substantial pollutant concentrations.

The proposed project would be subject to the SJVAPCD requirements for construction and operational emissions outlined in requirements 2 through 4. Therefore, this is considered a **less than significant** impact.

Response d): Less than Significant. Operation of the proposed project would not generate notable odors or other emissions. The refueling station uses included in the proposed project are compatible with the surrounding land uses. People in the immediate vicinity of construction activities may be subject to temporary odors typically associated with construction activities (diesel exhaust, hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration.

Examples of facilities that are known producers of operational odors include: Wastewater Treatment Facilities, Chemical Manufacturing, Sanitary Landfill, Fiberglass Manufacturing, Transfer Station, Painting/Coating Operations (e.g. auto body shops), Composting Facility, Food Processing Facility, Petroleum Refinery, Feed Lot/Dairy, Asphalt Batch Plant, and Rendering Plant. If a project would locate receptors and known odor sources in proximity to each other further analysis may be warranted; however, if a project would not locate receptors and known odor sources in proximity to each other, then further analysis is not warranted. The project does not propose sensitive receptors that could be exposed to odors in the vicinity.

It should be noted that CNG is odorless. However, a chemical odor is added to CNG for safety purposes before CNG is put into the distribution network. Nevertheless, notable amounts of CNG would not be released into the air, and if some is released, the CNG naturally rises and would disperse into the atmosphere. Therefore, this is a **less than significant** impact.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. 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 biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group's staff biologist on May 11, 2022.

The project site does not contain essential habitat for these special status invertebrates. Implementation of the proposed project would have a **less than significant** impact on these species.

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 in 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. The biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group's staff biologist on May 11, 2022. 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.

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. The biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group's staff biologist on May 11, 2022. The project site does not contain suitable habitat for special-status plant species. Implementation of the proposed project would have a **less than significant** impact on these species.

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. The biological site conditions and the potential for the presence of special-status species and raptors were assessed by De Novo Planning Group's staff biologist on May 11, 2022.

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 CDFG. 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. There are numerous documented occurrences of Swainson's hawk within ten miles of the project site. None of the occurrences are within the project site boundary; the nearest occurrence is approximately 0.4 miles to the northeast of the site. Although no nesting habitat for this species occur onsite, Swainson's hawks are present within the vicinity of the project site. The site and the scattered open non-native grassland habitat to the north, west, and south may provide medium quality foraging opportunities for local Swainson's hawks. Incidental take minimization measures are not required for this species due to the fact that there is no suitable nesting habitat on the project site. As such, impacts to Swainson's hawk are **less than significant** and no mitigation is required.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFG and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. The project site contains suitable, but not high-quality habitat for burrowing owls. Impacts to burrowing owls are considered unlikely, due to the presence of urban development surrounding the site to the south, east, west, and north. However, the land to the north of the project site contains rural residential uses and some agricultural land, which offers moderate foraging and roosting habitat for wintering or breeding owls. The implementation of Project Requirement 4 would ensure that burrowing owls are not impacted during construction activities. The implementation of Project Requirement 4 would ensure a **less than significant** impact to burrowing owls.

Project Requirement(s)

Project Requirement 4: *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. 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 requirement 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.

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 CNDDDB record search did not reveal any documented wildlife corridors or wildlife nursery sites on or adjacent to the project site. Implementation of the proposed project would have a **less than significant** impact.

Responses e), f): Less than Significant. The project site is located within the jurisdiction of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (“Plan” or “SJMSCP”) and is located within the Central/Southwest Transition Zone of the SJMSCP. The San Joaquin Council of Governments (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 1994. 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 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 is 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 SJCOG.

The proposed project is classified as Urban Habitat under the SJMSCP. The proposed project was analyzed for consistency with the SJMSCP by De Novo Planning Group, and it was determined that the proposed project would not conflict with the SJMSCP. The City of Tracy and the project applicant shall consult with SJCOG to utilize coverage of the project pursuant to the SJMSCP prior to development of the site. Therefore, this is a **less than significant** impact.

Project Requirement(s)

Project Requirement 5: *Prior to development of the site, including the commencement of grading activities, the City of Tracy and the project applicant shall consult with SJCOG to utilize coverage of the project pursuant to the SJMSCP.*

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a), b), c): Less than Significant. The City of Tracy General Plan and subsequent EIR do not identify the project site as having prehistoric period, or 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.

Because the site has been previously disturbed by the agricultural operations, 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 and historical resource or human remains.

The implementation of Project Requirement 6 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 requirement would reduce this impact to a **less than significant** level.

Project Requirement(s)

Project Requirement 6: *If any prehistoric or historic artifacts, human remains or other indications of archaeological 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

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

Response a), 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. The proposed project operational vehicles generated would utilize CNG, which is an alternative fuel that typically uses lower emissions than typical gasoline or diesel-powered vehicle types. The CalEEMod modeling results for the proposed project estimate annual operational electricity usage at approximately 78,415kWh/year. Natural gas usage would depend on the number and size of CNG vehicles that would use the proposed project for refueling throughout the year. Assuming 864 vehicle trips per day (per the Traffic Review Memorandum), and assuming a mileage factor of approximately 10 miles per gallon (MPG) per gasoline-gallon equivalent (GGE),¹ the proposed project would be anticipated to utilize approximately 6,207,600 kbtu/year of CNG for vehicle refueling. It should be noted that CNG is a cleaner fuel than gasoline. Compared to gasoline, using CNG reduces carbon monoxide emissions by as much as 90 to 97% and decreases nitrogen oxide emissions by 35 to 60%. Although CNG can still emit greenhouse gases, the emissions are 20-30% lower than those

¹ One GGE = 1.25 therms of natural gas (approximately). See: <https://www.virginianaturalgas.com/business/natural-gas-vehicles/cng-vs-traditional-fueling.html>

from gasoline engines. Also, CNG can potentially lower non-methane hydrocarbon emissions by as much as 50 to 70%. CNG vehicles also produce fewer carcinogenic pollutants.

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 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 50% of total energy mix generated by eligible renewables by year 2030. As of 2018, PG&E generated approximately 38% of its energy from eligible renewables (PG&E, 2019). 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.

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 moderate to high seismicity. However, no known active faults cross the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. Nevertheless, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville

Fault, located approximately 17 miles to the west of the site. Figure 5 shows nearby faults in relation to the project site.

Portions of the Great Valley fault are considered seismically active thrust faults; however, since the Great Valley fault segments are not known to extend to the ground surface, the State of California has not defined Earthquake Fault Hazard Zones around the postulated traces. The Great Valley fault is considered capable of causing significant ground shaking at the site, but the recurrence interval is believed longer than for more distant, strike-slip 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 active faults capable of producing significant ground shaking at the site include the Calaveras, 26 miles southwest; the Hayward fault, 28 miles west; the Ortigalita fault, 31 miles southwest; and the San Andreas Fault, 49 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 (M_w) 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.

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**.

Responses a.iii): Less than Significant. 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, some 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. Soils that underlay the project site consist of predominantly clay soil particle sizes. Clay-type soils are generally not subject to liquefaction.

As identified in the Tracy General Plan EIR, the majority of the Tracy Planning Area is at low risk for liquefaction, with the exception for the river banks within the Planning Area. Objective SA-1.1 states that geologic hazards should be minimized. The Safety Element contains a policy requiring that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist (Objective SA- 1.1, P1), which would include liquefaction. The General Plan EIR concluded that the implementation of this policy would reduce the potential risk of liquefaction to a **less-than-significant** level.

Prior to 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. Adherence to the engineering requirements contained in the subsurface geotechnical report would ensure that this impact is **less than significant**.

Project Requirement(s)

Project Requirement 7: *Prior to 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.*

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. As such, the project site is exposed to little or no risk associated with landslides. This is a **less than significant** impact.

Response b): Less than Significant. During the construction preparation process, 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. Project Requirements 2 through 3 (Air Quality), require 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, Project Requirement 9 (Hydrology and Water Quality) would require the implementation of 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. The implementation of these requirements would ensure impacts are **less than significant**.

Responses c), d): Less than Significant. The potential for the project to be exposed to unstable soil conditions resulting from on-or off-site landslide, and liquefaction are discussed above under Responses a.iii, and a.iv., and were found to be **less than significant** impacts.

Lateral Spreading: The geologic conditions conducive to lateral spreading include gentle surface slope (0.3-5% slope), and liquefiable soils. As identified in the Tracy General Plan EIR, the majority of the Tracy Planning Area is at low risk for liquefaction, with the exception for the river banks within the Planning Area. Soils that underlay the project site consist of predominantly clay soil particle sizes, which are generally not subject to liquefaction.

The potential for ground surface damage at the site resulting in lateral spreading is low due to lack of saturated liquefiable soils. Therefore, impacts related to lateral spreading from project implementation would be **less than significant**.

Expansive Soils: Expansive Soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion, and settling 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. As indicated in the Tracy General Plan EIR, Tracy does have a moderate to high risk for expansive soils, depending on the location and soil type. The Safety Element contains objectives to minimize geologic hazards, and a policy to require geotechnical reports for all development proposed in areas with risk of geological hazard (Objective SA-1.1, P2). Therefore, it was concluded that implementation of the General Plan policy would reduce the potential impact related to the risk of soil expansion to a less-than-significant level. Figure 6 shows the shrink-swell potential of soils on the project site. As shown in Figure 6, soils that underlay the project site are considered to have a moderate to very high potential for expansion. It is noted that the majority of the soils that underlay the project are considered to have a moderate potential for expansion.

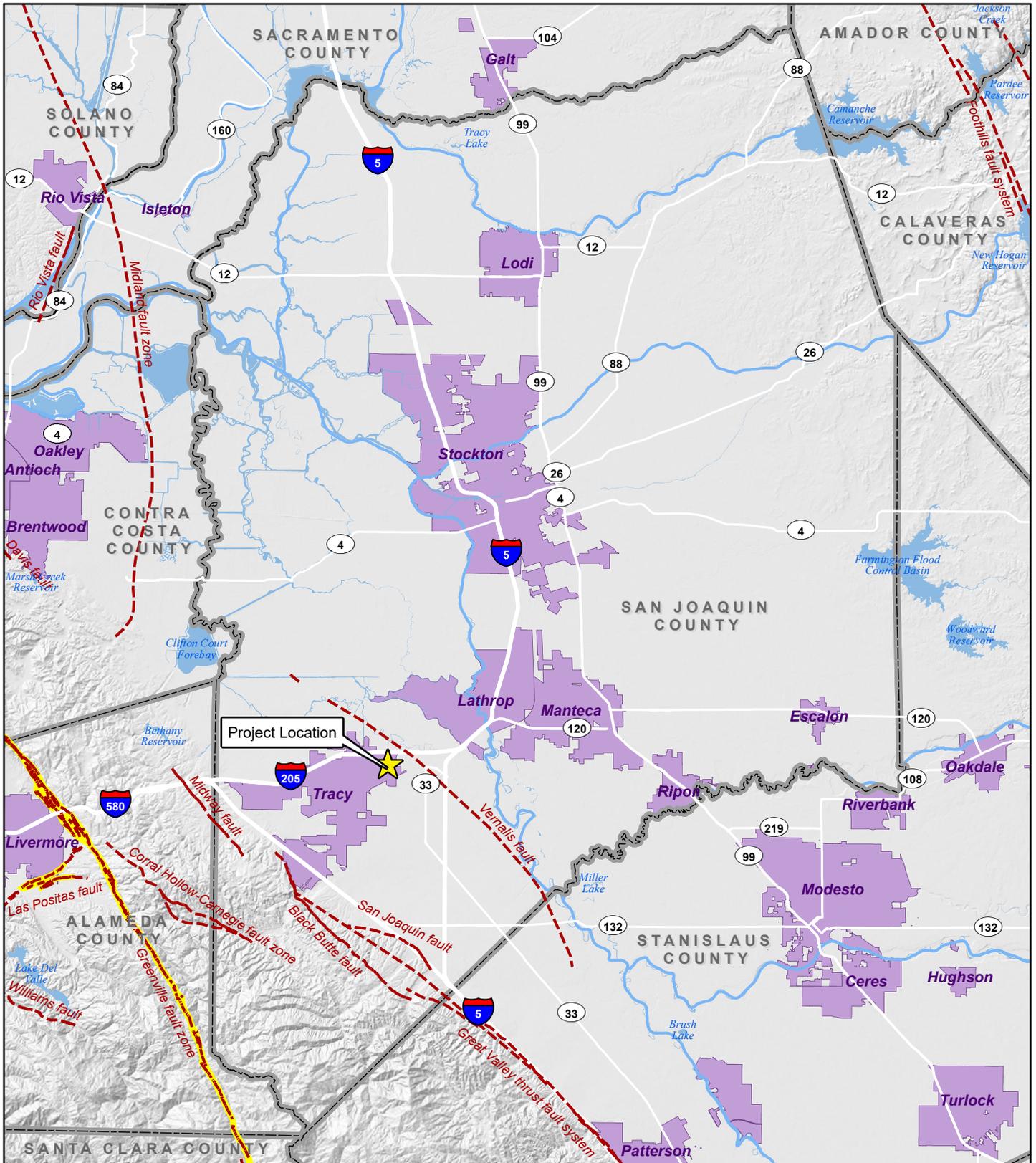
To reduce the potential for post-construction distress to the proposed structures resulting from swelling and shrinkage of these materials, a geotechnical evaluation is required by Project Requirement 7 in order to reduce the potential for damaging differential settlement of overlying improvements. Additionally, 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. As such, this is a **less than significant** impact.

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.

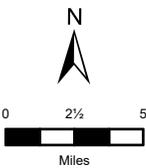
Response f): Known paleontological resources or sites are not located on the project site. Additionally, unique geologic features are not located on the site. The site is currently undeveloped and surrounded by existing or future urban development. Additionally, as discussed in Section V, Cultural Resources, in the event that plant or animal fossils are discovered during subsurface excavation activities, Project Requirement 6 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including paleontological resources. With implementation of Project Requirement 7, impacts to paleontological resources or unique geologic features are not expected. This is a **less than significant** impact.

Project Requirement(s)

Implement Project Requirement 6.



- LEGEND**
- Incorporated Area
 - County Boundary
 - Quaternary Fault
 - Alquist Priolo Fault Zone

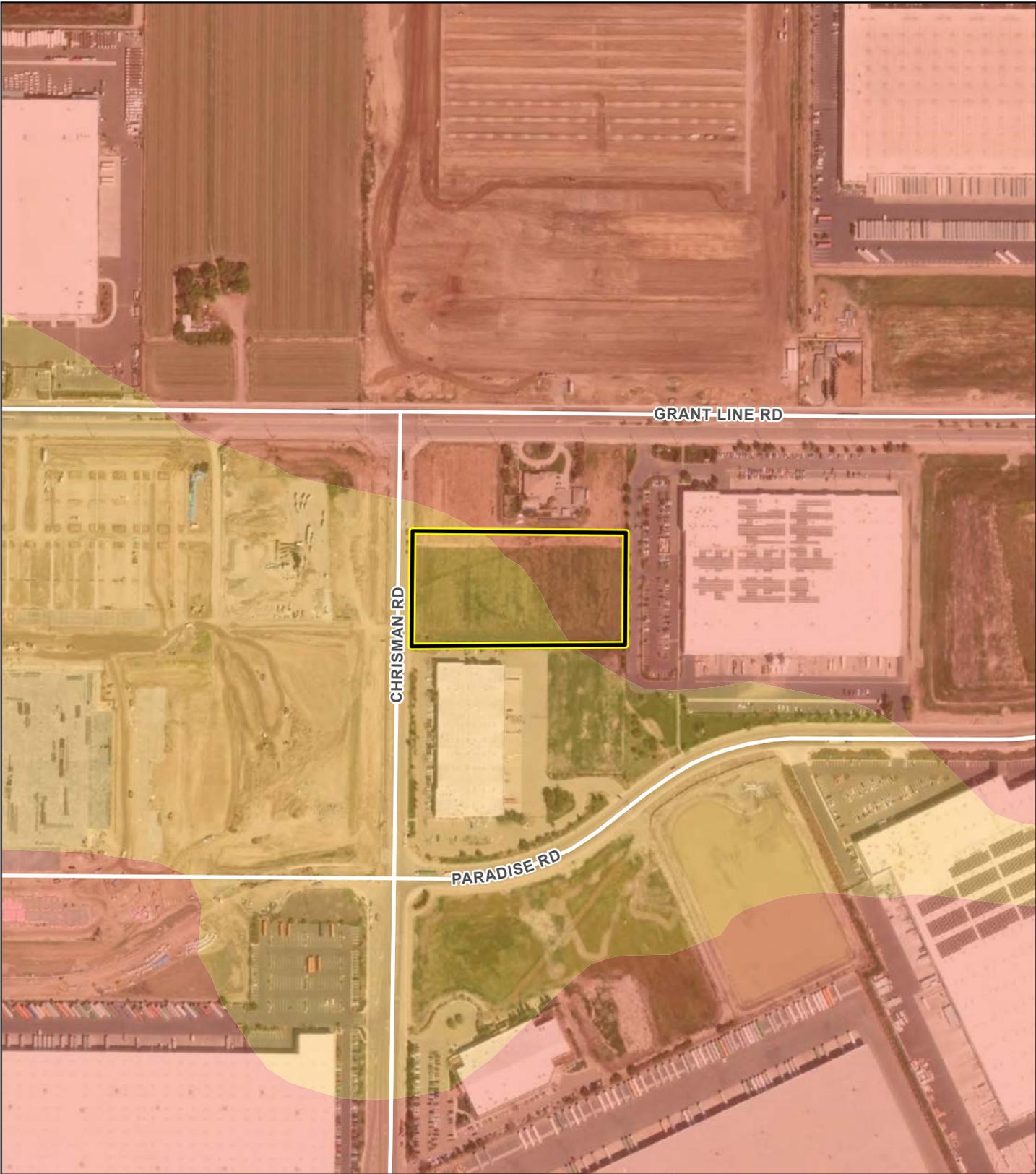


Tracy RNG Truck Fueling and Northeast Industrial SP Amendment

Figure 5. Earthquakes Fault Map

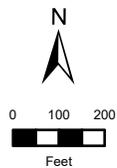
Sources: USGS, California State GeoPortal, San Joaquin County GIS. Map date: March 29, 2022.

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LEGEND

-  Project Site
-  Moderate
-  Very High



Tracy RNG Truck Fueling and Northeast Industrial SP Amendment

Figure 6. Shrink-Swell Soil Potential Map

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XIII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 DISCUSSION

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 (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). 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 CO₂, CH₄, and N₂O, 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 (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), 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 2018, accounting for 41% of total GHG emissions in the state. This category was followed by the industrial sector (24%), the electricity generation sector (including both in-state and out-of-state sources) (15%) and the agriculture and forestry sector (8%) (California Energy Commission, 2021).

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 425 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2018 (California Energy Commission, 2021). Given that the

U.S. EPA estimates that worldwide emissions from human activities totaled nearly 46 billion gross metric tons of carbon dioxide equivalents (BMT CO_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.

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 70% to 90% by the end of the 21st century (Cal EPA 2006)². This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (Cal EPA 2006). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands (Cal EPA 2006). As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. Under the emissions scenarios of the Climate Scenarios report (California Environmental Protection Agency, 2010), the impacts of global warming in California are anticipated to include, but are not limited to, the following.

² California Environmental Protection Agency, Climate Action Team. 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available: <http://www.climatechange.ca.gov/climate_action_team/reports/>.

Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25% to 35% under the lower warming range and to 75% to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25% of the water supply they need; decrease the potential for hydropower production within the state (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70% to 90%. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack

would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30% toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90%.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Development of the site for urban uses and the corresponding generation of GHG emissions associated with buildout of the Tracy General Plan, including the project site, was taken into consideration in the City of Tracy General Plan and General Plan EIR. As described in Chapter 3 of the 2010 Recirculation Supplemental General Plan Draft EIR, the Tracy General Plan and Sustainability Action Plan include policies and measures to reduce GHG emissions, supporting the State's emission reduction targets and other environmental goals. In total, it is estimated that measures in the General Plan and Sustainability Action Plan would reduce 2020 business-as-usual (BAU) GHG emissions by between 382,422 and 486,115 metric tons CO₂e. Although the General Plan and Sustainability Action Plan include many goals, policies, and measures that would reduce GHG emissions from projected BAU levels, the Tracy General Plan would not meet the San Joaquin Valley Air Pollution Control District's threshold of a 29 percent reduction in GHG emissions from BAU projected emissions. Therefore, the General Plan and Sustainability Action Plan would result in a significant GHG emission impact.

On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the significant generation of GHG emissions resulting from adoption of the General Plan.

The proposed project is identified for urban land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan and the established mitigation measures under that Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan EIR, nor significantly change previously identified impacts. This is a **less than significant** impact.

Response b): Less than Significant. The City of Tracy adopted the Tracy Sustainability Action Plan. The Sustainability Action Plan includes programs and measures to reduce GHGs through community and municipal operations. Programs and measures contained in the Sustainability Action Plan that relate to the proposed project include, but are not limited to:

- **Measure E-1:** Implement California Green Building Standards, as contained in Title 24, Part 11, CCR.
- **Measure T-17:** Increased use of Low Carbon Fueled Vehicles.
- **Measure T-20:** Employment-Generating and High-Density Infill Developments.
- **Measure E-2 e:** Requiring energy efficient exterior lighting.

The City of Tracy will require the project to fully implement all applicable requirements of the Sustainability Action Plan. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. This is a **less than significant** impact.

Project Requirement(s)

Project Requirement 8: *Prior to construction, the project applicant shall demonstrate compliance of all applicable requirements of the Sustainability Action Plan to the City of Tracy Development Services Department for review and approval.*

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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. The project is located within the Northeast Industrial (NEI) Specific Plan, which identifies ‘service station’ land uses as a conditionally permitted use within the NEI. The proposed project would therefore be a conditionally permitted use within the NEI. The project would be required to obtain a conditional use permit from the City of Tracy to operate.

The proposed project would place a new CNG refueling station use that is conditionally permitted for the industrial land use in an area of the City that currently contains predominantly industrial uses. The proposed refueling station land uses do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household cleaners, paint, etc. The CNG that would be supplied to the project site for refueling of vehicles would be

transported the project site via underground pipes. The proposed project would comply with all Federal, state, and local requirements associated with safe transport of CNG. Therefore, the operational phase of the proposed project does not pose a significant hazard to the public or the environment.

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. In addition, Project Requirement 9 (Hydrology and Water Quality) requires the project applicant to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the project site. Therefore, compliance with applicable federal, state, local statutes and regulations, and the SWPPP provided in Project Requirement 9, the proposed project would have a **less than significant** impact relative to this issue.

Response c): Less than Significant. The project site is not located within 1/4-mile of an existing school. The nearest sensitive receptor to the project site is Tracy High School, located approximately, one mile southwest of the project site. Therefore, this is a **less than significant** impact

Response d): Less than Significant. According the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or adjacent to 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 site to the proposed project is located approximately 0.68 miles northeast of the project site. Information relating to this site is provided below:

Haley Flying Service (site # 39070037)

- Cleanup Status: Backlog as of 10/4/2018
- Site Type: Voluntary Agreement
- National Priorities List: No
- Acres: 10 acres
- Cleanup Oversight Agencies:
 - DTSC - Site Cleanup Program (Lead Agency)

As stated in the City's General Plan and General Plan EIR, developers are required to conduct the necessary level of environmental investigation prior to project approval to ensure that development sites would not affect the environment or the health or safety of future property owners (Objective SA-4.1, P2). The General Plan EIR concluded that this policy would reduce the potential impact to a less-than-significant level.

Additionally, there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or adjacent to the project site. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. Therefore, implementation of the proposed project would result in a **less than significant** impact relative to this environmental topic.

Responses e), f): Less than Significant. The Federal Aviation Administration (FAA) establishes distances of ground clearance for take-off and landing safety based on such items as the type of aircraft using the airport.

The Tracy Municipal Airport is the closest airport to the project site, located approximately 4.6 miles to the southwest. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The probability of an aircraft accident is highest along the extended runway centerline, and within one mile of the runway end. According to SJCOG Guidelines there are seven zones in which land use restrictions apply due to proximity to the airport:

1. Zone 1 Runway Protection Zone (RPZ)
2. Zone 2 Inner Approach/Departure Zone (IADZ)
3. Zone 3 Inner Turning Zone (ITZ)
4. Zone 4 Outer Approach/Departure Zone (OADZ)
5. Zone 5 Sideline Safety Zone (SSZ)
6. Zone 7 Traffic Pattern Zone (TPZ)
7. Zone 8 Airport Influence Area (AIA)

Land use constraints in these zones become progressively less restrictive from the RPZ to the TPZ. The proposed project is not located within any of the safety zones. The proposed project is not located within one mile of the airport, nor along the extended runway centerline, or within an AIA. Additionally, there are no private airstrips within the vicinity of the project site. The proposed project consists of single story and two story structures, and does not propose any structures of substantial height that would protrude into active airspace. Therefore safety hazards related to the project's proximity to the Tracy Municipal Airport are **less than significant**.

Response g): No Impact. The General Plan includes policies that require the City to maintain emergency access routes that are free of traffic impediments (Objective SA-6.1, P1 and A2). The proposed project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project involves the development of a CNG refueling station within an urbanized environment and would not interfere with any emergency response or evacuation plans. Implementation of the proposed project would result in **no impact** on this environmental topic.

Response h): 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, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City has areas with an abundance of flashy fuels (i.e. grassland) in the outlying residential parcels and open lands that, when combined with warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in higher risk of wildland fires. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The California Department of Forestry has designated the southwestern edge of the City as having a moderate wildland fire potential. This is predominately a result of the hills and grassland habitat that persists. The identified moderate wildland fire potential area in and around Tracy does not include the project site. Since the project site is not located within a designated wildfire hazard area, this is a **less than significant** impact.

X. HYDROLOGY AND WATER QUALITY -- 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), c.i), c.ii), c.iii), e): Less than Significant. When land is in a natural or undeveloped condition, soils, mulch, vegetation, and plant roots absorb rainwater. This absorption process is called infiltration or percolation. Much of the rainwater that falls on natural or undeveloped land slowly infiltrates the soil and is stored either temporarily or permanently in underground layers of soil. When the soil becomes completely soaked or saturated with water or the rate of rainfall exceeds the infiltration capacity of the soil, the rainwater begins to flow on the surface of land to low lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as storm water runoff. When a site is in a natural condition or is undeveloped, a larger percentage of rainwater infiltrates into the soil and a smaller percentage flows off the site as storm water runoff.

The infiltration and runoff process is altered when a site is developed with urban uses. Houses, buildings, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff may result in flooding if adequate storm drainage facilities are not provided.

There are no rivers, streams, or water courses located on or immediately adjacent to the project site. As such, there is no potential for the project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the project site would be located on the project site, and the project would not alter or adversely impact offsite drainage facilities.

Development of the project site would place impervious surfaces on the 5-acre project site. Development of the project site would potentially increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

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, Project Requirement 9 requires the preparation of a SWPPP. 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 National Pollutant Discharge Elimination System (“NPDES”) Permit No. CAS000004, as such permit is amended and/or renewed.

New development projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan. The project applicant is required to submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The project’s storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within the on-site retention facilities to the

City's existing stormwater conveyance system and demonstrate that the project would not result in on- or off-site flooding impacts.

The project is also required to pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. The payment of applicable development impact fees by the proposed project would ensure that the project pays its fair-share of capital improvement fees towards future system expansions, as identified in the 2012 Citywide Storm Drainage Master 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, or otherwise degrade water quality, Project Requirement 9 requires the preparation of a SWPPP, and structural BMPs. 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. The implementation of this requirement would reduce this impact to a less than significant level.

Further, a Storm Drain Review Memorandum was prepared for the proposed Project (Wood Rogers, 2022). The Storm Drain Review Memorandum identified that the Project plans call for the storm drain system that will drain the project site to be connected to the future storm drain improvements planned in the "Mass Grading and Storm Drainage Improvements on Chrisman Road and Paradise Road Plans of Tracy NEI Phase 3 for Prologis" plans. The storm drain system of the project site will connect a proposed 18-inch storm drain pipe to the future 60-inch storm drain pipe which then connects to an existing 60-inch storm drain pipe conveying flow to Detention Basin DET NEI. The planned point of connection has a ground elevation of approximately 36.5 feet (Wood Rogers, 2022).

The storm drainage system to which the proposed project would drain has ample capacity for the 10-year discharge from the site (calculated to be 5.3 cubic feet per second). The hydraulic grade line at the point of connection associated with the 10-year peak flow based on build-out conditions was calculated to be 31.2 feet. The peak flow conditions that would result from a 100-year storm would exceed the capacity of the storm drain for a short period of time, resulting in street flooding. This flooding would cause overland flow along the street that would ultimately drain into Detention Basin DET NEI. The 100-year hydraulic grade line would be approximately at the top-of-curb (Wood Rogers, 2022).

The City also indicated to Wood Rodgers that the Detention Basin DET NEI and its associated pump station would be operational prior to construction of the subject Project. Supplement No. 2 to the 2012 Citywide Storm Drainage Master Plan reduced the 100-year peak volume required at DET NEI from 198 acre-feet to 127.8 acre-feet. The Citywide Storm Drainage Master Plan Update, expected to be adopted by the City in May 2022, calls for the DET NEI to have a 100-year

peak storage capacity of 189.9 acre-feet including freeboard. The proposed project's share of the recommended volume of 189.9 acre-feet is 1.3 acre-feet (Wood Rogers, 2022).

Ultimately, in order to ensure that stormwater runoff generated at the project site as a result of new impervious surfaces does not exceed the capacity of the existing or planned stormwater drainage system, Project Requirement 10 above requires the project applicant to submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The project's storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts. The implementation of this requirement would reduce this impact to a less than significant level.

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. The payment of applicable development impact fees by the proposed project would ensure that the project pays its fair-share of capital improvement fees towards future system expansions, as identified in the 2012 Tracy Wastewater Master Plan, as applicable. Separately, 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, the SWPPP required by Project Requirement 9, and the final storm drainage infrastructure plan required by Project Requirement 10, impacts are considered **less than significant**.

Project Requirement(s)

Project Requirement 9: *The project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) that includes specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall require treatment BMPs that incorporate, at a minimum, the required hydraulic sizing design criteria for volume and flow to treat projected stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB.*

Project Requirement 10: *Prior to approval of the Final Map, the project applicant shall submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The project's storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite retention/detention facilities to the City's*

existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts. The project shall also pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan.

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.

The City’s existing Groundwater Management Policy prohibits groundwater extraction to exceed 9,000 AF (the determined safe yield). The General Plan contains policies to address groundwater use and conservation that will assist in avoiding impacts to groundwater sources. The City will use surface water supplies to the greatest extent feasible to reduce reliance on groundwater (Objective PF-6.1, P3) and to reserve groundwater supplies for emergency use, such as droughts or short-term shortages (Objective PF-6.4, P1). As a result of adopted City policies and General Plan policies, a less-than-significant groundwater impact was determined by the General Plan EIR. The proposed project is consistent with land use designation and density analyzed under the General Plan EIR. Thus, the proposed project potential for groundwater depletion is consistent with the General Plan EIR finding of less than significant.

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, portions 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. Additionally, the project would maintain pervious surfaces within the on-site landscaping and retention basins. These pervious areas could maintain opportunities for groundwater recharge.

A Water Supply Technical Memorandum was prepared for the proposed project by Blackwater Consulting Engineers (Blackwater Consulting, 2022). The Water Supply Technical Memorandum concluded that the proposed project would not significantly impact the existing system deficiencies. There is sufficient storage capacity to serve the proposed project. No off-site improvements are required to serve the proposed project.

Because the City has adequate existing water service capacity to serve the project, and the limited scope of impervious surface coverage (when compared to the larger groundwater basin), the proposed project would result in **less than significant** impacts related to depletion of groundwater supplies and interference with groundwater recharge.

Responses c.iv), d): Less than Significant. The 100-year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period.

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within 100-year floodplains. The project site is not located within the FEMA designated 100-year or 500-year floodplain.

Additionally, the project site is not located within an inundation risk area. The nearest inundation areas are at the northernmost parts of the City (approximately 0.7 miles north of the project site) and are subject to inundation by the San Luis Reservoir and New Melones Dams.

The safety of dams in California is stringently monitored by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring the dam in perpetuity. The proposed project would not result in actions that could result in a higher likelihood of dam failure at San Luis Reservoir and New Melones Dams. There will always be a remote chance of dam failure that results in flooding of portions of the City. However, the project site lies outside of this risk area.

There are no significant bodies of water near the project site that could result in the occurrence of a seiche or tsunami. Additionally, the project site and the surrounding areas are relatively flat, which precludes the possibility of mudflows occurring on the project site. This is a **less than significant** impact.

XI. LAND USE AND PLANNING - Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 and industrial uses. The project would be consistent and compatible with the surrounding land uses, and would not divide an established community. There is **no impact**.

Responses b): Less than Significant. The City Tracy General Plan land use designation for the project site is Industrial (consistent with the proposed project, which will require a conditional use permit to operate within the Industrial land use designation). Specific uses allowed in the Industrial Land Use Designation category range from flex/office space to manufacturing to warehousing and distribution.

The project site is currently zoned Northeast Industrial Specific Plan. The Northeast Industrial Specific Plan addresses 870 acres in the northeast corner of the City. Anticipated land uses include a mixture of manufacturing, warehousing, and distribution uses including rail-dependent industries and “flex-tech” light industrial. The project is located within the Northeast Industrial (NEI) Specific Plan, which identifies ‘service station’ land uses as a conditionally permitted use within the NEI. The proposed project would therefore be a conditionally permitted use within the NEI.

The proposed use and density on the project site are consistent with the General Plan designation of Industrial and is consistent with the Northeast Industrial Specific Plan Zoning designation. 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.

XII. MINERAL RESOURCES -- Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 like 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 not 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:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant.

Construction Noise

Construction activities at the project site would result in temporary increases in noise levels that could expose adjacent residences to increased noise levels and noise nuisances. Construction activities could create temporary noise levels of up to 90 dBA at distances of 50 feet. Because an existing residence is located the north of the project site, this temporary increase in construction noise is considered potentially significant.

The following requirement would place restrictions on the time of day that construction activities can occur, and includes additional techniques to reduce noise levels at adjacent residences during construction activities. The implementation of this requirement would reduce this temporary impact to a **less than significant** level.

Project Requirement(s)

Project Requirement 11: *The following requirements shall be implemented during all construction phases of the project:*

- a) *Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Construction activities shall be prohibited on Sundays and federal holidays.*
- b) *Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations.*

- c) *Construction equipment staging areas shall be located at the furthest distance possible from nearby noise-sensitive land uses.*

Operational Noise

The proposed project is located in an area consisting predominately of residential, and industrial land uses. The proposed land use would generate operational noise levels similar to those associated with refueling stations. However, traffic generated by the proposed project has the potential to contribute to roadway noise levels in the vicinity of the project site and throughout other areas of the City. Increases in roadway noise associated with buildout of the Tracy General Plan were addressed in the 2010 General Plan Recirculated Supplemental Draft EIR. As described in this Draft EIR, vehicular traffic on existing roadways in Tracy would increase as development proceeds and the city's population increases. Under buildout of the General Plan, which includes the proposed project site, noise levels would increase substantially (3 A-weighted decibels [dBA] day/night average sound level [L_{DN}] or greater) along major roadways throughout Tracy, including portions of I-205, I-580, Grant Line Road, Schulte Road, Valpico Road, Linne Road, Lammers Road, Corral Hollow Road, Tracy Boulevard, and MacArthur Drive. Other than Valpico Road and I-580, all significant increases would occur adjacent to existing noise sensitive areas.

Development of the site for urban uses and the subsequent increase in vehicle roadway noise was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR.

The Tracy General Plan Noise Element contains several policies that are intended to ensure that new development projects are not exposed to excessive noise levels. The General Plan Noise Element policies applicable to the proposed project are summarized below.

Objective N-1.1 Ensure appropriate exterior and interior noise levels for new land uses.

Policies

P1. Noise sensitive land uses shall not be located in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.

P2. Land uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.

P3. Recognizing that some new single-family residential uses may be located adjacent to non-residential uses, new single-family residential development shall not exceed 60 L_{DN} (day/night average noise level) for exterior noise in private use areas.

P4. New residential uses exposed to noise levels exceeding 60 L_{DN} shall be analyzed following protocols in the operative California Building Code or other operative code.

P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{DN} .

P7. New residential development affected by noise from railroads or aircraft operations shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms.

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 Figure 9-3.

Objective N-1.3 Consider noise issues in the Development Review process.

Policies

P1. Development projects shall be evaluated for potential noise impacts and conflicts as part of the Development Review process.

P2. Significant noise impacts shall be mitigated as a condition of project approval.

P3. New development projects shall have an acoustical specialist prepare a noise analysis with recommendations for design mitigation if a noise-producing project is proposed near existing or planned noise-sensitive uses.

P4. Proposed noise sensitive projects within noise-impacted areas shall submit acoustical studies and provide necessary mitigation from noise.

P5. Site design techniques shall be considered as the primary means to minimize noise impacts as long as they do not conflict with the goals of the Community Character Element. Techniques include:

- Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
- Placing noise-tolerant land uses, such as parking lots, maintenance facilities, and utility areas between the noise source, such as highways and railroad tracks, and receptor.
- Orienting buildings to shield noise sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
- Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

The proposed project would be subject to these General Plan policies. As described previously, development of the site for urban uses and the subsequent increase in operational noise was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-

028) for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR. As such, this is a **less than significant** impact and no mitigation is required.

Response b): Less than Significant. No major stationary sources of groundborne vibration were identified in the project area that would result in the long-term exposure of proposed onsite land uses to unacceptable levels of ground vibration. In addition, the proposed project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed these standards at nearby existing land uses. However, construction activities associated with the proposed project would require the use of various tractors, trucks, and potentially jackhammers that could result in intermittent increases in groundborne vibration levels. The use of major groundborne vibration-generating construction equipment/processes (i.e., blasting, pile driving) is not anticipated to be required for construction of the proposed project.

Groundborne vibration levels commonly associated with construction equipment are summarized in Table 5. Based on the levels presented in Table 5, groundborne vibration generated by construction equipment would not be anticipated to exceed approximately 0.09 inches per second (in/sec) peak particle velocity (ppv) at 25 feet. Predicted vibration levels would not be anticipated to exceed recommended criteria for structural damage and human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered **less than significant** and no mitigation is required.

Table 5: Representative Vibration Source Levels for Construction Equipment

<i>EQUIPMENT</i>	<i>PEAK PARTICLE VELOCITY AT 25 FEET (IN/SEC)</i>
Large Bulldozers	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003

SOURCE: FTA 2006, CALTRANS 2004.

Response c): Less than Significant. The Tracy Municipal Airport is the closest airport to the project site, located approximately 4.6 miles to the southwest. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The San Joaquin County Airport Land Use Plan establishes noise contours surrounding the Tracy Municipal Airport. The project site is located outside of both the 65 dB Community Noise Equivalent Level (CNEL) and the 60 dB CNEL noise contours for the Tracy Municipal Airport, and the project site is outside of the Airport Influence Area (AIA). As such, the project site would not be exposed to excessive noise from the Tracy Municipal Airport. This is a **less than significant** impact.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. The proposed refueling station would not induce population growth, either directly or indirectly. The refueling station would not generate significant employment opportunities in Tracy and would not expand the job base such that population growth may occur.

The potential for the project to directly induce population growth in the City of Tracy is not a significant impact in and of itself. Population growth can result in impacts to other environmental topics, such as traffic, service demands, etc. The employment growth that would occur as a result of approval and development of the proposed project was considered in the Tracy General Plan and General Plan EIR. The proposed project is consistent with the land use designation for the site that was addressed in the General Plan EIR, and the environmental effects of the employment growth generated by the project were considered in the analysis of buildout of the Tracy General Plan. Additionally, as described throughout this environmental document, the employment growth attributable to the proposed project would not result in any significant site-specific environmental impacts to other environmental topics that cannot be mitigated to a less than significant level. Therefore, this impact is **less than significant**, as demonstrated throughout this document.

Response b): Less than Significant. There are no residential or other structures located on the project site. Therefore, the project would not displace substantial numbers of people or existing housing. The project would have a **less than significant** impact.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

*RESPONSES TO CHECKLIST QUESTIONS***Response a):****i) Fire Protection and Emergency Medical Services: Less than Significant.**

South San Joaquin County Fire Authority (South County Fire) provides fire protection and emergency medical services to 160 square miles and over 100,000 people, encompassing the City as well as all surrounding rural areas from the Stanislaus County line to the Alameda County line.³ The City created a new Joint Exercise of Powers Agreement between the Tracy Fire Department and the Tracy Rural Fire Protection District (Tracy Rural) forming South County Fire in 2018. South County Fire maintains seven stations and an administrative office. Five stations are located within the City, while two are located within the boundaries of Tracy Rural.

The goal of South County Fire is to arrive on scene within 6.5 minutes total reflex time (911 call, call processing, firefighter turnout, and travel time) 90 percent of the time for a municipal level of service.⁴ The average reflex time for the 2015/2016 year was approximately 9 minutes and 30 seconds. In fiscal year 2019-2020, South County Fire responded to 9,025 calls for emergency services.⁵

South County Fire provides ALS (Advanced Life Support) emergency medical services to citizens located within the San Joaquin County Emergency Medical Services Agency (San Joaquin County EMS Agency) Zone C. South County Fire started providing paramedic services in 2003. South County Fire services approximately 170 square miles with 7 strategically located fire stations, 8 fire units, staffed by 82 firefighters, 41 of whom are paramedics and 41 Emergency medical

³ South San Joaquin County Fire Authority. History. Website: <https://www.sjcfire.org/about-us/overview/history>. Accessed May 17, 2022.

⁴ Ibid.

⁵ Ibid.

Technicians (EMTs). All of South County Fire's first out apparatus are staffed by at least one, but usually two, paramedics to provide quick emergency service to all areas of their jurisdiction. South County Fire adheres to the medical control policies and procedures set forth by the San Joaquin County EMS Agency (SJCEMSA), and all of the paramedics and EMTs are licensed by the State of California EMS Authority and accredited with SJCEMSA.

In 2019, South County Fire responded to 5,300 EMS calls, or about 15 per day. South County Fire is unique in that they respond Code 3 (lights and sirens) to every single 9-1-1 emergency call, regardless of the severity level.⁶

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 will be implemented through the review of all new projects within the City, prior to development, and through the collection of development impact fees for the funding of facilities.

Implementation of the proposed project would not adversely impact existing fire and emergency services within the City and would not require the construction of new fire protection 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. Payment of the applicable impact fees by the project applicant as COAs prior to project approval, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund capital and labor costs associated with fire protection services.

Adequate access to the project site for fire vehicles will be provided from Chrisman Road. In order to provide adequate fire protection and suppression services to the project site, the Tracy Fire Department must have access to adequate onsite hydrants with adequate fire-flow pressure available to meet the needs of fire suppression units. The final site plans and development specifications developed for the proposed project will indicate the location and design specifications of the fire hydrants that will be required within the project site. Therefore, this is considered a **less than significant** impact.

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 3 miles east of the project site. There are currently no satellite offices.

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.

⁶ South San Joaquin County Fire Authority. Emergency Medical Services. Website: <https://www.sjcfire.org/ems>. Accessed May 17, 2022.

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.

Impact fees from new developments are collected based upon projected impacts from each development by the City as COAs prior to project approval. The adequacy of impact 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, and other revenues generated by the project, would fund capital and labor costs associated with police services.

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 site, nor would it result in impacts to the existing response times and existing police protection service levels. Furthermore, the City's General Plan ensures the City maintains adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth (Goal PF-2, policy P.1). Therefore, this is considered a **less than significant** impact.

iii) Schools: Less than Significant. Implementation of the proposed project would result in employment growth within the City of Tracy, which may increase enrollment at schools within the Tracy Unified School District. The Tracy Unified School District 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 and would ensure that project impacts to school services are **less than significant**.

iv) Parks: Potential project impacts to parks and recreational facilities are addressed in the following section of this document.

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 may 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. Payment of the applicable impact fees by the project applicant, as COAs prior to project approval, and ongoing revenues that would come from taxes, would ensure that project impacts to libraries and public buildings are **less than significant**.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. 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 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. As such, this is a **less than significant** impact.

XVII. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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), b): Less than Significant. Development of the proposed project would add vehicle trips to the City's roadway network. In order to identify roadway facility and intersection improvements needed to accommodate the traffic generated by buildout of the City's General Plan, the City of Tracy prepared and adopted the 2012 Citywide Roadway and Transportation Master Plan (Transportation Master Plan). The Transportation Master Plan identifies a range of roadway and intersection improvements to be implemented over the next several years in order to maintain acceptable levels of service on City streets. The proposed project is consistent with the General Plan land use designation for the site and is consistent with the assumed density level for development of the site. The generation of vehicle traffic associated with the proposed project was considered during preparation of the Transportation Master Plan. The Transportation Master Plan identifies the roadway and intersection improvements needed in order to maintain acceptable levels of service throughout the City.

The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. The payment of applicable traffic impact fees by the proposed project would ensure that the project pays its fair-share of capital improvement fees towards the future transportation system improvements and expansions, as identified in the Transportation Master Plan. The payment of these fair-share traffic impact fees would assist the City of Tracy with implementation of the various improvements identified in the Transportation Master Plan, in order to maintain acceptable levels of service throughout the City.

A Traffic Review Memorandum was prepared by Kimley-Horn for the proposed project. The Memorandum includes trip generation information and trip distributions and assignments. The Memorandum also includes analysis of driveways and access, which is discussed further below. Table 6 shows the trip generation for the project.

Table 6: Project Trip Generation

VEHICLE CATEGORY	AMOUNT	RATE	DAILY	AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Slow-fill Delivery Vehicles	156 spaces	2 trips/day	312	0	56	56	56	0	56
Slow-fill Delivery Vehicles		2 trips/day	312	56	0	56	0	56	56
Fast-fill	2 lanes	6 trips/hr/lane	240	12	12	24	12	12	24
Total			864	68	68	136	68	68	136

NOTE: KSF = THOUSAND SQUARE FEET.

SOURCE: KIMLEY HORN, MAY 2022.

As shown in the table, the project is anticipated to generate 126 AM peak hour trips (68 in / 68 out), 136 PM peak hour trips (68 in / 68 out), and 864 daily trips.

Kimley-Horn provided several comments regarding the design of the proposed site access points, including suggestions for signage, pavement markings, intersection controls, frontage improvements, and driveway locations. These comments are included in Project Requirement 13. One of the comments indicate that a traffic control signal should be installed at the Chrisman Road and Paradise Road intersection. This signal is not in the City's Transportation Impact Fee (TIF) program. Payment of the fair share cost for installation of a signal at this intersection is included in Project Requirement 12. As described in the Traffic Review Memorandum prepared by Kimley Horn, the proposed Project has a fair share percentage of 4.8% of the future improvement costs for this signal. The proposed project would not induce any additional required improvements. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. The payment of the required traffic impact fees to the City of Tracy would reduce project-related traffic impacts to a **less than significant** level.

Project Requirement(s)

Project Requirement 12: *The project proponent shall pay its fair share for the installation of a traffic control signal at the intersection of Chrisman Road / Paradise Road.*

Project Requirement 13: *The project proponent shall incorporate the following improvements into the project site design:*

1. *Ensure Driveway #2 (i.e. the northern driveway) is located at least 350 feet south of the Grant Line Road and Chrisman Road intersection, per the NEI Specific Plan, which requires 350 feet for minimum distance for a right-in/right-out (RIRO) driveway upstream of an intersection.*
2. *Provide R5-1 (Do Not Enter) signage facing Chrisman Road at Project Driveway #2 (i.e. the northern driveway).*
3. *Provide right turn pavement arrow markings at the driveway exit instead of through arrows at Project Driveway #2 (i.e. the northern driveway).*

4. *Install R3-5R (Right Turn Only) and R1-1 (Stop Sign) signage at Project Driveway #2 (i.e. the northern driveway).*
5. *Provide R5-1 (Do Not Enter) signs, and any other applicable signs facing east in the event a vehicle exits the parking area at the southern gate at Project Driveway #1 (i.e. the southern driveway).*
6. *Provide 17-foot (7-foot landscaping, 5-foot sidewalk, and 7-foot landscaping) for landscaping and sidewalk along the Project frontage.*
7. *Provide R6-1R signs (one-way) in Chrisman Road median facing each driveway.*

Responses c) and d): Less than Significant. Site access and circulation for the proposed project was addressed in the Traffic Review Memorandum prepared by Kimley-Horn. Kimley-Horn found that, with the above referenced project requirements and improvements, the proposed site access is adequate and will not have any on-site operational issues. The proposed access driveway from Chrisman Road is projected to be adequate for vehicles accessing the site, including emergency vehicles and other service vehicles. However, Kimley-Horn recommends the improvements, which are encapsulated within Project requirement 13.

With implementation of the above-referenced project requirements, implementation of the proposed project would have a less than significant impact related to emergency access and would not interfere with an emergency evacuation plan. Additionally, the proposed project would not substantially increase hazards associated with any design feature. Therefore, this is considered a **less than significant** impact.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
a) 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	
b) 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	

RESPONSES TO CHECKLIST QUESTIONS

Responses a) and b): There is a potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources (TCRs). Although no TCRs have been documented on the project site, the project is in a region where significant cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the TCR definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the TCR definition would include villages and cemeteries. Due to the possible presence of undocumented TCRs within the project site, construction-related impacts on tribal cultural resources may occur.

Project Requirement 6 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 requirement would reduce this impact to a **less than significant** level.

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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**Responses a), b) and c): Less than Significant.****Wastewater**

Wastewater generated by the proposed project would be conveyed to the Tracy Wastewater Treatment Plan (WWTP) for treatment and disposal. The City's wastewater collection system consists of gravity sewer lines, pump stations and the WWTP. Wastewater flows toward the northern part of the City where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.

The City's WWTP provides secondary-level treatment of wastewater followed by disinfection. Treated effluent from the WWTP is conveyed to a submerged diffuser for discharge into the Old River. The WWTP has an NPDES permit for discharge into the Old River from the State Regional Water Quality Control Board. The City of Tracy expanded the treatment capacity to 10.8 million gallons per day (mgd) in 2008.

The Tracy General Plan EIR determined that no significant wastewater-related impacts were identified as a result of buildout of the General Plan. Because the project is consistent with the

intended uses allowed under the General Plan no impacts beyond those identified should result from implementation of the proposed project.

Moreover, the proposed project does not propose any sanitary sewer connections, since the proposed project, as a CNG refueling station, would not generate wastewater. Therefore, the City has adequate capacity to serve the project's projected demand for wastewater treatment services in addition to its existing commitments, and no improvements or expansions to the existing WWTP are required to serve the proposed project. Implementation of the proposed project would have a **less than significant** impact.

Storm Drainage

Development of the project site would place impervious surfaces the approximately 5-acre project site. Development of the project site would potentially increase local runoff production and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

Permanent onsite storm drainage would be installed to serve the proposed project. The potential environmental impacts of construction of the onsite storm drainage system are addressed throughout this Initial Study, given that all improvements would occur onsite, within the area proposed for disturbance. As described above under the Hydrology and Water Quality Section, new development projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan.

Prior to approval of the Final Map, the project applicant is required to submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval (Project Requirement 10). The project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts.

The project is also required to pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service.

The development of an onsite storm drainage system that is approved by the City engineer (Project Requirement 10), the payment of all applicable fees, and the implementation of a SWPPP

that includes specific types and sources of stormwater pollutants, determines the location and nature of potential impacts, and specifies appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff (as required under Project Requirement 9), ensure that impacts to storm water drainage facilities are **less than significant**.

Water

Potable water for the proposed project would be supplied from the City's municipal water system. The project site would receive potable water via a connection to existing water mains located on Chrisman Road.

A Water Supply Technical Memorandum was prepared for the proposed project by Blackwater Consulting Engineers (Blackwater Consulting, 2022). The Water Supply Technical Memorandum identified that the proposed project would generate approximately 1.61 acre-feet per year of potable water demand, based on a unit water demand factor of 1.9 acre-feet per acre per year. Based on the modeling results, the City's existing potable water system has adequate capacity serve the proposed projects water demand. The hydraulic modeling analysis confirms that the existing system can meet the project demands while maintaining City's design criteria for average day, maximum day, maximum day demand with fire flow, and peak hour demands at the project and throughout the existing water system with no off-site improvements required.

The City of Tracy obtains water from both surface water and groundwater sources. The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources. As described in the 2020 City of Tracy Urban Water Management Plan, Tracy's maximum annual water supply amounts to over 26,883 acre-feet per year (afy) in normal years from its various supply sources.

The total 2025 water demand in the City is anticipated to be 21,509 afy. The additional water demand (1.61 afy) of the proposed project would not exceed the City's available water supply. The City's water treatment and conveyance infrastructure is adequate to serve existing demand, in addition to the demand created by the proposed project. Therefore, this is a **less than significant** impact.

Responses d) and e): Less than Significant. The City of Tracy has an exclusive franchise agreement with Tracy Disposal Service for solid waste collection and disposal and recycling collection. Solid waste is collected and taken to the 40-acre Tracy Material Recovery Facility (MRF) and Transfer Station on South MacArthur Drive before being sent to the Foothill Sanitary landfill, 48 miles northeast of Tracy, off of Shelton Road east of Linden, California. The MRF is operated by Tracy Material Recovery and Solid Waste Transfer, Inc., and has capacity of approximately 1,000 tons per day, but averages approximately 350 tons per day, of which 85 percent is generated in Tracy. Approximately 175,000 tons of solid waste is generated in Tracy each year, of which approximately 27 percent is residential garbage.

The approximately 800-acre Foothill landfill, owned by San Joaquin County, is the primary disposal facility accepting the City's solid waste. The Foothill landfill receives approximately 810 tons per day. The landfill is permitted to accept up to 1,500 tons per day, and has a permitted capacity of 138 million cubic yards, of which approximately 125 million cubic yards of capacity remains. It is estimated that the Foothill landfill will have the capacity to accept solid waste from the City of Tracy until 2054.

The proposed project would not generate significant volumes of solid waste. The proposed project is an unmanned CNG refueling station, operating through a cardlock system. Using CalRecycle's transportation/communication/utilities solid waste generation rate 9.2 pounds per employee per day, and assuming approximately zero daily employees, the project is not expected to generate any solid waste per day. Therefore, the project would not exceed the capacity of the local landfills.

As described above, there is adequate landfill capacity to serve the proposed project, and the project will comply with all applicable statutes and regulations related to solid waste. This is a **less than significant** impact.

XX. WILDFIRE

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Existing Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Tracy Planning Area. In addition, there are no areas within the City of Tracy that are categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire or a local agency. Although this CEQA topic only applies to areas within a SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

Responses to Checklist Questions

Response a): The project site will connect to the existing Chrisman Road. The proposed circulation improvements would allow for sufficient emergency access. The project site would provide adequate emergency vehicular access via driveway connections with adjoining roadways and an internal circulation network. All internal roadways would be designed to accommodate large emergency vehicles such as fire engines. These improvements would contribute to effective emergency response and evacuation, and they would promote efficient circulation in the project vicinity. Furthermore, the proposed project does not propose any permanent road closures, lane reductions, or other adverse circulation conditions that may adversely affect emergency response or evacuation in the project vicinity. Additionally, the proposed project would not conflict with or impair the City’s current City of Tracy Comprehensive Management Plan (2008), nor any other emergency response plans and emergency evacuation plans. Lastly, the proposed project would not conflict with emergency plans or procedures as promulgated by South County Fire. Therefore, impacts from project implementation would be considered *less than significant* relative to this topic.

Response b): 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. San Joaquin County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the eastern and western portion of the County. The project site is located in an area that is predominately agricultural and urban, which is not considered at a significant risk of wildfire. Therefore, impacts from project implementation would be considered *less than significant* relative to this topic.

Response c): The proposed project would develop a CNG refueling station. According to the U.S. Department of Energy’s Alternative Fuels Data Center,⁷ CNG is much safer than traditional fuels because it is lighter than air and less volatile (harder to ignite). This means that the chance of fire or combustion is much lower. The development of the proposed project would not exacerbate fire risks, nor would there be installation or maintenance of any other infrastructure associated with the project that would significantly exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts from project implementation would be considered *less than significant* relative to this topic.

Response d): Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The project site is relatively flat; therefore, the potential for a landslide, as a result of runoff, post-fire slope instability, or drainage changes, in the project site is essentially non-existent.

Therefore, impacts from proposed project implementation would be considered *less than significant* relative to this topic.

⁷ See: <https://afdc.energy.gov>

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 reduced to a less than significant level through the application of uniformly applied development policies and/or standards. The proposed project is required to implement a range of standard and uniformly applied development policies and standards, most of which are identified in the Tracy General Plan or various infrastructure master plans, which would reduce any potentially significant impacts to a less than significant level. The cumulative impacts associated with development of the project were considered, analyzed and disclosed in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for all significant impacts associated with buildout of the Tracy General Plan. The project would not result in any cumulative impacts that were not contemplated in the General Plan EIR. The project would not result in any peculiar site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources.

The proposed project would implement requirements aimed at reducing stormwater pollutants and runoff, as well as through compliance of various state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through

adaptive management, Project Requirement 5 ensures the project proponent seeks coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Through the application of uniformly applied development policies and/or standards, the project would not result in any cumulative impacts related to biological resources. Therefore, these are **less than significant** impacts.

Response b): Less than Significant. The General Plan EIR assumed full development and buildout of the project site, consistent with the use and density proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR. Additionally, as described throughout the analysis above, the proposed project would not result in any significant individual or cumulative impacts that would not be reduced to less than significant levels through the application of uniformly applied development policies and/or standards. Therefore, this is considered a **less than significant** impact.

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 the application of uniformly applied development policies and/or standards reduce any potentially significant impacts on humans to less than significant levels. A variety of requirements 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, this is considered a **less than significant** impact.

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CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION NO. 2022-_____

APPROVAL OF A CONDITIONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT FOR AN RNG FUELING FACILITY AT 2200 N. CHRISMAN ROAD - APPLICANT IS COLE MOODY AND PROPERTY OWNER IS L&C EAGLE PROPERTIES, LLC - APPLICATION NUMBERS CUP21-0007 & D21-0023

WHEREAS, The City received applications for the development of a service station dispensing renewable natural gas (RNG) fuel for trucks, accompanied by associated equipment and parking, on an approximately 5-acre site located in the Northeast Industrial (NEI) Specific Plan area; and

WHEREAS, Because the development review permit application is paired with a conditional use permit application subject to the Planning Commission, the development review permit is a Tier 2 application subject to Planning Commission review; and

WHEREAS, The project is categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15183, which allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. The proposed project is consistent with the Tracy General Plan EIR certified on February 1, 2011. In accordance with CEQA Guidelines, no further environmental assessment is required; and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the applications on May 25, 2022; now, therefore, be it

RESOLVED: That the Planning Commission does hereby approve a conditional use permit and a development review permit for the RNG fueling facility 2200 N. Chrisman Road, Application Numbers CUP21-0007 & D21-0023, subject to the conditions contained in Exhibit 1 to this Resolution and based on the findings below.

1. 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 granting of the use permit would allow for the fueling facility to be established in the City's northeast industrial area where truck RNG fueling isn't currently available.
2. The proposed location of the use and the conditions under which it would be operated or maintained is in accordance with the objectives of the Tracy Municipal Code and the NEI Specific Plan, because the proposed service station would complement the industrial nature of the project vicinity and provide a service to trucks operating in the business area.

3. 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 project, as conditioned, is consistent with the land use, design, and other elements of the NEI Specific Plan, the Tracy Municipal Code the City of Tracy General Plan, the Design Goals and Standards, City Standards, California Building Codes, California Fire Codes, and California air quality regulations.

4. 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 result in high quality development of a currently undeveloped parcel and provide a service to the surrounding industrial business area. The most publicly visible improvements will be the above-ground equipment enclosure, which will be comprised of eight-foot-tall split-face masonry walls and an evergreen landscape screen, and the fueling canopy, which will have columns designed to match the equipment enclosure. The proposed green-colored canopy will be complemented by the landscaping greenery proposed throughout the site. A matching masonry wall will be provided to screen the view of the parked day cabs in the time-fill area, and vines will be planted along the wall to visually break up the otherwise long expanse of masonry. The site will be served by two driveways on Chrisman Road, and the site is designed with good through-circulation. Generous landscaping will be provided along the site's frontage as well as throughout the site, adding to the aesthetic appeal of the streetscape.

5. The proposal, as conditioned, conforms to the NEI Specific Plan, the Tracy Municipal Code, the City of Tracy General Plan, the Citywide Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes, including land use (with granting of a conditional use permit), site and structure design, vehicular circulation, landscaping and equipment screening.

* * * * *

The foregoing Resolution 2022-_____ was adopted by the Planning Commission on May 25, 2022, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTENTION:	COMMISSION MEMBERS:

CLIFF HUDSON
 Chair of the Planning Commission
 City of Tracy, California

ATTEST: _____
 SCOTT CLAR
 Senior Planner of the City of Tracy, California

City of Tracy
Conditions of Approval
RNG Fueling Facility
Application Numbers CUP21-0007 & D21-0023

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to:

The Project: An fueling facility with associated equipment and parking

The Property: 2200 N. Chrisman Road, Assessor's Parcel Number 250-030-32

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 Development Services 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 Northeast Industrial (NEI) Specific Plan, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).
- d. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.
- e. "Conditions of Approval" shall mean the conditions of approval applicable to Project located at the Property, Application Numbers CUP21-0007 & D21-0023. The Conditions of Approval shall specifically include all City of Tracy 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 Development Services Department on May 10, 2022.

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. 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), the Northeast Industrial (NEI) Specific Plan, Standard Plans, and Design Goals and Standards.
- A.7. Protest of fees, dedications, reservations, or other exactions. 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

Contact: Kimberly Matlock (209) 831-6430 kimberly.matlock@cityoftracy.org

- B.1. Screening utilities and equipment.
- B.1.1. Before approval of a building permit, the applicant shall submit detailed plans that demonstrate that all above-ground utilities and equipment are substantially screened from view from the public right-of-way with a decorative screen wall designed to architecturally complement the fueling canopy and an evergreen landscape screen to the satisfaction of the Development Services Director.
- B.1.2. 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 substantially screened from view from any public right-of-way behind decorative screen walls and landscaping to the satisfaction of the Development Services Director.
- B.2. Parking area.
- B.2.1. Before the approval of a building permit, the applicant shall provide site plans and construction details that demonstrate 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.2.2. Before the approval of a building permit, the applicant shall provide detailed plans that demonstrate a minimum of one foot candle per Standard Plan 154 throughout the parking area as defined in TMC Section 10.08.3450.
- B.2.3. 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 into the public rights-of-way and onto any adjacent private property to the satisfaction of the Development Services Director.
- B.3. Landscaping & irrigation. Before the approval of a building permit, the applicant shall provide detailed landscape and irrigation plans to address the following:
- B.3.1. Said plans shall demonstrate compliance with the landscaping requirements of the NEI Specific Plan.
- B.3.2. Said plans shall demonstrate that all planters be comprised of trees, shrubs, and groundcover. Said plans shall demonstrate trees and shrubs are generally dispersed throughout the large groundcover areas.
- B.3.3. At planting, 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.3.4. No gravel may be used where it is visible on the outside of the screen walls. Rock mulch may be used in combination with landscaping.
- B.3.5. 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.3.6. The applicant shall execute an Agreement for Maintenance of Landscape and Irrigation Improvements and submit financial security to the Development Services Department. The Agreement shall ensure maintenance of the on-site landscape and irrigation improvements for a period of two years. Said security shall be equal to the actual material and labor costs for installation of the on-site landscape and irrigation improvements or \$2.50 per square foot of on-site landscape area.
- B.4. Landscaping & irrigation installation. Prior to final inspection or certificate of occupancy, all landscaping and irrigation substantially conforming with the development review permit plans and the approved building permit construction plans shall be installed to the satisfaction of the Development Services Director.
- B.5. Signs. Before issuance of a sign permit, the applicant shall submit an application and plans for all business identification signs. All signs, including temporary signage, shall be on private property and shall not encroach into the public right-of-way.
- B.6. Habitat conservation. Prior to issuance of any permits for ground disturbance, the applicant shall comply with the San Joaquin County Habitat Conservation Division and a signed copy of the Incidental Take Minimization Measures shall be submitted to the City as verification of compliance.

- B.7. Expiration. The conditional use permit shall expire after two years if the use has not yet been established, unless prior to the expiration, a building permit is issued and construction is commenced and diligently pursued toward completion on the site.

C. Engineering Division Conditions

Contact: Majeed Mohamed (209) 831-6425 majeed.mohamed@cityoftracy.org

C.1. General Conditions

Developer shall comply with the applicable sections of approved documents and/or recommendations of the technical analyses/reports prepared for the Project listed as follows:

- 1) Traffic Technical Memorandum prepared by Kimley Horn and Associates dated May 5, 2022

C.2. RESERVED

C.3. RESERVED

C.4. Grading Permit

All grading work (on-site and off-site) shall require a Grading Plan. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Geotechnical Engineer. Prior to release of a Grading Permit, Developer shall provide all documents related to said Grading Permit required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.4.1 Developer has completed all requirements set forth in this section.
- C.4.2 Developer has obtained 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) will be required to be submitted to the City prior to the issuance of the Grading Permit.
- C.4.3 Developer has obtained a demolition permit to remove any existing structure located within the Project's limits.
- C.4.4 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. Developer 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. Developer shall submit a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), prior to the issuance of the Grading Permit.

- C.4.5 The Improvement Plans for all improvements to serve the Project (on-site and off-site) including the Grading and Drainage 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.4.6 On-site Grading/Drainage Plans and Improvement Plans shall be prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick polyester film (mylar). These plans shall use the City's Title Block. Improvement Plans shall be prepared under the supervision of, stamped and signed by a Registered Civil Engineer and Registered Geotechnical Engineer. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars including signatures by the Fire Marshal prior to submitting the mylars to Engineering Division for City Engineer's signature. Erosion control measures shall be implemented in accordance with the Improvement 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. Improvement 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.
- C.4.7 Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.
- C.4.8 For Projects on property larger than one (1) acre: Prior to the issuance of the Grading Permit, Developer shall submit to the Utilities Department (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 Developer 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 Developer. Developer 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).

For Projects on property smaller than one (1) acre: Prior to the issuance of the Grading Permit, the Developer shall submit to the Utilities Department (stephanie.hiestand@cityoftracy.org) one (1) electronic copy and 1 hard copy of the City of Tracy Erosion and Sediment Control Plan (ESCP) for approval. Cost of preparing the ESCP including any annual storm drainage fees shall be paid by the Developer. Developer shall comply with all the requirements of the

ESCP, applicable BMPs and the Post-Construction Stormwater Standards adopted by the City in 2015 and any subsequent amendment(s).

- C.4.9 Developer shall provide a PDF copy of the Project's Geotechnical Report signed and stamped by a Registered Geotechnical Engineer. The technical 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.4.10 Minor Retaining – Developer shall use reinforced or engineered masonry blocks for retaining soil at property lines when the grade differential among the in-tract lots exceeds twelve (12) inches. Developer will include construction details of these minor retaining walls with the on-site Grading and Drainage Plan. Developer may use slopes among the lots to address the grade differential but said slope shall not exceed a slope gradient of 3 (horizontal) to 1 (vertical) unless a California licensed geotechnical engineer signs and stamps a geotechnical report letter that supports a steeper slope gradient. Slope easements may be required and will be subject to approval by the City Engineer.

Minor Retaining along Project Perimeter – Developer shall use reinforced or engineered masonry blocks for retaining soil along the Project boundary and adjacent property(s) when the grade differential exceeds 12-inches. Developer will include construction details for these minor retaining walls with the on-site Grading and Drainage Plan. Developer may use slopes to address the grade differential but said slope shall not exceed a slope gradient of 3 (horizontal) to 1 (vertical). Slope easements may be subject to approval by the City Engineer and if adjacent and affected property(s) owner(s) grants said easements.

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) feet, subject to approval by the City Engineer.

Slope easements will be recorded, prior to the issuance of the Grading Permit. The Developer shall be responsible to obtain and record slope easement(s) on private properties, where it is needed to protect private improvements constructed within and outside the Project, and a copy of the recorded easement document must be provided to the City, prior to the issuance of the Grading Permit.

Walls - Developer shall show proposed retaining walls and masonry walls on the on-site Grading and Drainage Plan. The Developer is required to submit improvement plans, construction details, and structural calculations for retaining walls and masonry walls to Building and Safety. Retaining wall and masonry wall design parameters will be included in the geotechnical report.

- C.4.11 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).
- C.4.12 Developer 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.4.13 Developer shall abandon or remove all existing irrigation structures, channels and pipes, if any, as directed by the City after coordination with the irrigation district, if the facilities are no longer required for irrigation purposes. If irrigation facilities including tile drains, if any, are required to remain to serve existing adjacent agricultural uses, the Developer will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City. Written permission from irrigation district or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.
- C.4.14 RESERVED
- C.4.15 If at any point during grading that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer 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.5. Improvement Agreement(s)

All construction activity involving public improvements will require a fully executed improvement agreement (Off-site, Subdivision, and/or Inspection). Any construction activity involving public improvements without a fully executed improvement agreement is prohibited. All public improvements shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Civil Engineer. Prior to the consideration of City Council's approval of said improvement agreement, the Developer shall provide all documents related to said improvements required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.5.1. Off-site and/or Public Infrastructure Improvement Plans prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest title block

and, if necessary, contain a signature block for the Fire Marshal. 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. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars including signatures by Fire Marshal to submitting the mylars to Engineering Division for City Engineer's signature. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:

- C.5.1.a. All existing and proposed utilities such as domestic water line, irrigation service, fire service line, storm drain, and sanitary sewer, including the size and location of the pipes.
- C.5.1.b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers such as benchmarks.
- C.5.1.c. A PDF copy of the Project's approved Geotechnical/Soils Report that was prepared for the grading permit submittal.
- C.5.1.d. Storm Water - The Project's on-site storm water drainage connection to the City's storm water system shall be approved by the City Engineer. Drainage calculations for the sizing of the on-site storm drainage system. Improvement Plans to be submitted with the hydrology and storm water.

Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the 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 overland release point will be directly to an adjacent public street with a functional storm drainage system and the existing storm drainage line has 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 building finish floor elevation and shall be designed and improved to the satisfaction of the City Engineer.

The Project's permanent storm drainage connection(s) shall be designed and constructed in accordance with City Regulations. The design of the permanent storm drainage connection shall be shown on the Grading and Drainage Plans with calculations for the sizing of the storm drain pipe(s), and shall comply with the applicable

requirements of the City's storm water regulations adopted by the City Council in 2012 and any subsequent amendments.

The storm water treatment system shall be located on private property and shall be at least off-set from the right-of-way by one (1) foot.

NORTHEAST INDUSTRIAL (NEI) DET BASIN

Developer shall design both a storm water drainage connection to the City's storm water system in Chrisman Road and a temporary off-site retention basin (retention basin), and its appurtenances.

Scenario 1:

If the City's NEI Detention Basin and NEI Basin Pump Station are not yet fully operational, Developer shall construct the retention basin and divert the Project's storm water flow to the retention basin until such time that the NEI Detention Basin and NEI Basin Pump Station are fully operational. For Scenario 1, Condition C.6.5 applies.

Scenario 2:

If the City's NEI Detention basin and NEI Basin Pump Station are fully operational, Developer shall connect the Project's storm drain to the City's storm water drainage system.

- C.5.1.e. Sanitary Sewer - It is the Developer's responsibility to design and construct the Project's permanent on-site sanitary sewer (sewer) improvements including the Project's sewer connection in accordance with the City's Design Standards, City Regulations and Standard Specifications. Sewer improvements shall include but not limited to, replacing asphalt concrete pavement, reconstructing curb, gutter and sidewalk, restoring pavement marking and striping, and other improvements that are disturbed as a result of installing the Project's permanent sewer connection. Developer shall submit improvement plans that include the design of the sewer line from the Property to the point of connection.

Developer is hereby notified that the City will not provide maintenance of the sewer lateral within the public right-of-way unless the sewer cleanout is located and constructed in conformance with Standard Plans. The City's responsibility to maintain on the sewer lateral is from the wye/onsite sewer manhole at the right-of-way line/property line/wye fitting to the point of connection with the sewer main.

- C.5.1.f. Water Distribution - Developer shall design and construct domestic and irrigation water service that comply with the City Regulations. Water line sizing, layout and looping requirements for this Project

shall comply with City Regulations. 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 appropriate to the various stages of construction and as approved by the Fire Marshal.

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. Developer shall be responsible for notifying business owner(s) and users, regarding 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 start of work. Prior to starting the work described in this section, the Developer shall submit 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 use 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 Regulations. The domestic and irrigation water service connection(s) must be completed before the inspection of the building. The location of the meters shall be approved by the City Engineer.

After final inspection of the improvements constructed via an encroachment permit, 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, repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer or the individual lot owner(s).

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.

C.5.1.g. Streets – The Developer shall construct frontage improvements. Frontage improvements include but are not limited to the following: curb, gutter, sidewalk, street widening, landscaping, street lighting, undergrounding of overhead utilities and other improvements. All streets and utilities improvements within City right-of-way shall be designed and constructed in accordance with City Regulations, and City's Design Standards including the 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.

Developer shall also construct the recommended mitigations from the traffic technical memorandum.

Chrisman Road

The Developer shall dedicate right-of-way as required to conform with the City of Tracy Transportation Master Plan (TMP), dated November 2012, Horizon Year six (6) lane parkway cross section with a seventeen (17) feet wide parkway for landscaping and sidewalk along the Project frontage. In addition, the Developer shall record an additional Public Utility Easement (P.U.E.) immediately to create a 10-foot behind the new property line.

Developer will construct two (2) new commercial driveways per Standard Detail 130 as modified by the approved site plan

Developer shall construct five (5) feet of landscaping located immediately behind a five (5) foot sidewalk located, immediately behind a seven (7) foot landscaped parkway.

Developer shall construct curb, gutter and sidewalk that shall conform to Section 3.07 of the 2020 Design Standards.

Developer shall construct driveways that conform to Section 3.08 of the 2020 Design Standards. Driveways shall have one and half (1.5) feet of full-height (i.e. six (6) inches) of vertical curb from the driveway's edge. Driveways shall be fire truck accessible to the satisfaction of the City Engineer.

Developer shall install R6-1R signs (one-way) in the existing Chrisman Road median facing each driveway.

The northerly driveway shall conform with the Northeast Industrial Specific Plan dated July 17, 2012 and shall be located a minimum of three hundred fifty (350) feet south from the intersection of

Chrisman Road and Grant Line Road as measured from Grant Line Road's curb face.

Along the Project frontage, if applicable, Developer shall landscape and irrigate the existing parkways per current adopted City landscape standards. Landscape and irrigation plans shall be prepared on a 24-inch x 36-inch size 4-millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, 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. Developer can either protect-in-place the existing sidewalk and repair any cracked, settled, and/or damaged sidewalk or remove and replace the sidewalk so long as the replacement sidewalk is similar to the current sidewalk, i.e. similar width, meanders, etc.

Street cuts and trenching related to utility installation in Chrisman Road and Grant Line Road shall be subject to Condition C.8.1.

C.5.2. Joint Trench Plans and Composite Utility Plans, prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located within the twenty-four (24) feet wide to forty-six (46) feet wide [the width varies) PUE to 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 the building(s). If necessary, the Developer shall dedicate ten (10) feet wide PUE for access to these new utilities for re-installation, replacement, repair, and maintenance work to be performed by the respective utility owner(s) in the future.

C.5.3. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans. The cost estimate shall show the cost of designing the public improvements.

Payment of applicable fees required by these Conditions of Approval and City Regulations, including but not limited to, plan checking, grading and encroachment permits and agreement processing, construction inspection, and testing fees. The engineering review fees will be calculated based on the fee rate adopted by the City Council on September 2, 2014, per Resolution 2014-141 and on May 16, 2017, per Resolution 2017-098. Developer shall submit payment in the form of a check for the aforementioned fees.

C.5.4. 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. 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.5.5. No street trench shall be left open, uncovered, and/or unprotected during night hours and 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 such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistance, 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.5.6 If at any point during utility installation or construction in general that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer 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.5.7 Improvement Security - Developer shall provide improvement security for all public facilities, as required by the Improvement Agreement. The form of the improvement 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 terms of the Improvement Agreement.

C.6. Building Permit

Prior to the release of a building permit within Project boundaries, 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.6.1 Developer has completed all requirements set forth in Condition C.1, through C.5, above.

C.6.2 Developer pays the applicable development impact fees as required in the TMC, these Conditions of Approval, and City Regulations.

C.6.2.a. Water. The Developer shall pay the water impact fees prior to pulling the first building permit for the Project.

C.6.2.b. Wastewater. The Developer shall pay the wastewater treatment capacity development Impact fees prior to pulling the first building permit for the Project.

C.6.3 RESERVED

C.6.4 Developer has completed all requirements set forth in Condition C.8

C.6.5 Prior to the release of the building permit for the Project, Developer shall execute and enter into a Deferred Improvement Agreement (DIA) with the City and post improvement security acceptable to the City Attorney. The Deferred Improvement Agreement shall be approved by the City Council and be filed by San Joaquin County Recorder against the property. DIA is to guarantee removal of the temporary off-site retention basin, its appurtenances; and re-route the storm drain flow to Chrisman Road. This condition becomes applicable if the City requires the Developer to construct the temporary off-site retention basin.

C.7 Acceptance of Public Improvements

Prior to the consideration of City Council's acceptance of public improvements, the Developer shall demonstrate to the reasonable satisfaction of the City Engineer, completion of the following:

C.7.1 Developer has satisfied all the requirements set forth in these Conditions of Approval.

C.7.2 Developer submitted the Storm water Treatment Facilities Maintenance Agreement (STFMA) to the Utilities Department.

C.7.3 Developer has satisfactory completed construction of all required/conditioned improvements. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, 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.7.4 Certified "As-Built" Improvement Plans (or Record Drawings). 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.7.5 Developer shall be responsible for any repairs or reconstruction of street pavement, curb, gutter and sidewalk and other public improvements along the frontage of the Project, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.
- C.7.6 Developer has completed the ninety (90) day public landscaping maintenance period.
- C.7.7 Per Section 21107.5 of the California Vehicle Code, Developer shall install signs at all entrance(s) of 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.
- C.7.8 Survey Monuments – Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. 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, 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.

C.8 Special Conditions

- C.8.1 Prior to release of Improvement Security, all requirements set forth in this condition must be completed.

When street cuts are made for the installation of utilities, the Developer shall conform to Section 3.14 of the 2020 Design Standards and is required install a two (2) inch thick asphalt concrete (AC) overlay with reinforcing fabric at least twenty-five (25) feet from all sides of each utility trench. A two (2) inch deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order 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.

Chrisman Road and Grant Line Road are currently subject to the City's pavement excavation moratorium. As a result, the repave limits as defined in Section 3.14 of the 2020 Design Standards, as they apply to this Project, will be superseded with limits defined below:

- Entire pavement width of Chrisman Road, from the southerly Property line to Grant Line Road; and
 - Entire intersection of Grant Line Road and Chrisman Road, including the area around the curb returns.
- C.8.2 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 implementations of such additions and requirements, without reimbursement or any payment from the City.
- C.8.3 Prior to the release of the Building Permit, if water is required for the Project, the Developer shall obtain an account for the water service and register the water meter with the Finance Department. Developer shall pay all fees associated with obtaining the account number for the water service.
- C.8.4 Prior to the release of the Building Permit, the Developer shall pay its fair share in the amount of **Ninety-Two Thousand Seven Hundred Twenty-Nine Dollars (\$92,729)** which is 4.8% of the cost estimate for the Chrisman Road and Paradise Road Ultimate Signal Improvements, as described in the Traffic Technical Memorandum.
- C.8.5 Prior to Acceptance, Developer shall comply with the recommendations as stated in the Engineering Review: On-Site Circulation section of the approved Traffic Technical Memorandum. The recommendations are as follows:
- Provide R5-1 (Do Not Enter) signage facing Chrisman Road at Project Driveway #2
 - Provide right turn pavement arrow markings at the driveway exit instead of through arrows at Project Driveway #2
 - Install R3-5R (Right Turn Only) and R1-1 (Stop Sign) signage at Project Driveway #2
 - Provide R5-1 (Do Not Enter) signs and any other applicable signs in the event a vehicle exits the parking area at the southern gate at Project Driveway #1

D. Utilities Department Conditions

Contact: Stephanie Hiestand (209) 831-4333 stephanie.hiestand@cityoftracy.org

- 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

Contact: Danis Isho (209) 831-6484 danis.isho@cityoftracy.org

- E.1. Prior to the construction of fuel dispenser structures and any associated equipment, applicant shall submit code analysis specifying the types and amounts of hazardous materials to be stored onsite and where exceeding the maximum allowable quantities per California Building Code and/or California Fire Code appropriately designating and designing the occupancy in accordance with Title 24 California Code of Regulations most current at time of application.
- E.2. Prior to the construction of 8 foot screen walls, applicant shall submit construction plans and structural calculations in conformance with California Building Code section 105.
- E.3. Prior to the construction of filling station, applicant shall submit construction plans and details that demonstrate conformance with the California Building Code, chapter 11B, section 11B-220.2 that is current at time of application.
- E.4. Prior to the construction of fuel dispensers, applicant shall submit construction plans and details that demonstrate conformance with the California Building Code, chapter 11B, section 11B-228 that is current at time of application.
- E.5. Prior to the construction of any onsite structures, applicant shall submit to the Building Safety Division construction drawings and supporting documents that demonstrate availability of minimum number of plumbing fixtures including toilet facilities per California Plumbing Code 422.0.
- E.6. Prior to the construction of onsite improvement including but not limited to walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, 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 time of application.
- E.7. Prior to the construction of onsite improvement including but not limited to walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, 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 time of application.

F. South San Joaquin County Fire Authority Conditions

Contact: Tim Spears (209) 831-6707 fire.plancheck@sjcfire.org

- F.1. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
 - F.1.1. 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.1.2. 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.1.3. 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 installation of underground fire service.
 - F.1.4. 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.1.5. Hydrants shall be placed on-site in accordance with CFC Appendix C and City of Tracy Design Standards.
 - F.1.6. Gates shall have a clear width of 20'. The installation of security gates across a fire apparatus access road shall require, prior to installation, approval by the fire code official. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. All electrically operated automatic gates across fire apparatus access roads shall be equipped with traffic preempting optical signal receivers compatible with the emitters utilized by the Fire Department, which will activate the gate and override all command functions of the gate controller. Knox Switches shall be provided at automatic gates. The traffic preemptive optical signal receiver and key switch shall be provided on both sides of an automatic access gate where an exit loop is not provided. The automatic gate shall have a battery backup or manual mechanical disconnect readily accessible to emergency personnel in case of power failure. All gates must meet Fire Department standards deemed necessary by the fire code official for rapid, reliable access. Electric gate operators, where provided, shall be listed in accordance with UL 325.
 - F.1.7. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200. All manual gates shall be equipped with a Knox-Box containing a key to the gate, or an approved Knox-Padlock.
 - F.1.8. Provide a truck turning template which clearly shows the truck turning radius of 29'-9" inside and 47'-7" outside. Truck turning template shall show all ingress and egress paths available.

- F.2. Engineering and building permit applications received by our offices are subject to the current feeschedule for South San Joaquin County Fire Authority. Contact our offices for additional information.
- F.2.1. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
 - F.2.2. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.
 - F.2.3. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.
- F.3. Prior to occupancy of new business, the tenant shall contact South San Joaquin County Fire Authority for a new business inspection. Additional fees may be required for New Business, Annual and Operational Fire Permits. All fees shall be paid prior to approval of inspections.
- F.4. 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.5. All hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.
- F.6. Knox boxes shall be required. The operator of the site 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.7. Site shall be provided with approved address identification in accordance with CFC §505.

G. The following conditions provide the applicant with options for funding required Citywide services.

Contact: Karin Schnaider (209) 831-6841 karin.schnaider@cityoftracy.org

G.1. Streets, Streetlights and Sidewalks

Before 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 the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E), 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required by PG&E);
 - 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 for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property;
 - 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 streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property. 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E) 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 Public Works 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.

May 25, 2022

AGENDA ITEM 1.C

REQUEST

PUBLIC HEARING TO CONSIDER APPROVAL OF A CONDITIONAL USE PERMIT AND DEVELOPMENT REVIEW PERMIT TO ALLOW THE RECONSTRUCTION OF AN EXISTING DETACHED ACCESSORY BUILDING FOR THE TRACY MEMORIAL CHAPEL AT 5 W. HIGHLAND AVENUE. APPLICANT IS JARED MURRAY AND PROPERTY OWNER IS TRACY MEMORIAL CHAPEL, LLC. APPLICATION NUMBERS CUP22-0002 AND D22-0007.

DISCUSSION

Background

The land use at 5 W. Highland Avenue has been a mortuary for several decades and currently continues this use as Tracy Memorial Chapel (formerly Hotchkiss Mortuary). A mortuary is a conditionally permitted use in the Low Density Residential zone. There is no record of a conditional use permit for this property. The mortuary was established prior to the current zoning and is allowed to continue as a non-conforming use in accordance with the provisions of Article 25 of Chapter 10.08 of the Tracy Municipal Code related to non-conforming uses.

Project Description

The project site is an existing mortuary, known as Tracy Memorial Chapel, located at 5 W. Highland Ave. The subject property is an approximately 0.6-acre parcel located on the northwest corner of Highland Ave. and Holly Dr. The project site is approximately 100 feet southwest of Lincoln Park and approximately 600 feet north of 11th street, Assessor's Parcel Number 233-130-14 (Attachment A: Location Map).

The applicant is proposing the reconstruction of an existing detached accessory building, which would include increasing the building size from approximately 1,600 sq. ft. to 1,677 sq. ft. The detached accessory building is located in the rear of the lot, approximately 110 feet from Highland Ave. and 130 feet from Holly Dr. The expansion and exterior modifications are intended to increase garage space to accommodate parking for two hearses, add additional storage area, create an approximately 92 sq. ft. area for a proposed crematory device, and make the detached accessory building more compatible with the architecture of the main mortuary building.

Site Analysis

The project site is zoned Low Density Residential (LDR). A mortuary is a non-conforming use in the Low Density Residential zone. Any expansion or alteration to a structure containing a non-conforming use requires securing a conditional use permit that is reviewed in a public hearing by Planning Commission as defined in Tracy Municipal Code, section 10.08.3370, Alterations and additions to nonconforming uses. The project also requires approval of a Development Review Permit as defined in Tracy Municipal Code section 10.08.3930.

The proposed architecture is consistent with the City's Design Goals and Standards because the reconstruction of the detached accessory building would consist of complementary brick veneer and cornice elements to match the main mortuary building which will add interesting details on all visible sides of the building. (Attachment B: Site Plan, Floor Plan, and Elevations).

The detached accessory building would be compatible with the surrounding area, including the single-family residential to the west, apartments to the north, single-family residential to the east, and a mix of mortuary parking, single-family residential, and apartments to the south, because detached accessory buildings are common in residential neighborhoods and the architecture would be consistent with the main mortuary building.

CEQA Documentation

The project has been determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15303 which pertains to construction or reconstruction of an accessory structure.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Conditional Use Permit and Development Review Permit to allow the reconstruction of an existing detached accessory building for the Tracy Memorial Chapel at 5 W. Highland Avenue, Application Numbers CUP22-0002 and D22-0007, based on the findings and subject to the conditions contained in the Planning Commission Resolution dated May 25, 2022 (Attachment E: Planning Commission Resolution).

RECOMMENDED MOTION

Move that the Planning Commission approve the Conditional Use Permit and Development Review Permit to allow the reconstruction of an existing detached accessory building for the Tracy Memorial Chapel at 5 W. Highland Avenue, Application Numbers CUP22-0002 and D22-0007, based on the findings and subject to the conditions contained in the Planning Commission Resolution dated May 25, 2022.

Prepared by Kenny Lipich, Assistant Planner
Reviewed by Scott Claar, Senior Planner
Approved by Bill Dean, Interim Development Services Director

ATTACHMENTS

- A: Location Map
- B: Site Plan, Floor Plan, and Elevations
- C: Planning Commission Resolution

ATTACHMENT
A

Lincoln
Park

Subject
Property



Think Inside the Triangle™

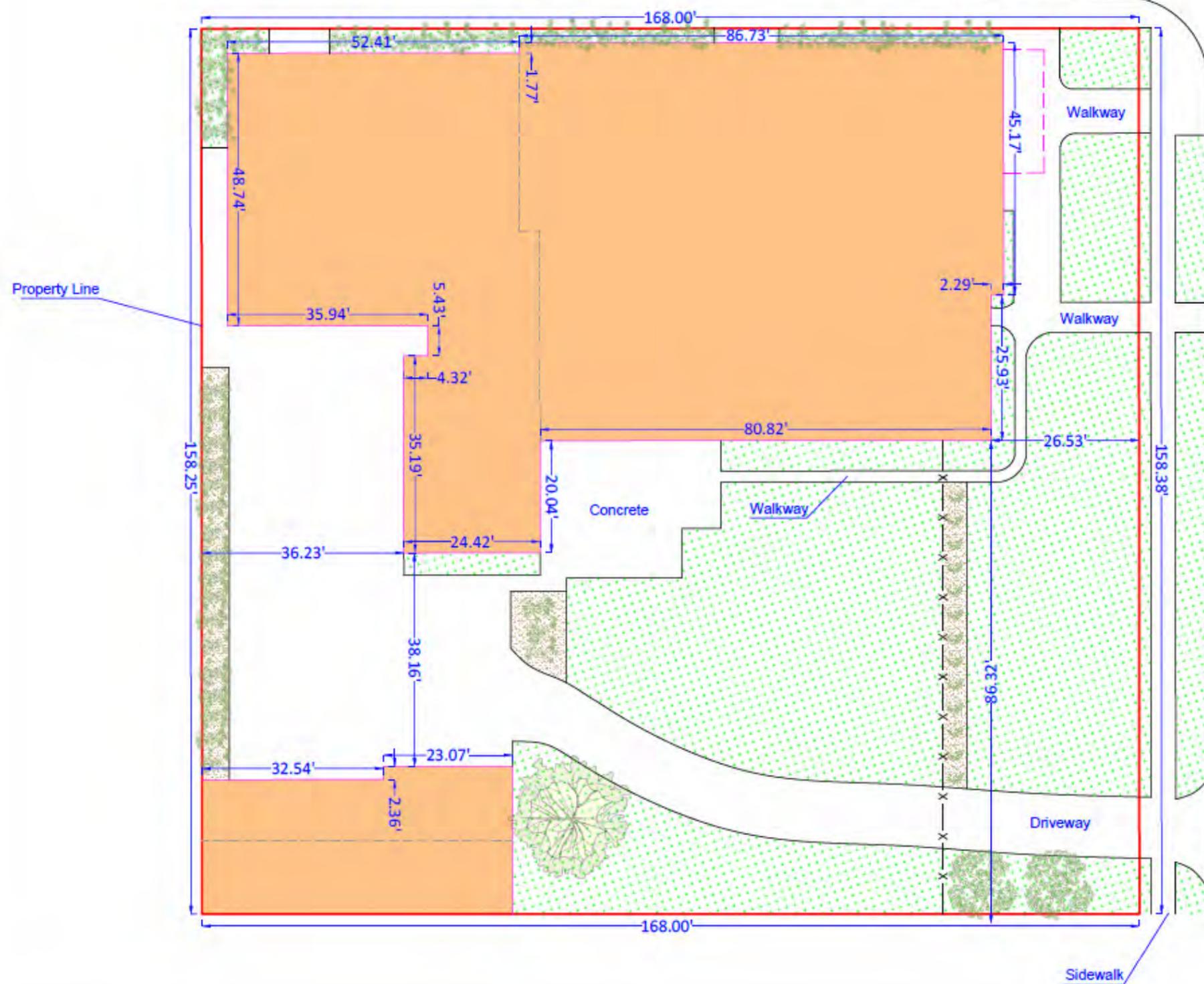


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Holly Dr



Vicinity Map



W Highland Ave



Existing Site Plan



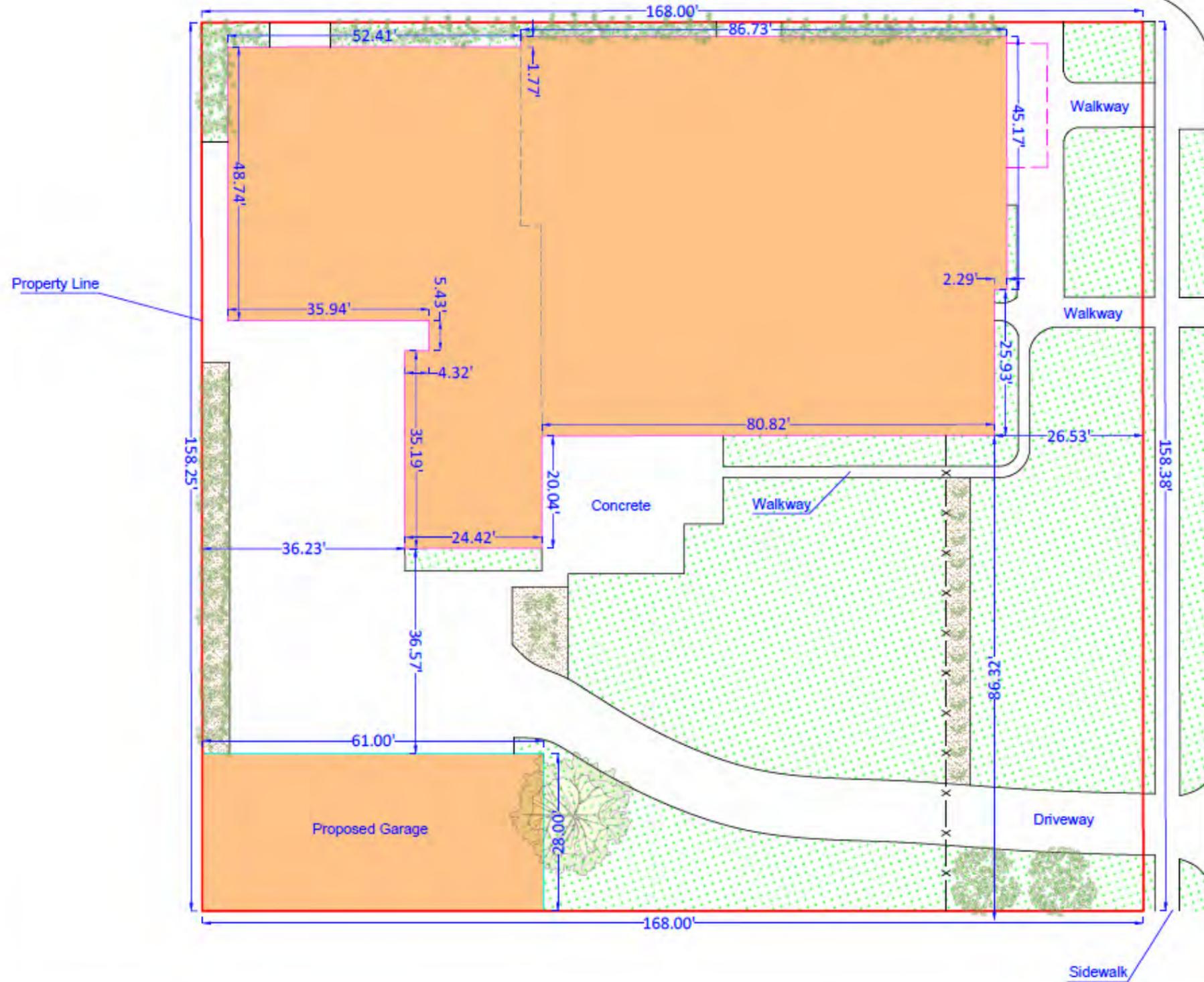
5 W Highland Ave
 Tracy, CA 95376
 Scale: 1"=20'

Holly Dr



Vicinity Map

W Highland Ave



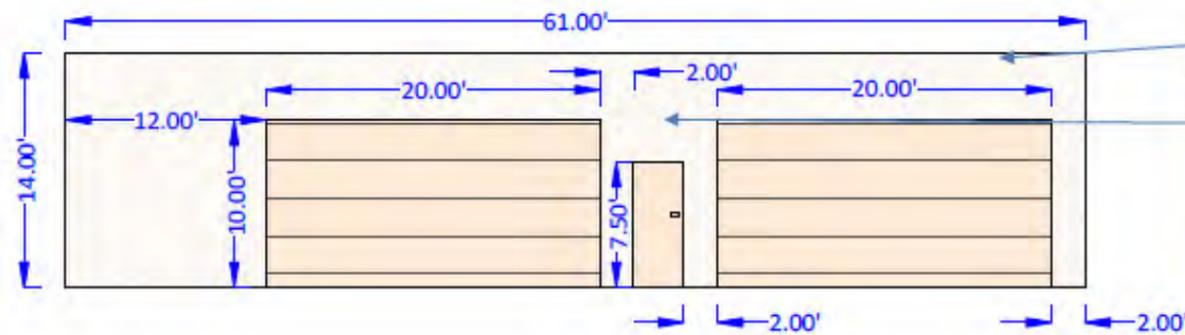
Proposed Plans



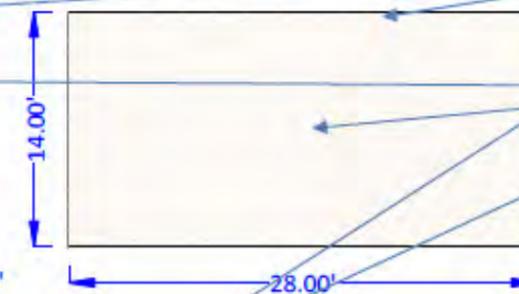
5 W Highland Ave
 Tracy, CA 95376
 Scale: 1"=20'



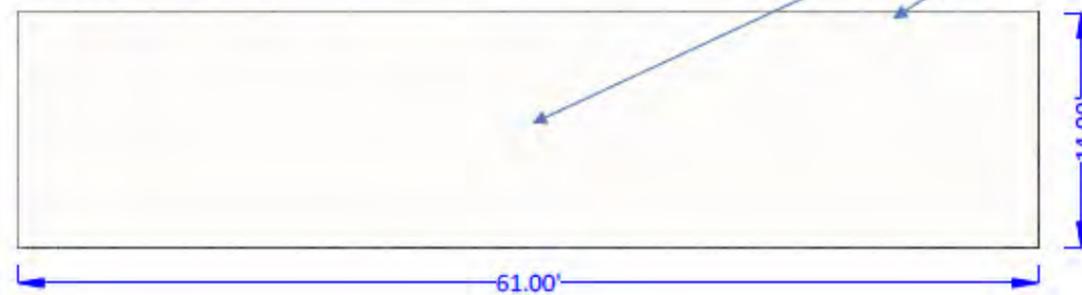
East Elevation



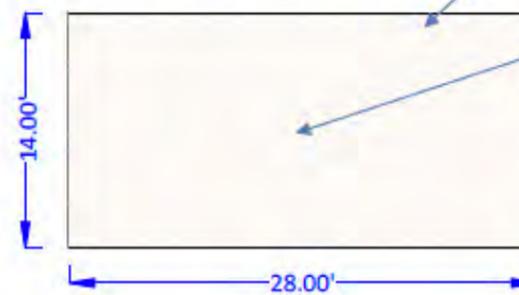
North Elevation



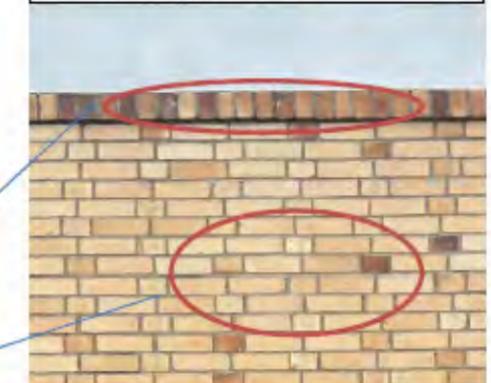
West Elevation



South Elevation



The roof line and wall will be designed to match the main building.



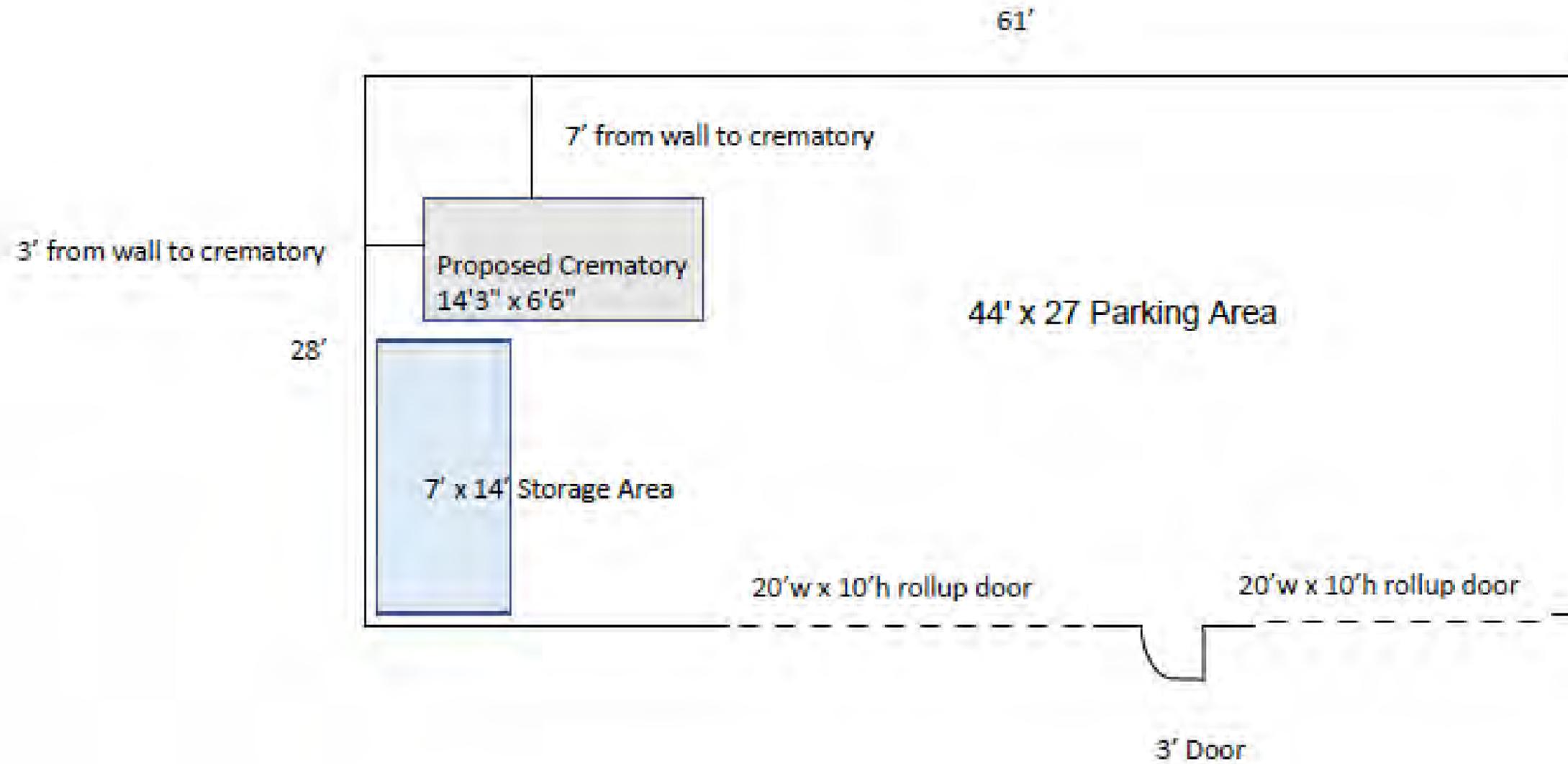
The roof line and wall will be designed to match the main building, to the best of our abilities.

Paint color would be SW 6659 - Captivating Cream, or similar.



5 W Highland Ave
Tracy, CA 95376
Scale: 1"=10'

Floor Plan – Proposed Garage



APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION NO. _____

APPROVAL OF A CONDITIONAL USE PERMIT AND DEVELOPMENT REVIEW PERMIT TO ALLOW THE RECONSTRUCTION OF AN EXISTING DETACHED ACCESSORY BUILDING FOR THE TRACY MEMORIAL CHAPEL AT 5 W. HIGHLAND AVENUE, APPLICATION NUMBERS CUP22-0002 AND D22-0007

WHEREAS, On March 4, 2022, Jared Muray submitted an application for a Conditional Use Permit and Development Review Permit to allow the reconstruction of an existing detached accessory building for the Tracy Memorial Chapel at 5 W. Highland Avenue, Assessor's Parcel Number 233-120-17, Application Numbers CUP22-0002 and D22-0007; and

WHEREAS, The subject property is zoned Low Density Residential; and

WHEREAS, Mortuary is a conditionally permitted use within the Low Density Residential zone; and

WHEREAS, There is no record of a conditional use permit for this property; and

WHEREAS, The mortuary was established prior to the current zoning and is allowed to continue as a non-conforming use in accordance with Article 25 of Chapter 10.08 of the Tracy Municipal Code, related to non-conforming uses.

WHEREAS, The Tracy Municipal Code, Chapter 10.08.3370, Alterations and additions to nonconforming uses, requires the expansion of a nonconforming use to be a conditional use for which a use permit shall be secured, which is reviewed by Planning Commission; and

WHEREAS, The proposed architecture of the detached accessory building is consistent with the City's Deign Goals and Standards; and

WHEREAS, The project has been determined to be categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines section 15303 which pertains to construction or reconstruction of an accessory structure; and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the Conditional Use Permit and Development Review Permit Application Numbers CUP22-0002 and D22-0007 on May 25, 2022; now, therefore, be it

RESOLVED: That the Planning Commission approves Conditional Use Permit Application Number CUP22-0022, subject to the conditions contained in Exhibit "1" and based

on the following findings:

1. There are circumstances or conditions applicable to the land, structure, or use that make the granting of a use permit necessary for the preservation and enjoyment of a substantial property right because the proposed use is not allowed unless the Planning Commission grants approval of a Conditional Use Permit.
2. The proposed location of the conditional use is in accordance with the objectives of the purposes of the zone designation in which the site is located because an expansion or alteration to a structure containing a non-conforming use is allowed in the Low Density Residential Zone if a Conditional Use Permit is approved by the Planning Commission and the alteration to the structure is compatible with other permitted uses in the Low Density Residential, such as single-family dwellings.
3. 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 because the proposed use will comply with the City of Tracy General Plan and applicable requirements of both Chapter 10.08 of the Tracy Municipal Code.
4. The proposed use will comply with each of the applicable provisions of Chapter 10.08 of the Tracy Municipal Code, Zoning Ordinance because subject to approval by the Planning Commission for a Conditional Use Permit, the proposed project will be required to comply with all applicable provisions including, but not limited to, the Tracy Municipal Code, the California Building Code, the City of Tracy Standard Plans, and the California Fire Code; and be it

FURTHER RESOLVED: That the Planning Commission approves Development Review Permit Application Number, D22-0007, subject to the conditions contained in Exhibit "1" and based on the following findings:

1. 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 as the proposed reconstruction of an existing detached accessory structure is compatible with the surrounding residential neighborhood and consists of an attractive cohesive design that incorporates brick and cornice elements from the main mortuary building.
2. The proposal conforms to Low Density Residential zone, the City of Tracy General Plan, the Citywide Design Goals and Standards, and other City regulations because the proposed architectural modifications will provide visual interest on all publicly visible building sides and include a complementary level of detailing and quality to match the main mortuary building which is consistent with Citywide Design Goals and Standards 3.1.

* * * * *

The foregoing Resolution 2022-_____ was adopted by the Planning Commission on May 25th, 2022, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTENTION:	COMMISSION MEMBERS:

CLIFF HUDSON
Chair of the Planning Commission
City of Tracy, California

ATTEST: _____
SCOTT CLAAR
Senior Planner of the City of Tracy, California

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City of Tracy
Conditional Use Permit and
Development Review Permit
Conditions of Approval

Reconstruction of Existing Detached Accessory Building
5 W. Highland Ave.
Assessor's Parcel Number 233-120-17
Application Numbers CUP22-0002 and D22-0007
May 25, 2022

These Conditions of Approval shall apply to the Conditional Use Permit and Development Review Permit to allow the reconstruction of an existing detached accessory building for the Tracy Memorial Chapel at 5 W. Highland Ave, Assessor's Parcel Number 233-120-17, Application Numbers CUP22-0002 and D22-0007 (hereinafter "Project"), proposed by Jared Murray (hereinafter "Applicant") and Tracy Memorial Chapel LLC (hereinafter "Property Owner").

1. The following definitions shall apply to these Conditions of Approval:
 - 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 Development Services Director, or the City Engineer to perform the duties set forth herein.
 - c. "City Regulations" mean 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. "Conditions of Approval" shall mean these conditions of approval, applicable to Conditional Use Permit Application Number CUP22-0002 and Development Review Permit Application Number D22-0007.
 - e. "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.
 - f. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.

2. The applicant shall obtain building permits as applicable for the new improvements.
3. All existing landscaping shall be protected during construction of these improvements. No removal of landscaping is approved with this permit.

C. Engineering Division Conditions of Approval

C.1. General Conditions

Developer shall comply with the applicable sections of approved documents and/or recommendations of the technical analyses/reports prepared for the Project listed as follows:

- 1) NONE

C.2. RESERVED

C.3. RESERVED

C.4. Grading Permit

All grading work (on-site and off-site) shall require a Grading Plan. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Geotechnical Engineer. Prior to release of a Grading Permit, Developer shall provide all documents related to said Grading Permit required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.4.1 Developer has completed all requirements set forth in this section.
- C.4.2 Developer has obtained 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) will be required to be submitted to the City prior to the issuance of the Grading Permit.
- C.4.3 Developer has obtained a demolition permit to remove any existing structure located within the project's limits.
- C.4.4 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. Developer 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. Developer shall submit a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and

abandonment of any existing well(s), prior to the issuance of the Grading Permit.

- C.4.5 The Improvement Plans for all improvements to serve the Project (on-site and off-site) including the Grading and Drainage 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.4.6 On-site Grading/Drainage Plans and Improvement Plans shall be prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick polyester film (mylar). These plans shall use the City's Title Block. Improvement Plans shall be prepared under the supervision of, stamped and signed by a Registered Civil Engineer and Registered Geotechnical Engineer. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars including signatures by the Fire Marshal prior to submitting the mylars to Engineering Division for City Engineer's signature. Erosion control measures shall be implemented in accordance with the Improvement 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. Improvement 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.
- C.4.7 Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.
- C.4.8 For Projects on property larger than one (1) acre: Prior to the issuance of the Grading Permit, Developer shall submit to the Utilities Department (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 Developer 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 Developer. Developer 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).

For Projects on property smaller than one (1) acre: Prior to the issuance of the Grading Permit, the Developer shall submit to the Utilities Department (stephanie.hiestand@cityoftracy.org) one (1) electronic copy and 1 hard copy of the City of Tracy Erosion and Sediment Control Plan (ESCP) for approval. Cost of preparing the ESCP including any annual storm drainage fees shall be paid by the Developer. Developer shall comply with all the requirements of the ESCP, applicable BMPs and the Post-Construction Stormwater Standards adopted by the City in 2015 and any subsequent amendment(s).

C.4.9 Developer shall provide a PDF copy of the Project's Geotechnical Report signed and stamped by a Registered Geotechnical Engineer. The technical 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.4.10 Minor Retaining – Developer shall use reinforced or engineered masonry blocks for retaining soil at property lines when the grade differential among the in-tract lots exceeds twelve (12) inches. Developer will include construction details of these minor retaining walls with the on-site Grading and Drainage Plan. Developer may use slopes among the lots to address the grade differential but said slope shall not exceed a slope gradient of 3 (horizontal) to 1 (vertical) unless a California licensed geotechnical engineer signs and stamps a geotechnical report letter that supports a steeper slope gradient. Slope easements may be required and will be subject to approval by the City Engineer.

Minor Retaining along Project Perimeter – Developer shall use reinforced or engineered masonry blocks for retaining soil along the Project boundary and adjacent property(s) when the grade differential exceeds 12-inches. Developer will include construction details for these minor retaining walls with the on-site Grading and Drainage Plan. Developer may use slopes to address the grade differential but said slope shall not exceed a slope gradient of 3 (horizontal) to 1 (vertical). Slope easements may be subject to approval by the City Engineer and if adjacent and affected property(s) owner(s) grants said easements.

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) feet, subject to approval by the City Engineer.

Slope easements will be recorded, prior to the issuance of the Grading Permit. The Developer shall be responsible to obtain and record slope easement(s) on private properties, where it is needed to protect private improvements constructed within and outside the Project, and a copy of the recorded easement document must be provided to the City, prior to the issuance of the Grading Permit.

Walls - Developer shall show proposed retaining walls and masonry walls on the on-site Grading and Drainage Plan. The Developer is required to submit improvement plans, construction details, and structural calculations for retaining walls and masonry walls to Building and Safety. Retaining wall and masonry wall design parameters will be included in the geotechnical report.

- C.4.11 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).
 - C.4.12 Developer 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.4.13 Developer shall abandon or remove all existing irrigation structures, channels and pipes, if any, as directed by the City after coordination with the irrigation district, if the facilities are no longer required for irrigation purposes. If irrigation facilities including tile drains, if any, are required to remain to serve existing adjacent agricultural uses, the Developer will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City. Written permission from irrigation district or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.
 - C.4.14 RESERVED
 - C.4.15 If at any point during grading that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer 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.5. Improvement Agreement(s)

All construction activity involving public improvements will require a fully executed improvement agreement (Off-site, Subdivision, and/or Inspection). Any construction activity involving public improvements without a fully executed improvement agreement is prohibited. All public improvements shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Civil Engineer. Prior to the consideration of City Council's approval of said improvement agreement, the Developer shall provide all documents related to said improvements required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.5.1. Off-site and/or Public Infrastructure Improvement Plans prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest title block and, if necessary, contain a signature block for the Fire Marshal. 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. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars including signatures by Fire Marshal to submitting the mylars to Engineering Division for City Engineer's signature. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:
- C.5.1.a. All existing and proposed utilities such as domestic water line, irrigation service, fire service line, storm drain, and sanitary sewer, including the size and location of the pipes.
 - C.5.1.b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers such as benchmarks.
 - C.5.1.c. A PDF copy of the Project's approved Geotechnical/Soils Report that was prepared for the grading permit submittal.
 - C.5.1.d. Storm Water - The Project's on-site storm water drainage connection to the City's storm water system shall be approved by the City Engineer. Drainage calculations for the sizing of the on-site storm drainage system. Improvement Plans to be submitted with the hydrology and storm water.

Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the 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 overland release point will be directly to an adjacent public street with a functional storm drainage system and the existing storm drainage line has 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 building finish floor elevation and shall be designed and improved to the satisfaction of the City Engineer.

The Project's permanent storm drainage connection(s) shall be designed and constructed in accordance with City Regulations. The design of the permanent storm drainage connection shall be shown on the Grading and Drainage Plans with calculations for the sizing of the storm drain pipe(s), and shall comply with the applicable requirements of the City's storm water regulations adopted by the City Council in 2012 and any subsequent amendments.

The storm water treatment system shall be located on private property and shall be at least off-set from the right-of-way by one (1) foot. Developer shall also construct the recommended mitigations from the storm water technical memorandum.

- C.5.1.e. Sanitary Sewer - It is the Developer's responsibility to design and construct the Project's permanent on-site sanitary sewer (sewer) improvements including the Project's sewer connection in accordance with the City's Design Standards, City Regulations and Standard Specifications. Sewer improvements shall include but not limited to, replacing asphalt concrete pavement, reconstructing curb, gutter and sidewalk, restoring pavement marking and striping, and other improvements that are disturbed as a result of installing the Project's permanent sewer connection. Developer shall submit improvement plans that include the design of the sewer line from the Property to the point of connection.

Developer is hereby notified that the City will not provide maintenance of the sewer lateral within the public right-of-way unless the sewer cleanout is located and constructed in conformance with Standard Plans. The City's responsibility

to maintain on the sewer lateral is from the wye/onsite sewer manhole at the right-of-way line/property line/wye fitting to the point of connection with the sewer main.

- C.5.1.f. Water Distribution - Developer shall design and construct domestic and irrigation water service that comply with the City Regulations. Water line sizing, layout and looping requirements for this Project shall comply with City Regulations. 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 appropriate to the various stages of construction and as approved by the Fire Marshal.

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. Developer shall be responsible for notifying business owner(s) and users, regarding 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 start of work. Prior to starting the work described in this section, the Developer shall submit 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 use 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 Regulations. The domestic and irrigation water service connection(s) must be completed before the inspection of the building. The location of the meters shall be approved by the City Engineer.

After final inspection of the improvements constructed via an encroachment permit, 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, repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be

the responsibility of the Developer or the individual lot owner(s).

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.

- C.5.1.g. Streets – The Developer shall construct frontage improvements. Frontage improvements include but are not limited to the following: curb, gutter, sidewalk, street widening, landscaping, street lighting, undergrounding of overhead utilities and other improvements. All streets and utilities improvements within City right-of-way shall be designed and constructed in accordance with City Regulations, and City's Design Standards including the 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.

Along the project frontage, if applicable, Developer shall landscape and irrigate the existing parkways per current adopted City landscape standards. Landscape and irrigation plans shall be prepared on a 24-inch x 36-inch size 4-millimeter thick mylar that incorporate all requirements described in the documents described in these Conditions of Approval, 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. Developer can either protect-in-place the existing sidewalk and repair any cracked, settled, and/or damaged sidewalk or remove and replace the sidewalk so long as the replacement sidewalk is similar to the current sidewalk, i.e. similar width, meanders, etc.

West Highland Avenue

Developer shall remove the existing driveway along West Highland Avenue and construct a commercial driveway that conforms to Section 3.08 of the 2020 Design Standards. Driveways shall have one and half (1.5) feet of full-height (i.e. six (6) inches) of vertical curb from the driveway's

edge. Driveways shall be fire truck accessible to the satisfaction of the City Engineer.

Holly Drive

Developer shall install shared roadway bicycle markings per City of Tracy Standard Plan 147 along Holly Dr, as needed.

West Highland Avenue and Holly Drive

Developer shall upgrade the two (2) curb ramps at the northwest and southwest corners of the West Highland Avenue and Holly Drive intersection to current ADA standards.

- C.5.1. Joint Trench Plans and Composite Utility Plans, prepared on a twenty-four (24) inch x thirty-six (36) inch size four (4) millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located within the twenty-four (24) feet wide to forty-six (46) feet wide [the width varies) PUE to 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 the building(s). If necessary, the Developer shall dedicate ten (10) feet wide PUE for access to these new utilities for re-installation, replacement, repair, and maintenance work to be performed by the respective utility owner(s) in the future.

- C.5.2. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans. The cost estimate shall show the cost of designing the public improvements.

Payment of applicable fees required by these Conditions of Approval and City Regulations, including but not limited to, plan checking, grading and encroachment permits and agreement processing, construction inspection, and testing fees. The engineering review fees will be calculated based on the fee rate adopted by the City Council on September 2, 2014, per Resolution 2014-141 and on May 16, 2017, per Resolution 2017-098. Developer shall submit payment in the form of a check for the aforementioned fees.

- C.5.3. 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. 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.5.4. No street trench shall be left open, uncovered, and/or unprotected during night hours and 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 such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistance, 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.5.6 If at any point during utility installation or construction in general that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer 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.5.7 Improvement Security - Developer shall provide improvement security for all public facilities, as required by the Improvement Agreement. The form of the improvement 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 terms of the Improvement Agreement.

C.6. Building Permit

Prior to the release of a building permit within Project boundaries, 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.6.1 Developer has completed all requirements set forth in Condition C.1, through C.5, above.
- C.6.2 Developer pays the applicable development impact fees as required in the TMC, these Conditions of Approval, and City Regulations.
 - C.6.2.a. Water. The Developer shall pay the water impact fees prior to pulling the first building permit for the project.
 - C.6.2.b. Wastewater. The Developer shall pay the wastewater treatment capacity development Impact fees prior to pulling the first building permit for the project.
- C.6.3 RESERVED
- C.6.4 Developer has completed all requirements set forth in Condition C.8

C.7 Acceptance of Public Improvements

Prior to the consideration of City Council's acceptance of public improvements, the Developer shall demonstrate to the reasonable satisfaction of the City Engineer, completion of the following:

- C.7.1 Developer has satisfied all the requirements set forth in these Conditions of Approval.
- C.7.2 Developer submitted the Storm water Treatment Facilities Maintenance Agreement (STFMA) to the Utilities Department.
- C.7.3 Developer has satisfactory completed construction of all required/conditioned improvements. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, 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.7.4 Certified "As-Built" Improvement Plans (or Record Drawings). 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.7.5 Developer shall be responsible for any repairs or reconstruction of street pavement, curb, gutter and sidewalk and other public improvements along the frontage of the Project, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.
- C.7.6 Developer has completed the ninety (90) day public landscaping maintenance period.
- C.7.7 Per Section 21107.5 of the California Vehicle Code, Developer shall install signs at all entrance(s) of 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.
- C.7.8 Survey Monuments – Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. 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, 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.

C.8 Special Conditions

- C.8.1 When street cuts are made for the installation of utilities, the Developer shall conform to Section 3.14 of the 2020 Design Standards and is required install a two (2) inch thick asphalt concrete (AC) overlay with reinforcing fabric at least twenty-five (25) feet from all sides of each utility trench. A two (2) inch deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order 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.8.2 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 implementations of such additions and requirements, without reimbursement or any payment from the City.

C.8.3 Prior to the release of the Building Permit, if water is required for the project, the Developer shall obtain an account for the water service and register the water meter with the Finance Department. Developer shall pay all fees associated with obtaining the account number for the water service.

C.8.4 In the event that the on-site construction costs become in excess of \$500,000, the Developer will be required to place the overhead utilities along the easterly project frontage underground in accordance with Title 7 of the TMC.

D. Building Division Conditions

1. At time of building permit submittal, applicant shall meet fire-resistance rating requirements for exterior walls based on fire separation distance per CBC 602. Applicant shall also show compliance with projections and exterior wall openings per CBC 705.8.
2. At time of building permit submittal, applicant to justify building area based on construction type and occupancy as per CBC Table 506.2, CBC 508 and show any rated wall assemblies as per CBC 706.
3. At time of building application, verify the garage will be constructed within the property lines.
4. The applicant should verify there is access to adjacent properties for construction as the proposed garage is on the property line.
5. Prior to construction of any structures, applicant must 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.

E. South County Fire Authority Conditions

1. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
 - i. 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.

- ii. 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.
2. Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.
 - i. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
 - ii. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.
 - iii. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.
3. Construction documents shall be submitted to South San Joaquin County Fire Authority for review and approval prior to the start of construction or demolition.
4. Knox boxes shall be required. 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.
5. Building and each tenant space shall be provided with approved address identification in accordance with CFC 505.
6. Additional comments may occur upon submittal of construction documents.

F. The following conditions provide the applicant with options for funding required Citywide services.

Contact: Karin Schnaider (209) 831-6841 karin.schnaider@cityoftracy.org

F.1. Streets, Streetlights and Sidewalks

Before 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 the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E), 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. 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E) 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.

F.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 Public Works 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. 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.

May 25, 2022

AGENDA ITEM 1.D

REQUEST

PUBLIC HEARING TO CONSIDER APPROVAL OF A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS TO AN EXISTING MULTI-TENANT BUILDING AT 2796 NAGLEE RD. APPLICANT IS NORMAN WILSON AND PROPERTY OWNER IS SPP OUTPARCEL SPE, LLC, APPLICATION NUMBER D22-0010.

DISCUSSION

Site and Project Description

The project site is the existing Buffalo Wild Wings building located at 2796 Naglee Rd. The subject property consists of a Buffalo Wild Wings restaurant, bar, and a vacant 2,788 sq. ft. tenant space on the south side of the building. The multi-tenant building is south of the Sonic drive-thru, northwest of Best Buy, World Market, and the Fairfield Inn, approximately 430 feet from Interstate 205, and 300 feet from Naglee Rd. (Attachment A: Location Map).

The applicant is proposing exterior modifications to the south and east elevations of the existing multi-tenant building. The proposed exterior modifications pertain only to the 2,788 sq. ft. vacant tenant space. No changes to the exterior elevations of the Buffalo Wild Wings portion of the building are being proposed. The proposed exterior modifications consist of raising the cornice by three feet above the front entry to accommodate future tenant signage, adding two windows, and a storefront entry to the south elevation, and adding two windows on the east elevation, which requires approval of a Development Review Permit.

Site Analysis

The project site is designated Commercial Center in the I-205 Corridor Specific Plan and has a General Plan designation of Commercial. The project site is located within 500 feet of a freeway and therefore the Development Review Permit application requires review in a public hearing by Planning Commission as defined in Tracy Municipal Code, section 10.08.3950. The proposed modification will match in color and design to existing cornice, stucco, and window treatments currently used on north and west elevations of Buffalo Wild Wings. The proposal is compatible with the surrounding commercial land uses of restaurants, hotels, and retail stores. The project meets the requirements of the City of Tracy Design Goals and Standards by providing complementary level of detailing and quality materials on all sides of building, providing visually attractive windows, entries, and integrated element of building façade for signage. (Attachment B: Site Plan, Floor Plan, and Elevations).

CEQA Documentation

The project has been determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301 which

pertains to exterior alterations of existing facilities. No further environmental assessment is necessary.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Development Review Permit for exterior modifications to an existing multi-tenant building at 2796 Naglee Rd., Application Number D22-0010, based on the findings and subject to the conditions contained in the Planning Commission Resolution dated May 25, 2022 (Attachment C: Planning Commission Resolution).

RECOMMENDED MOTION

Move that the Planning Commission approve the Development Review Permit for exterior modifications to an existing multi-tenant building at 2796 Naglee Rd., Application Number D22-0010, based on the findings and subject to the conditions contained in the Planning Commission Resolution dated May 25, 2022.

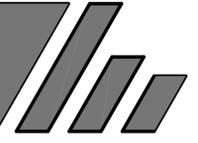
Prepared by Kenny Lipich, Assistant Planner
Reviewed by Scott Claar, Senior Planner
Approved by Bill Dean, Interim Development Services Director

ATTACHMENTS

- A: Location Map
- B: Site Plan, Floor Plan, and Elevations
- C: Planning Commission Resolution



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WILSON ARCHITECTURE, INC.
609 15TH STREET
MODESTO, CALIFORNIA 95354-2510
TEL: (209) 575-6114
FAX: (209) 577-6116
EMAIL: arcnorm@pacbell.net
NORMAN E. WILSON



PROJECT TITLE:
TENANT IMPROVEMENT
WITH IN:
BUFFALO WILD WINGS BLDG
2796 N. NAGLEE RD
TRACY, CA.

SHEET TITLE:
EXISTING CONDITIONS

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF WILSON ARCHITECTURE, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON LANDS IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF WILSON ARCHITECTURE, INC.

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REVISIONS:

#	DATE	DESCRIPTION

JOB NO: 212557 AI
DATE: SEPT. 2021
CHKD: NEW
DRAWN: PWA

SHEET NO.
EX-1

RECEIVED
April 26, 2022
City of Tracy
Development Services



EXISTING CONDITIONS PHOTOGRAPH - FRONT ELEVATION WITH PATIO



EXISTING CONDITIONS PHOTOGRAPH - PATIO ELEVATION



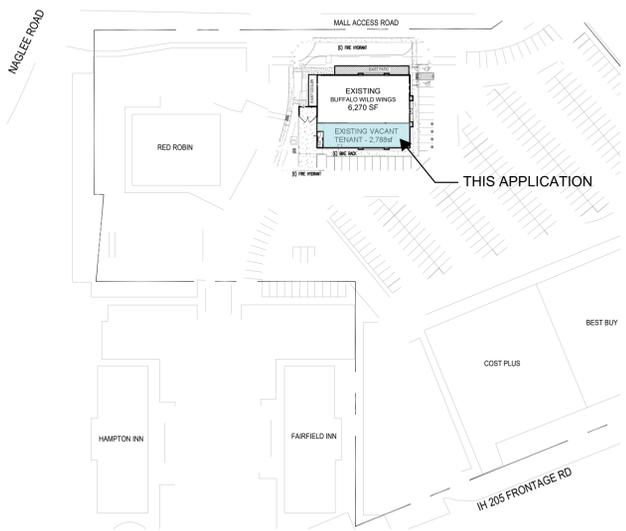
EXISTING CONDITIONS PHOTOGRAPH - REAR SIDE OF BUILDING ELEVATION



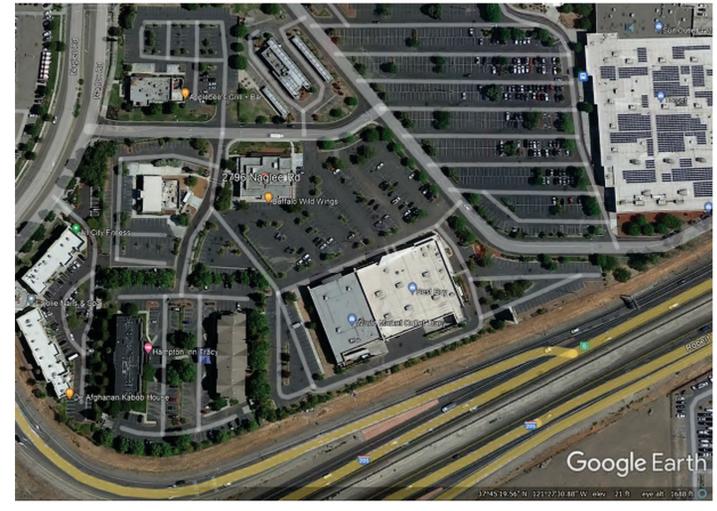
EXISTING CONDITIONS PHOTOGRAPH - ADJACENT TENANT ELEVATION



EXISTING CONDITIONS PHOTOGRAPH - AERIAL VIEW



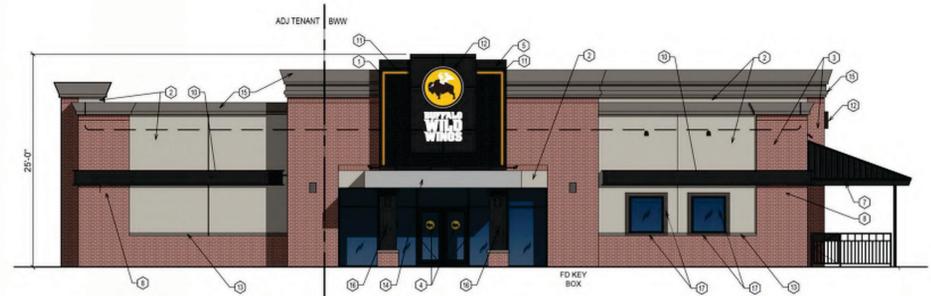
01 SITE PLAN
SCALE: 1" = 100'-0"



AERIAL OF SITE
SCALE: NTS - IMAGERY DATE 06/29/2021



03 WEST EXTERIOR ELEVATION
1/4" = 1'-0"



01 EAST EXTERIOR ELEVATION - FRONT
1" = 10'-0"



04 SOUTH EXTERIOR ELEVATION - ADJACENT TENANT FACADE
1/4" = 1'-0"



02 NORTH EXTERIOR ELEVATION - PATIO
1" = 10'-0"

- LEGEND
- EXISTING EIFS - PROVIDE NEW STENCILLED EIFS BRICK PATTERN WITH GLOSSY BLACK FINISH
 - EXISTING EIFS - PAINT SW7015 MINDFUL GRAY
 - EXISTING BRICK TO REMAIN
 - REPLACE DOOR CLINGS WITH NEW LOGO
 - EXISTING METAL COPING - PAINT BLACK
 - NOT USED
 - PAINT FASCIA TO MATCH ADJACENT ROOF TO REMOVE YELLOW CHEEKER
 - REMOVE EXISTING LED STRIP LIGHTS AND REPAIR AS NEEDED
 - PAINT EXISTING SIGN SW7015 MINDFUL GRAY
 - NEW ILLUMINATED SIGNAGE - BLACK FINISH PROVIDED BY THE ALLIANCE SIGN VENDOR
 - LED STRIP LIGHTS - NEW
 - UPDATE THE WINDOW FACE PANEL TO MEET THE NEW SIGNAGE CABINET AND CHANGE THE LETTERS TO REMAIN AND BE REUSABLE (WHITE AND NEW LOGO)
 - PAINT EXISTING PANEL PAINT SW7015 "MINDFUL GRAY"
 - EXISTING CORNER PANEL - PAINT SILVER
 - EXISTING CORNER MOLDING - PAINT SW7015 "MINDFUL GRAY"
 - EXISTING EIFS - PAINT BLACK
 - EXISTING EIFS - CUT IN REVEAL BETWEEN COLORS - PAINT BLACK

PREVIOUS SUBMITTAL / APPROVAL ELEVATIONS



SOUTH ELEVATION

IMAGERY DATE 09/16/2021



EAST ELEVATION

IMAGERY DATE 09/16/2021



SOUTH ELEVATION

IMAGERY DATE 09/16/2021



EAST ELEVATION

IMAGERY DATE 09/16/2021



WILSON
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 MODESTO, CALIFORNIA 95354-2510
 TEL: (209) 574-0114
 FAX: (209) 577-0116
 EMAIL: arcnorm@pacbell.net
 NORMAN E. WILSON



PROJECT TITLE:
 TENANT IMPROVEMENT
 WITH IN:
**BUFFALO WILD
 WINGS BLDG**
 2796 N. NAGLEE RD
 TRACY, CA.

SHEET TITLE:
**EXISTING
 CONDITIONS**

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REVISIONS:

#	DATE	DESCRIPTION

JOB NO: 212557 AI

DATE: SEPT. 2021

CHKD: NEW

DRAWN: PNW

SHEET NO.

EX-2

L:\2021 Jobs\20212557 Buffalo Wild Wings\EX_2.dwg, 3/10/2022, 10:02:24 AM

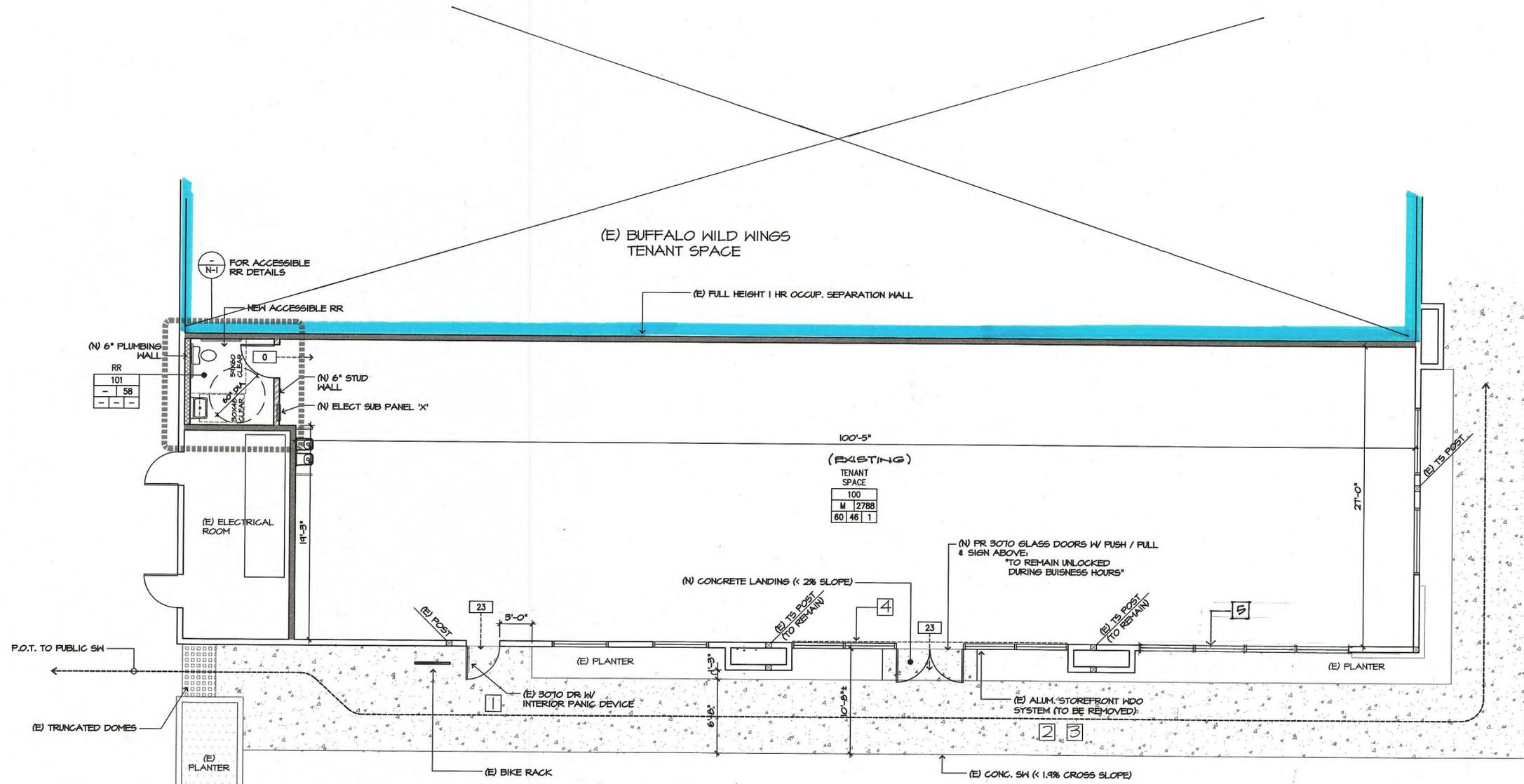


WILSON
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TEL: (209) 577-0114
FAX: (209) 577-0116
EMAIL: awilson@wilsonarch.com
NORMAN E. WILSON



PROJECT TITLE:
TENANT IMPROVEMENT
WITH IN:
BUFFALO WILD WINGS BLDG
2796 N. NAGLEE RD
TRACY, CA.

SHEET TITLE:
FLOOR PLAN



OCCUPANCY		ROOM NAME		FLOOR AREA	# OF EXITS REQUIRED
OCCUPANCY LOAD FACTOR PER CBC TABLE 1004.1.2	# OF OCCUPANTS	ROOM #			
X		X			
X		X			
X		X			

- NOTES:**
- REMOVE (E) DOOR & REPLACE AS REQ'D. REPAIR (E) FRAME AS REQ'D. RE-INSTALL (E) PANIC DEVICE AT INTERIOR W/ EXT. CYLINDER LOCK
 - REMOVE SF WDO SYSTEM
 - INSTALL NEW SF WDO SYSTEM W/ ENTRY DOORS AS SHOWN. MATCH (E) SYSTEM STYLE & COLOR & GLAZING TINT
 - REMOVE (E) 2" NON BRG STL STUD WALLS FRAMING, GB & EXT SOUND BOARD
 - INSTALL (N) STOREFRONT WINDOW SYSTEM

- LEGEND**
- (E) METAL STUD EXT WALLS W/ INSUL. & G.B. @ INTERIOR CEM. PLAST & ADHERED BRICK / TILE @ EXTERIOR
 - (E) FULL HEIGHT 1-HR SEPARATION WALL W/ 5/8" G.B. EACH SIDE (FIRETAPED)
 - 6" PLUMBING WALL
 - 6" STUD WALL W/ R-13 INSUL. & 5/8" G.B. EACH SIDE

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REVISIONS:

#	DATE	DESCRIPTION

JOB NO: 212551 AI
DATE: SEPT. 2021
CHKD: NEW
DRAWN: PWM
SHEET NO.

FLOOR PLAN
SCALE: 3/16" = 1'-0"



A-1



WILSON
 ARCHITECTURE, INC.
 609 15TH STREET
 MODesto, CALIFORNIA 95334-2510
 TEL: (209) 577-0114
 FAX: (209) 577-0116
 EMAIL: awilson@wilsonarch.com
 NORMAN E. WILSON



PROJECT TITLE:
 TENANT IMPROVEMENT
BUFFALO WILD WINGS
 2796 NAGLEE RD
 TRACY, CA.

SHEET TITLE:
EXTERIOR ELEVATIONS

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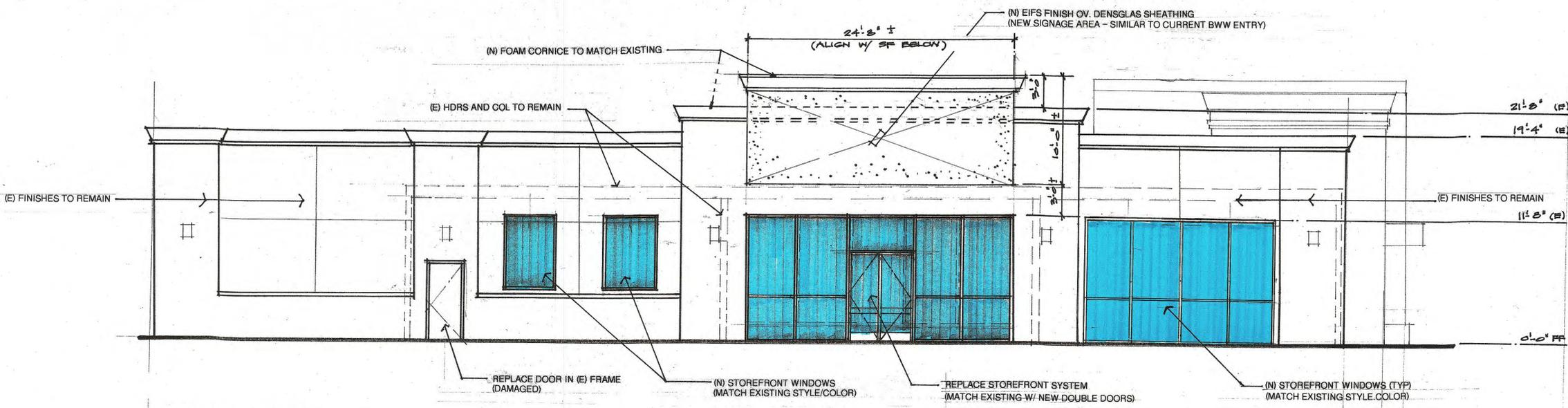
REVISIONS:

#	DATE	DESCRIPTION
1	2/22	BDCOMMENT

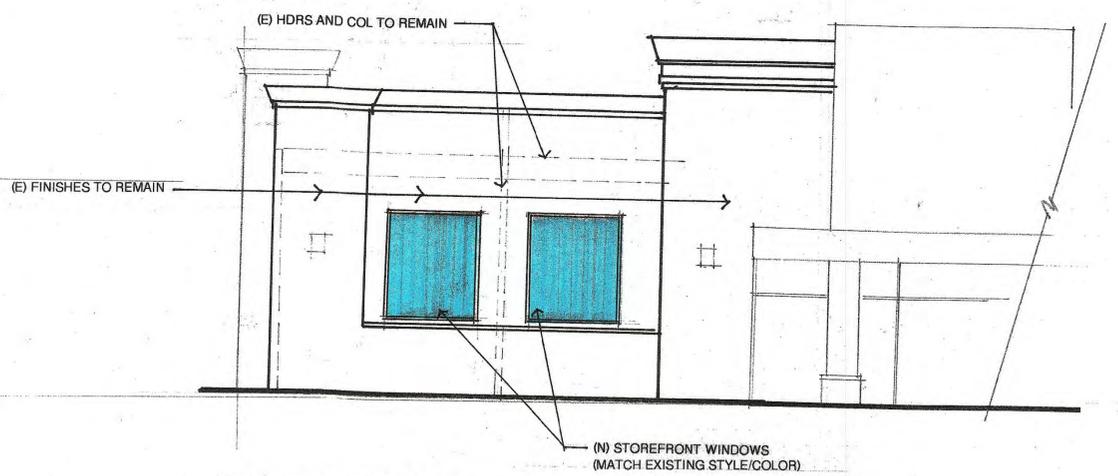
JOB NO: 212551 AI
 DATE: SEPT. 2021
 CHKD: NEW
 DRAWN: PWN

SHEET NO.

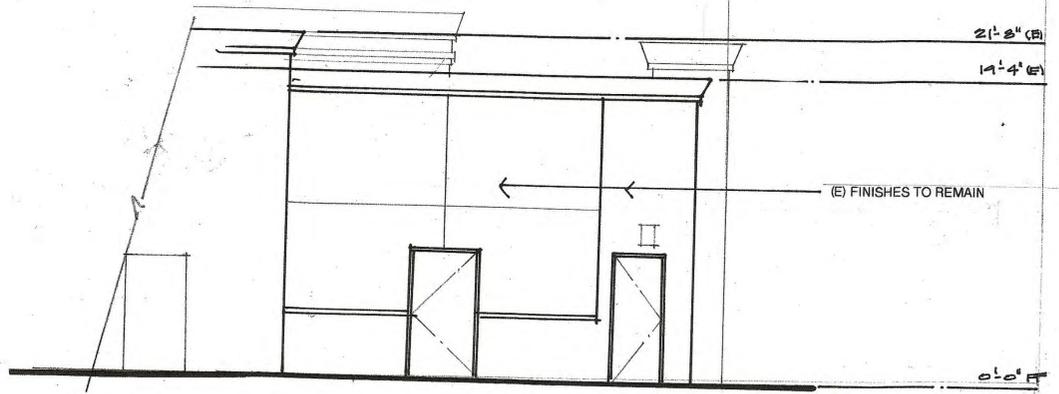
A-2



SOUTH ELEVATION
 3/16" = 1'-0"



EAST ELEVATION



WEST ELEVATION
 NO PROPOSED MODIFICATIONS

NOTE:
 MODIFICATIONS SHOWN ARE THE ONLY PROPOSED MODIFICATIONS.
 ALL COLORS AND TEXTURES ARE PROPOSED TO REMAIN AS EXISTING

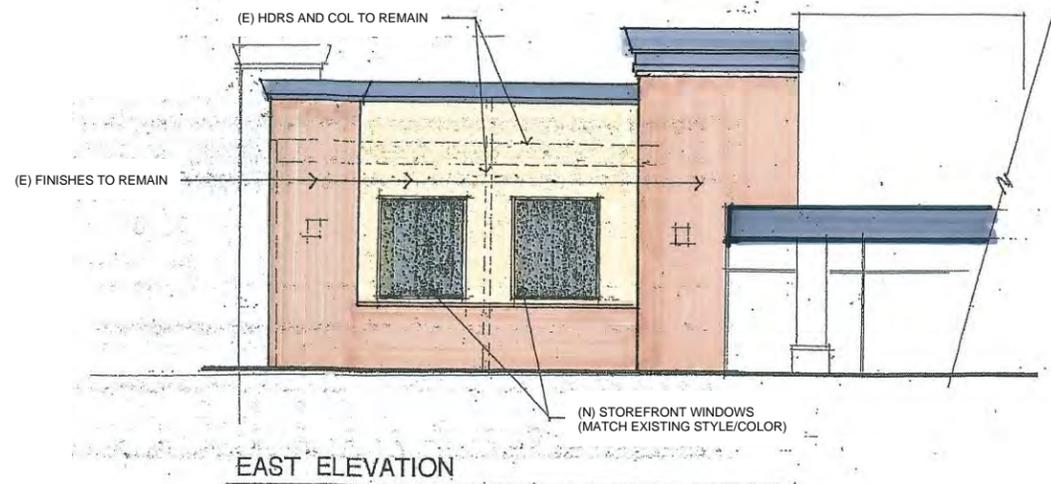
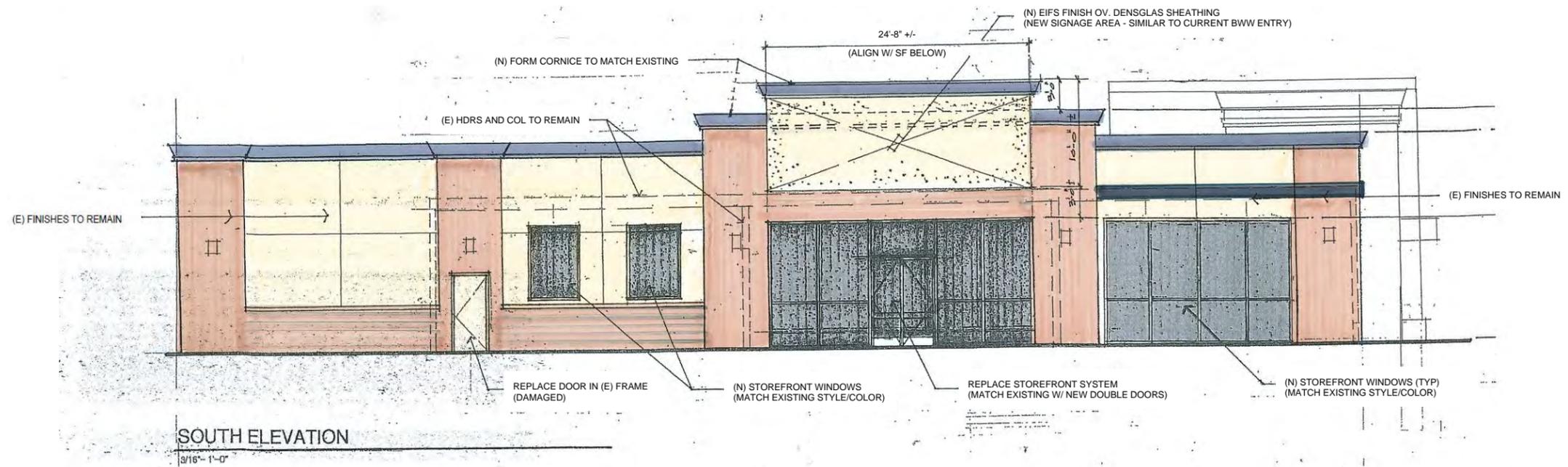
EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"

Proposed Syringe
Element



SAME STUCCO &
COLOR



MATERIAL/ COLOR BOARD
2796 NAGLEE ROAD

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION NO. _____

APPROVAL OF A DEVELOPMENT REVIEW PERMIT FOR EXTERIOR MODIFICATIONS TO AN EXISTING MULTI-TENANT BUILDING AT 2796 NAGLEE RD. APPLICATION NUMBER D22-0010

WHEREAS, On March 15, 2021, Norman Wilson submitted an application for a Development Review Permit for exterior modifications to an existing multi-tenant building at 2796 Naglee Rd., Assessor's Parcel Number 212-050-60, Application Number D22-0010; and

WHEREAS, The subject property is designated Commercial Center in the I-205 Corridor Specific Plan and designated Commercial by the General Plan; and

WHEREAS, The proposed architecture is consistent with the City's Deign Goals and Standards; and

WHEREAS, The Tracy Municipal Code, Chapter 10.08.3590, Approval authority, requires a project site located within 500 feet of a freeway to be reviewed by Planning Commission; and

WHEREAS, The project has been determined to be categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines section 15301 which pertains to exterior alterations of existing facilities. No further environmental assessment is necessary; and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the Development Review Permit Application Number D22-0010 on May 25, 2022; now, therefore, be it

RESOLVED: That the Planning Commission approves Development Review Permit Application No. D22-0010, subject to the conditions contained in Exhibit "1" and based on the following findings:

1. 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 as the proposed exterior modifications to the existing multi-tenant building is compatible with the surrounding commercial buildings and consists of an attractive design, which includes variation in façade depth and height, and a mix of complementary building materials and colors to match details on the existing façade of the north and west elevation of the building.

- 2. The proposal conforms to the Commercial Center designation in the I-205 Corridor Specific Plan, the City of Tracy General Plan, the Citywide Design Goals and Standards, and other City regulations because the proposed exterior architectural modifications will provide complementary level of detailing and quality materials on all sides of building, provide visually attractive windows, entries, and an integrated element on the building façade for signage which is consistent with Citywide Design Goals and Standards 3.1.

* * * * *

The foregoing Resolution 2022-_____ was adopted by the Planning Commission on the 25th of May 2022, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTENTION:	COMMISSION MEMBERS:

CLIFF HUDSON
 Chair of the Planning Commission
 City of Tracy, California

ATTEST: _____
 SCOTT CLAAR
 Senior Planner of the City of Tracy, California

City of Tracy
Development Review Permit
Conditions of Approval

Exterior Modifications to Existing Multi-tenant Building
2796 Naglee Rd.
Assessor's Parcel Number 212-050-60
Application Number D22-0010
May 25, 2022

These Conditions of Approval shall apply to the Development Review Permit for exterior modifications to an existing multi-tenant building at 2796 Naglee Rd., Assessor's Parcel Number 212-050-60, Application Number D22-0010 (hereinafter "Project"), proposed by Norman Wilson (hereinafter "Applicant") and SPP Outparcel SPE, LLC (hereinafter "Property Owner").

1. The following definitions shall apply to these Conditions of Approval:
 - 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 Development Services Director, or the City Engineer to perform the duties set forth herein.
 - c. "City Regulations" mean all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Cordes Ranch Specific 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. "Conditions of Approval" shall mean these conditions of approval, applicable to Development Review Permit Application Number D22-0010.
 - e. "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.
 - f. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.

2. No signs are approved as a part of this development application. Approval of a separate sign permit application by the Development Services Department is necessary prior to the installation of any signs.
3. All existing landscaping shall be protected during construction of these improvements. No removal of landscaping is approved with this permit.
4. Applicant shall comply with all requirements of the South San Joaquin County Fire Authority, to the satisfaction of the Fire Marshal.

C. Building Division Conditions

1. Prior to construction of any structures, applicant must 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.
2. At time of building permit submittal, application shall provide a City of Tracy Accessibility Budget Calculation form.
3. At time of building permit submittal, applicant shall meet fire-resistance rating requirements for exterior wall openings per CBC 705.8.

D. The following conditions provide the applicant with options for funding required Citywide services.

Contact: Karin Schnaider (209) 831-6841 karin.schnaider@cityoftracy.org

D.1. Streets, Streetlights and Sidewalks

Before 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 the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E), 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required by PG&E);
 - 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 for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property;
 - 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 streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property. 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 operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the streets, traffic signals, streetlights, sidewalks, and street sweeping that will serve the Property (including all costs required PG&E) 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.

D.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 Public Works 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.

AGENDA ITEM 1.E

REQUEST

**PUBLIC MEETING TO SOLICIT COMMENTS ON THE DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE TRACY ALLIANCE PROJECT**

DISCUSSION

Background

The City of Tracy, as the Lead Agency, has prepared a Draft Environmental Impact Report (DEIR) to evaluate potential environmental impacts related to the proposed Tracy Alliance project. The Tracy Alliance project proposes to annex and develop approximately 191 acres of land for the development of up to 3,352,320 square feet of warehouse and distribution and related industrial uses. The project is located at the northeast corner of Grant Line and Paradise Roads, and requires annexation/prezoning, and an amendment to be added to the Northeast Industrial Specific Plan.

The City is soliciting comments from public agencies, organizations and members of the public regarding the findings of the DEIR, along with environmental issues and project alternatives which are addressed in the DEIR. A 45-day public review and comment period has been established, which concludes on June 3, 2022. Notification of that review and comment period was provided on the City's website, published in the Tracy Press, and via mailer to neighboring property owners, and to the City's CEQA interested parties list. The EIR itself, along with the technical appendices has been posted on the City's website, and hard copies have been available at the Tracy Branch Library and City Hall since April 20th. As part of the DEIR review process, and to allow the project applicant to provide a brief project overview, staff is bringing this matter before the Planning Commission at the May 25th meeting.

Project DEIR

The DEIR for the project provides analysis within the following areas:

- Aesthetics, Light, and Glare
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire

Several impacts have been identified within the DEIR which, unless mitigated, could result in potentially significant environmental impacts. As a result, there are several mitigation measures which are included in the DEIR for issues such as biological resources, cultural resources, geology and soils, hazardous materials, hydrology, noise, tribal cultural resources, and utilities. There are also issue areas which, even with application of mitigation

measures, would remain significant and unavoidable, including agricultural resources, air quality, and transportation.

Next Steps

Following the DEIR comment period, the City's environmental consultant for the project, First Carbon Solutions, will address all comments received within a Final EIR. The project will then be brought before the Planning Commission at a public hearing, where the Commission will be asked to make a recommendation on EIR certification and action on the project entitlements to the City Council.

RECOMMENDATION

Staff recommends that the Planning Commission receive staff and applicant presentations, provide comments, and receive comments from the public with regard to the DEIR for the Tracy Alliance project development.

Prepared by: Victoria Lombardo, Senior Planner
Reviewed by: Scott Claar, Senior Planner
Approved by: Bill Dean, Interim Development Services Director

ATTACHMENTS

The Draft EIR was previously provided to the Planning Commission.

AGENDA ITEM 1.F

REQUEST

REPORT OF GENERAL PLAN CONSISTENCY FOR CAPITAL IMPROVEMENT PROGRAM PROJECTS FOR FISCAL YEAR 2022/2023 THROUGH FISCAL YEAR 2026/2027

DISCUSSION

Background

Government Code Section 65103(c) requires the City's planning agency to annually review its Capital Improvement Program (CIP) for its consistency with the City's General Plan. The City adopts a Capital Improvement Program, which is a comprehensive multi-year plan for the development of the City's capital facilities and improvements. The plan identifies all capital maintenance, facilities, and improvements needed within the next several years.

Analysis

The City's CIP is a list of proposed expenditures from construction, maintenance, and improvements to capital facilities including streets, buildings, infrastructure, parks, the airport, and other public facilities. The proposed CIP for fiscal year (FY) 2022/2023 through 2026/2027 are divided into the following categories:

- General Government and Public Safety Facilities
- Traffic Safety
- Streets and Highways
- Wastewater Improvements
- Water Improvements
- Drainage Improvements
- Airport and Transit Improvements
- Parks and Recreation Improvements

The following analysis provides a brief description of each CIP project category, the types of projects contained therein, and the description of consistency with the City's General Plan goals, policies and actions. A project is considered to be consistent with the General Plan if it furthers the Plan's objectives and policies and does not obstruct from their attainment.

General Government and Public Safety Facilities (CIP Group 71)

This category includes new construction, maintenance, and rehabilitation of City facilities, such as fire station renovations, roof replacement, HVAC system replacement, and facility expansions. It also encompasses other general capital projects, such as police equipment replacement, Public Safety and Facilities master plan updates, and vehicle and equipment replacement. The funding source for General Government and Public Safety Facilities projects comes primarily from the General Capital Projects (Fund 301) or Internal Service Funds. These funds are supported almost exclusively from transfers from the City's General Fund.

Report of General Plan Consistency:

Objective PF-4.1 Support the needs of the community through the construction and maintenance of public buildings, such as City Hall, community centers, libraries and the public works facility.

Traffic Safety (CIP Group 72)

This category involves maintenance and upgrading of the City's existing roadways as it relates to traffic safety. Common projects include design and installation of new roadway, intersection, and traffic signal improvements to ensure adequate, safe, and efficient movement of traffic throughout the city. Funding for these projects comes from Special Revenues (Gas Tax), Grant Funding, and developer impact fees, when applicable.

Report of General Plan Consistency:

Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Streets and Highways (CIP Group 73)

Streets & Highways: The Streets and Highways category of projects encompasses the maintenance/replacement or construction of new/existing sidewalks, street, and roadways. Examples include the new I-205 freeway interchanges, Corral Hollow Widening, various roadway reconstructions, rehabilitations, extensions, and widening, as well as sidewalk improvements. Funding for these projects comes from Special Revenues (Gas Tax), Grant Funding, and developer impact fees, when applicable.

Report of General Plan Consistency:

Goal CIR-1 A roadway system that provides access and mobility for all Tracy's residents and businesses while maintaining the quality of life in the community.

Wastewater Improvements (CIP Group 74)

Maintenance and improvements to the City's wastewater infrastructure and treatment facility are included in this category. Typical projects in this category include upgrades, extensions, and replacements to wastewater treatment lines and equipment, and expansion of the wastewater treatment plant. The primary sources of funding for these projects comes from customer and developer impact fees, when applicable.

Report of General Plan Consistency:

Goal PF-7 Meet all wastewater treatment demands and federal and State regulations.

Water Improvements (CIP Group 75)

Water projects include the purchase of water supply, installation of new water infrastructure (pipeline, pump stations, water tanks, etc.), and rehabilitation/replacement of water infrastructure throughout the city. The primary source of funding comes from

customer service rates, developer impact fees, and occasionally grants, when applicable.

Report of General Plan Consistency:

Goal PF-6 Adequate supplies of water for all types of users.
Objective PF-6.2 Provide adequate water infrastructure facilities to meet current and future populations.

Drainage Improvements (CIP Group 76)

This category of projects includes storm drain line replacements, installation of new storm drain lines, channel improvements and pump station upgrades. The primary source of funding comes from customer and developer impact fees, when applicable.

Report of General Plan Consistency:

Objective PF-8.2 Provide effective storm drainage facilities for development projects.

Airport and Transit Improvements (CIP Group 77)

The maintenance and upgrades to the Tracy Municipal Airport, transit system improvements, and bus replacements are included in this category. The primary source of funding for this group comes in the form of grant funding from Transportation Development Act (TDA), Federal Transit Administration (FTA), and other grants.

Report of General Plan Consistency:

Goal CIR-4 A balanced transportation system that encourages the use of public transit and high occupancy vehicles.
Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.
Objective ED-5.1 Support the City's Airport Master Plan.

Parks and Recreation Improvements (CIP Group 78)

This category consists of park and civic amenity construction, improvements, and maintenance. This category includes park improvements, bikeway improvements, playground equipment replacement, aquatics center, etc.

Report of General Plan Consistency:

Goal OSC-4 Provision of parks, open space, and recreation facilities and services that maintain and improve the quality of life for residents.
Objective PF-4.2 Provide sufficient library service to meet the informational, cultural, and educational needs of the City of Tracy.

Environmental Document

This report of consistency with the City's General Plan is exempt from CEQA, pursuant to CEQA Guidelines Section 15061, stating that CEQA only applies to projects which have the potential for causing a significant effect on the environment.

RECOMMENDATION

Staff recommends that the Planning Commission report that the Capital Improvement Program Projects are consistent with the goals, policies and actions of the City's General Plan.

MOTION

Move that the Planning Commission report that the Capital Improvement Program Projects are consistent with the goals, policies and actions of the City's General Plan.

Prepared by: Veronica Child, Management Analyst II
Reviewed by: Robert Armijo, City Engineer / Assistant Development Services Director
Approved by: Bill Dean, Interim Development Services Director

ATTACHMENT

Attachment A — Capital Improvement Projects List for FY 2022/2023 through FY 2026/2027
Attachment B — Proposed Planning Commission Resolution



FY2022-2023 Active Projects

Project Number	Project Name	Funding Source	Carryover	FY2022/23
71110	Multipurpose Reality Based Training Facility	231 - Asset Forfeiture	\$ 250,000	\$ -
Fund 231 Total			\$ 250,000	\$ -
77587	ITS infrastructure Planning & Construction	241 - TDA Funds	\$ 280,000	\$ -
78171	Bikeways Master Plan	241 - TDA Funds	\$ 567	\$ -
78183	CW Bikeways Mainenance	241 - TDA Funds	\$ 66,691	\$ 75,000
77584	Transit Station Renovations	241 - TDA Funds	\$ 821,398	\$ 850,000
Fund 241 Total			\$ 1,168,656	\$ 925,000
72098	Adaptive Traffic System	242 - Transp Sales Tax	\$ 663,365	\$ -
72104	Intersection Improvements - Corral Hollow & Linne	242 - Transp Sales Tax	\$ 330,000	\$ -
72113	Adaptive Traffic System - CHR	242 - Transp Sales Tax	\$ 796,829	\$ -
72116	Crosswalk Safety Enhancement on 11th St at F St	242 - Transp Sales Tax	\$ 230,000	\$ -
72123	Adaptive Traffic Signal System - Grant Line Road	242 - Transp Sales Tax	\$ 875,000	\$ -
73144	AW: Cor Hol Rd, Linne to Old Schult	242 - Transp Sales Tax	\$ -	\$ -
73147	OC Upgrade-I580 & International Pkwy	242 - Transp Sales Tax	\$ 2,541,000	\$ -
73175	Tracy Boulevard Sidewalk	242 - Transp Sales Tax	\$ 589,427	\$ -
73176	Street Patch & Overlay Program FY20	242 - Transp Sales Tax	\$ 534,850	\$ -
73178	Street Patch & Overlay Program FY21	242 - Transp Sales Tax	\$ 393,133	\$ -
73181	Asphalt Concrete Pedestrian Path Installation on Lammers Road	242 - Transp Sales Tax	\$ 80,581	\$ -
73183	Pavement Rehabilitation Project FY 21-22	242 - Transp Sales Tax	\$ 540,000	\$ -
77564	Transit Station Security Cameras	242 - Transp Sales Tax	\$ 138,296	\$ -
Fund 242 Total			\$ 7,712,481	\$ -
72098	Adaptive Traffic System	245 - Gas Tax	\$ 92,602	\$ -
72113	Adaptive Traffic System - CHR	245 - Gas Tax	\$ 100,000	\$ -
72116	Crosswalk Safety Enhancement on 11th St at F St	245 - Gas Tax	\$ 38,163	\$ -
72117	Traffic Cameras Repair/Replacment	245 - Gas Tax	\$ 49,482	\$ -
72118	Upgrade & Main of Traffic Management	245 - Gas Tax	\$ 139,277	\$ -
72119	Local Roadway Safety Plan	245 - Gas Tax	\$ 9,153	\$ -
72122	Holly Drive Pedestrian & Bikeway	245 - Gas Tax	\$ 105,000	\$ 100,000
72123	Adaptive Traffic Signal System - Grant Line Road	245 - Gas Tax	\$ 140,000	\$ -
72124	Temporary TS at CH & Valpico	245 - Gas Tax	\$ 273,121	\$ -
73109	I-205 at Chrisman Rd Interchange	245 - Gas Tax	\$ 205,719	\$ -
73171	Sidewalk and Curb Ramp Project – West St & 6th St/West St & South St	245 - Gas Tax	\$ 264,877	\$ -
73176	Street Patch & Overlay Program FY20	245 - Gas Tax	\$ 135,000	\$ -
73177	ADA Accessibility Improvements	245 - Gas Tax	\$ 235,240	\$ -
73178	Street Patch & Overlay Program FY21	245 - Gas Tax	\$ 585,000	\$ -
73179	Pavement Management System Update	245 - Gas Tax	\$ 115,581	\$ -



FY2022-2023 Active Projects

Project Number	Project Name	Funding Source	Carryover	FY2022/23
73180	Sidewalk, Curb, and Gutter Repair	245 - Gas Tax	\$ 323,002	\$ -
73183	Pavement Rehabilitation Project FY 21-22	245 - Gas Tax	\$ 135,000	\$ -
Fund 245 Total			\$ 2,946,217	\$ 100,000
73176	Street Patch & Overlay Program FY20	248 - SB1 RMRA	\$ 748,580	\$ -
73178	Street Patch & Overlay Program FY21	248 - SB1 RMRA	\$ 1,923,663	\$ -
73183	Pavement Rehabilitation Project FY 21-22	248 - SB1 RMRA	\$ 1,162,546	\$ -
73184	Slurry Seal FY21-22	248 - SB1 RMRA	\$ 596,515	\$ -
Fund 248 Total			\$ 4,431,304	\$ -
71112	Temporary Emergency Housing	252 - ARPA	\$ 3,042,862	\$ 1,391,000
73185	ADA Space Downtown	252 - ARPA	\$ 55,000	\$ -
Fund 252 Total			\$ 3,097,862	\$ 1,391,000
71112	Temporary Emergency Housing	261 - ISTE A	\$ 325,912	\$ -
72119	Local Roadway Safety Plan	261 - ISTE A	\$ 11,303	\$ -
73147	OC Upgrade-I580 & International Pkwy	261 - ISTE A	\$ 24,884,000	\$ -
73178	Street Patch & Overlay Program FY21	261 - ISTE A	\$ 1,284,163	\$ -
73183	Pavement Rehabilitation Project FY 21-22	261 - ISTE A	\$ 641,698	\$ -
Fund 261 Total			\$ 27,147,076	\$ -
71112	Temporary Emergency Housing	268 - Comm Dev Block Grant	\$ 779,160	\$ -
73177	ADA Accessibility Improvements	268 - Comm Dev Block Grant	\$ 150,000	\$ -
Fund 268 Total			\$ 929,160	\$ -
71112	Temporary Emergency Housing	282 - Housing Successor	\$ 23,103	\$ -
Fund 282 Total			\$ 23,103	\$ -
71027	Retrofit Water Tower 6th St	301 - General Projects	\$ 204,368	\$ -
71078	New Radio Tower - Station 96	301 - General Projects	\$ 89,175	\$ -
71110	Multipurpose Reality Based Training Facility	301 - General Projects	\$ 198,318	\$ 2,800,000
71111	Grand Theater Repair	301 - General Projects	\$ 2,079,000	\$ -
71113	Station 91 Renovations	301 - General Projects	\$ 268,008	\$ -
71116	El Pescadero Park Wall Extension	301 - General Projects	\$ 199,102	\$ -
73161	Widening - Corral Hollow I580/Linne	301 - General Projects	\$ 897,280	\$ -
73175	Tracy Boulevard Sidewalk	301 - General Projects	\$ 66,000	\$ -
78184	Hoyt Park - Per Capita Improvements	301 - General Projects	\$ 274,866	\$ -
Fund 301 Total			\$ 4,276,117	\$ 2,800,000
78054	Aquatics Center	307 - Measure V	\$ 958,152	\$ -
78178	Multi-Generational Rec Center	307 - Measure V	\$ 3,881,667	\$ 27,000,000
78185	Legacy Field Site Phase 1E	307 - Measure V	\$ 19,267,603	\$ -
Fund 307 Total			\$ 24,107,422	\$ 27,000,000
72104	Intersection Improvements - Corral Hollow & Linne	331 - Ellis Area Traffic	\$ 218,815	\$ -
Fund 331 Total			\$ 218,815	\$ -



FY2022-2023 Active Projects

Project Number	Project Name	Funding Source	Carryover	FY2022/23
74165	Sewer Capacity Upgrade	337 - Ellis Area Wastewater	\$ 400,000	\$ -
Fund 337 Total			\$ 400,000	\$ -
76087	Eastside Channel Lining from Grant Line Road to MacArthur	350 - NEI Storm Drain	\$ 2,500,000	\$ -
Fund 350 Total			\$ 2,500,000	\$ -
73084	IC Impvts:I205 & Lammers	356 - Gateway Area	\$ 257,154	\$ -
Fund 356 Total			\$ 257,154	\$ -
78170	Gretchen Tally Park Phase III	361 - TIMP Parks	\$ -	\$ 1,000,000
Fund 361 Total			\$ -	\$ 1,000,000
72104	Intersection Improvements - Corral Hollow & Linne	363 - TIMP Traffic	\$ 220,074	\$ -
72121	IS Imp Grant Line & MacArthur	363 - TIMP Traffic	\$ 150,161	\$ -
73109	I-205 at Chrisman Rd Interchange	363 - TIMP Traffic	\$ 1,368,974	\$ -
73144	AW: Cor Hol Rd, Linne to Old Schult	363 - TIMP Traffic	\$ 1,118,564	\$ -
73146	OC Upg-I205 & MH Pkwy	363 - TIMP Traffic	\$ 979,750	\$ -
73147	OC Upgrade-I580 & International Pkwy	363 - TIMP Traffic	\$ 353,553	\$ 13,000,000
73148	International Parkway Bridge Replacement & Expansion Project at DMC	363 - TIMP Traffic	\$ 83,267	\$ -
73149	Bridge Widening Over CA Aqueduct and International Parkway	363 - TIMP Traffic	\$ 90,858	\$ -
73150	Bridge Widening Over Delta Mendota Canal on Old Schulte Rd	363 - TIMP Traffic	\$ 75,930	\$ -
73161	Widening - Corral Hollow I580/Linne	363 - TIMP Traffic	\$ 489,833	\$ -
73173	Roadway Master Plan	363 - TIMP Traffic	\$ 151,892	\$ -
Fund 363 Total			\$ 5,082,856	\$ 13,000,000
74159	Wastewater Master Plan	364 - TIMP Wastewater	\$ 271,298	\$ -
74165	Sewer Capacity Upgrade	364 - TIMP Wastewater	\$ 2,600,000	\$ -
Fund 364 Total			\$ 2,871,298	\$ -
75160	Water Lines Lammers Rd	365 - TIMP Water	\$ 4,563,257	\$ 1,200,000
Fund 365 Total			\$ 4,563,257	\$ 1,200,000
71110	Multipurpose Reality Based Training Facility	367 - TIMP Public Safety	\$ 144,581	\$ -
Fund 367 Total			\$ 144,581	\$ -
71109	Fire Training Tower Site	369 - TIMP - Pub Saf Fire	\$ -	\$ 477,586
Fund 369 Total			\$ -	\$ 477,586
78054	Aquatics Center	371 - Core Public Facilities	\$ 1,977,782	\$ -
Fund 371 Total			\$ 1,977,782	\$ -
72095	TS: CHR & Valpico	375 - Core Area Traffic	\$ 231,201	\$ 2,000,000
73103	AWid: CHR, 11th to Schulte	375 - Core Area Traffic	\$ 549,391	\$ -
Fund 375 Total			\$ 780,592	\$ 2,000,000



FY2022-2023 Active Projects

Project Number	Project Name	Funding Source	Carryover	FY2022/23
74083	Second Outfall Pipeline - WW Treatment Plant	376 - Core Wastewater	\$ 218,184	\$ -
74084	WW Lines Upgrade, East Side	376 - Core Wastewater	\$ 721,013	\$ -
Fund 376 Total			\$ 939,197	\$ -
78170	Gretchen Tally Park Phase III	378 - Core Area Parks	\$ 2,975,400	\$ 1,000,000
Fund 378 Total			\$ 2,975,400	\$ 1,000,000
76059	South MacArthur, Ph 2-From Northern Boundary of Elissagaray Ranch to Connection at Eastside Channel	379 - Core Storm Drain	\$ 500,547	\$ -
Fund 379 Total			\$ 500,547	\$ -
73173	Transportation Master Plan	391 - Program Management	\$ 82,485	\$ -
Fund 391 Total			\$ 82,485	\$ -
73084	IC Impvts:I205 & Lammers	392 - Reg Transport Impact	\$ 298,824	\$ -
73146	OC Upg-I205 & MH Pkwy	392 - Reg Transport Impact	\$ 2,057,170	\$ -
73147	OC Upgrade-I580 & International Pkwy	392 - Reg Transport Impact	\$ 7,285,928	\$ -
Fund 392 Total			\$ 9,641,922	\$ -
75130	Replace SCADA System - Water Treatment Plant	513 - Water Capital	\$ 310,535	\$ -
75153	Luis Manner Well Rehab	513 - Water Capital	\$ 526,148	\$ -
75155	Up Flow Clarifier Rehab	513 - Water Capital	\$ 400,000	\$ -
75156	WTP UV Upgrade	513 - Water Capital	\$ 253,622	\$ -
75161	HACH WIMS eSMT Report Auto Generator	513 - Water Capital	\$ -	\$ -
75162	Well Improvements	513 - Water Capital	\$ 1,900,000	\$ -
75163	Tracy Hills Zone 5 Water Booster Station	513 - Water Capital	\$ 3,800,000	\$ -
Fund 513 Total			\$ 7,190,305	\$ -
74083	New Second Outfall Pipeline - WW Treatment Plant	523 - Wastewater Capital	\$ 8,807,465	\$ -
74107	WWTP Expan Phase II	523 - Wastewater Capital	\$ 24,871,520	\$ -
74162	Lincoln Avenue Sewer Connection	523 - Wastewater Capital	\$ 200,000	\$ -
74163	Lincoln Blvd Sewer Main & Lateral Replacement	523 - Wastewater Capital	\$ 365,892	\$ -
74164	Primary Clarifier Effluent Pumping System	523 - Wastewater Capital	\$ 450,000	\$ -
Fund 523 Total			\$ 34,694,877	\$ -
77583	Update Airport Master Plan Study	563 - Airport Capital	\$ 88,703	\$ -
Fund 563 Total			\$ 88,703	\$ -
77584	Transit Station Renovations	573 - Transit Capital	\$ 296,387	\$ -
77585	Tracer Bus Stop Improvements	573 - Transit Capital	\$ 500,000	\$ -
77586	Transit Maintenance & Storage Yard (Land Acquisition)	573 - Transit Capital	\$ 1,000,000	\$ 500,000
77587	ITS infrastructure Planning & Construction	573 - Transit Capital	\$ 1,120,000	\$ -
Fund 573 Total			\$ 2,916,387	\$ 500,000



FY2022-2023 Active Projects

Project Number	Project Name	Funding Source	Carryover	FY2022/23
71109	Fire Training Tower Site	605 - Equip Replacement	\$ 339,862	\$ -
71110	Multipurpose Reality Based Training Facility	605 - Equip Replacement	\$ 112,427	\$ -
Fund 605 Total			\$ 452,289	\$ -
71111	Grand Theater Repair	615 - Building Maintenance	\$ 286,720	\$ -
Fund 615 Total			\$ 286,720	\$ -
78054	Aquatics Center	Developer Contribution	\$ 749,191	\$ -
78178	Multi-Generational Rec Center	Developer Contribution	\$ -	\$ 4,000,000
Developer Contribution Total			\$ 749,191	\$ 4,000,000
78178	Multi-Generational Rec Center	Grant Funding	\$ -	\$ 5,000,000
72122	Holly Drive Pedestrian & Bikeway Improvements	Grant Funding	\$ -	\$ 1,625,000
Grant Funding Total			\$ -	\$ 6,625,000
71112	Temporary Emergency Housing	SJC - General Fund	\$ 3,661,113	\$ -
SJC - General Fund			\$ 3,661,113	\$ -
71109	Fire Training Tower Site	Tracy Rural Fire	\$ -	\$ 256,689
Tracy Rural Fire Total			\$ -	\$ 256,689
Grand Total			\$159,064,869	\$ 62,275,275

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FY2022-23 New Proposed Projects

Project Number	Project Name	Funding Source	FY2022/23
73186	Annual Pavement Rehabilitation Project	242 - Transp Sales Tax	\$ 540,000
78188	Florence Stevens Park & Greenway Improvement	242 - Transp Sales Tax	\$ 75,000
Fund 242 Total			\$ 615,000
72125	Street Light Installation Project	245 - Gas Tax	\$ 150,000
72126	Traffic Signal Equipment Replacement	245 - Gas Tax	\$ 200,000
73186	Annual Pavement Rehabilitation Project	245 - Gas Tax	\$ 135,000
73188	Curb Ramp Improvements FY 22-26	245 - Gas Tax	\$ 300,000
73189	Street Repair Program (PW)	245 - Gas Tax	\$ 200,000
Fund 245 Total			\$ 985,000
73186	Annual Pavement Rehabilitation Project	248 - SB1 RMRA	\$ 1,300,000
Fund 248 Total			\$ 1,300,000
74166	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	252 - ARPA	\$ 1,900,000
75164	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	252 - ARPA	\$ 1,750,000
Fund 252 Total			\$ 3,650,000
73187	Annual Slurry Seal Project	261 - ISTEPA	\$ 600,000
Fund 261 Total			\$ 600,000
78188	Florence Stevens Park & Greenway Improvement	271 - LMD	\$ 475,000
Fund 271 Total			\$ 475,000
71117	Police Headquarters Cooling System Study	301 - General Projects	\$ 80,000
71118	Central Garage Carport Enclosure	301 - General Projects	\$ 50,000
71119	Grand Theatre Audio Visual Upgrades	301 - General Projects	\$ 800,000
71120	General Plan Update	301 - General Projects	\$ 3,500,000
73192	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	301 - General Projects	\$ 3,500,000
77588	Master Plan Update for New Jerusalem Airport	301 - General Projects	\$ 250,000
78186	Nature Park Phase 1	301 - General Projects	\$ 371,000
78189	A.R. Glover Park Improvement	301 - General Projects	\$ 875,000
78190	BMX Pump Track	301 - General Projects	\$ 1,000,000
78191	Edgar Thoming Park Improvement	301 - General Projects	\$ 525,000
78192	Flag Poles City Hall Memorial	301 - General Projects	\$ 75,000
Fund 301 Total			\$ 11,026,000
78186	Nature Park Phase 1	307 - Measure V	\$ 1,000,000
78187	Ritter Family Ball Park Renovation	307 - Measure V	\$ 3,000,000
Fund 307 Total			\$ 4,000,000



FY2022-23 New Proposed Projects

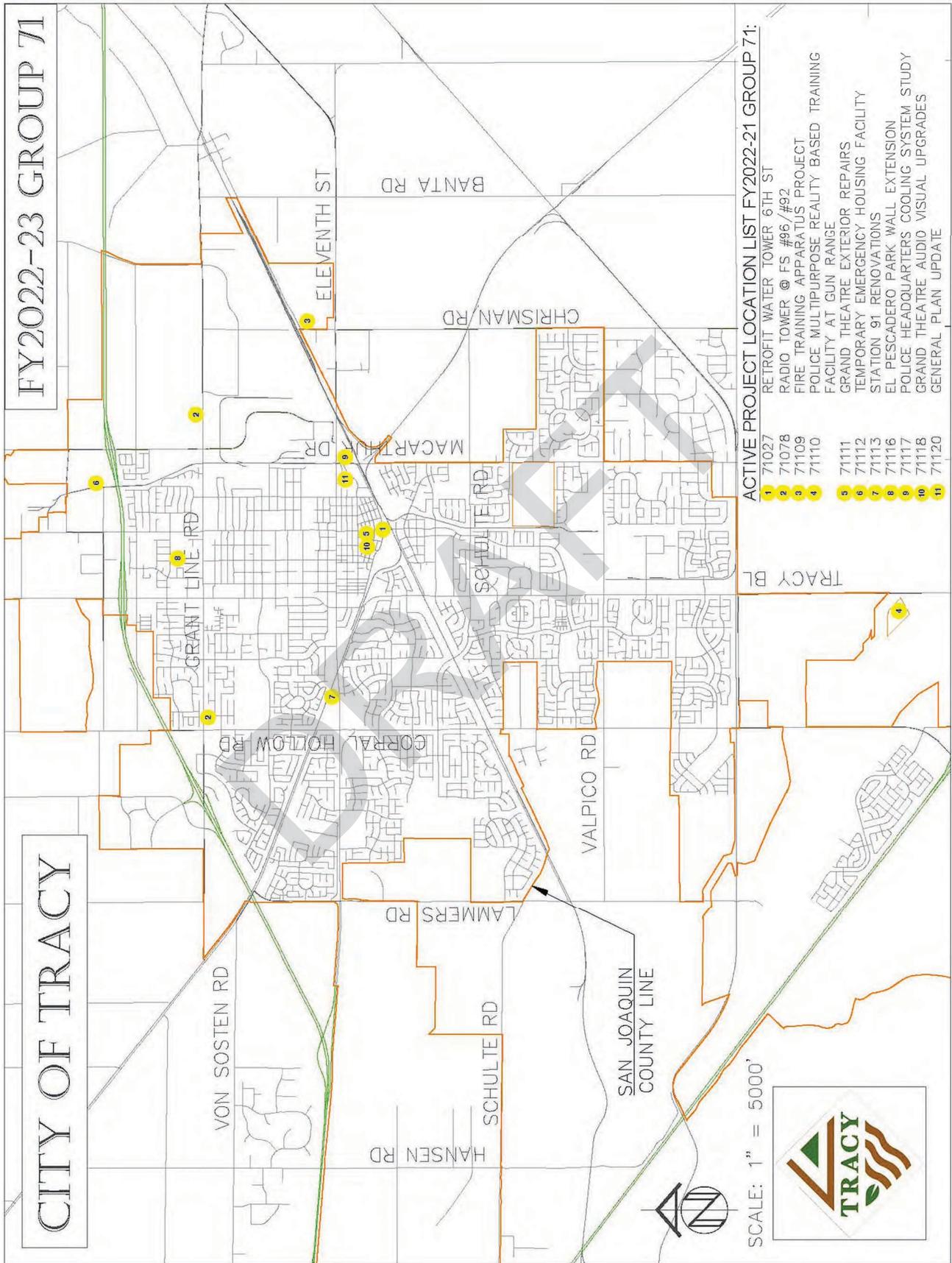
Project Number	Project Name	Funding Source	FY2022/23
73190	Valpico Road Widening - Tracy Blvd to MacArthur Drive	375 - Core Area Traffic	\$ 10,000,000
73191	Grant Line Road Widening Project	375 - Core Area Traffic	\$ 5,000,000
Fund 375 Total			\$ 15,000,000
75165	Wells (1, 2, 3 4 and Lincoln) Study and Mitigation	513 - Water Capital	\$ 300,000
75166	Larch Rd 12" Water Line Replacement	513 - Water Capital	\$ 250,000
75167	Annual Water Service/Line Replacement	513 - Water Capital	\$ 100,000
75168	Annual Water Valve Replacement	513 - Water Capital	\$ 100,000
75169	Security System Implementation for City's Water Facilities	513 - Water Capital	\$ 100,000
75170	Asset Management - CMMS Program Expansion	513 - Water Capital	\$ 200,000
Fund 513 Total			\$ 1,050,000
74167	HACH WIMS eSMT Report Auto Generator	523 - Wastewater Capital	\$ 120,000
Fund 523 Total			\$ 120,000
Grand Total			\$ 38,821,000

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Group 71: General Government and Public Safety Facilities

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	Projected			Unfunded Amount	
						FY2022/23	FY2023/24	FY2024/25		FY2025/26
71027	Retrofit Water Tower 6th St	301 - General Projects	210,000	5,632	204,368	-	-	-	-	
71078	New Radio Tower - Station 96	301 - General Projects	118,080	28,905	89,175	-	-	-	-	
71109	Fire Training Tower Site	369 - TIMP - Pub Saf Fire	477,586	-	-	477,586	-	-	-	
		605 - Equip Replacement	450,000	110,138	339,862	-	-	-	-	
	Tracy Rural Fire		256,689	-	-	256,689	-	-	-	
	231 - Asset Forfeiture		250,000	-	250,000	-	-	-	-	
71110	Multipurpose Reality Based Training Facility	301 - General Projects	3,065,164	66,846	198,318	2,800,000	-	-	-	
		367 - TIMP Public Safety	200,000	55,419	144,581	-	-	-	-	
	605 - Equip Replacement		200,000	87,573	112,427	-	-	-	-	
71111	Grand Theater Repair	301 - General Projects	2,079,000	-	2,079,000	-	-	-	-	
		615 - Building Maintenance	421,000	134,280	286,720	-	-	-	-	
	252 - ARPA		4,500,000	66,138	3,042,862	1,391,000	-	-	-	
71112	Temporary Emergency Housing	261 - ISTE A	329,400	3,488	325,912	-	-	-	-	
		SJC - General Fund	3,661,113	-	3,661,113	-	-	-	-	
	268 - Comm Dev Block Grant		833,498	54,338	779,160	-	-	-	-	
	282 - Housing Successor		690,000	666,897	23,103	-	-	-	-	
71113	Station 91 Renovations	301 - General Projects	365,000	96,992	268,008	-	-	-	-	
71116	El Pescadero Park Wall Extension	301 - General Projects	200,000	898	199,102	-	-	-	-	
71117	Police Headquarters Cooling System Study	301 - General Projects	80,000	-	-	80,000	-	-	-	
71118	Central Garage Carport Enclosure	301 - General Projects	600,000	-	-	50,000	550,000	-	-	
71119	Grand Theatre Audio Visual Upgrades	301 - General Projects	800,000	-	-	800,000	-	-	-	
71120	General Plan Update	301 - General Projects	3,500,000	-	-	3,500,000	-	-	-	
Totals						23,286,530	1,377,544	12,003,711	9,355,275	550,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71027: Retrofit Water Tower 6th St

Active Project

Project Budget: \$210,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Renovation of this historic tower is necessary to protect against corrosion. The foundation requires reinforcement and the existing steel components require repair & protection from corrosion. The Tower is historical, but not part of the City's water distribution system.

Justification: Due to the history of the construction of this tower, and the past representation, this tower must be protected and kept as a monumental structure for the City. Water tower foundation and structure needs to be renovated for corrosion.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ 5,362	\$ 204,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71078: New Radio Tower - Station 96

Active Project

Project Budget: \$118,080
Project Manager: Ilene Macintire
Department: Fire
Project Type: Capital Improvement
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Public Safety

Description: The district had contracted with a consultant to make a decision on an independent communication system. Draft report was forwarded to Engineering in Feb 2020. The report identified the need for radio towers to reduce gaps in service area radio coverage and improve communications between Fire stations. Geotechnical investigations at the site have been completed. Engineering requires direction from Fire before proceeding with design.

Justification: There are existing gaps in radio transmission coverage within the City. The two new radio towers will improve communications between Fire facilities and provide improved service area radio coverage.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ 28,905	\$ 89,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 118,080



Capital Improvement Plan

Category: General Government Public Safety Facilities

71109: Fire Training Tower at NEI Reservoir

Active Project

Project Budget: \$1,184,275
Project Manager: Ilene Macintire
Department: Fire
Project Type: Capital Asset
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Public Safety

Description: A fire department training apparatus will be installed just south of the NEI reservoir on Chrisman Road. The project involves the grading, fencing, and site work associated with the improvements for the installation of a Fire Training Tower. The project currently fulfills the obligations to terms of a FEMA funded grant awarded to the Fire Department.

Justification: Over the last 10 years, the numbers of fires and fire deaths have gradually declined and the number of EMS incidents have increased. Demanding EMS training has become a strength in the fire service. However, fewer fires equates to firefighters not receiving the same level of training for actual firefighting. To ensure our high standards for firefighting are met, it is essential we provide everyone with continued hands-on training to acquire or sharpen skills. It is essential that we assign the same high standard of continuing education we place on EMS training to firefighting as well.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
369 - TIMP - Pub Saf Fire	\$ -	\$ -	\$ 477,586	\$ -	\$ -	\$ -	\$ -	\$ 477,586
605 - Equip Replacement	\$ 110,138	\$ 339,862	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
Tracy Rural Fire	\$ -	\$ -	\$ 256,689	\$ -	\$ -	\$ -	\$ -	\$ 256,689



Capital Improvement Plan

Category: General Government Public Safety Facilities

71110: Multipurpose Reality Based Training Facility

Active Project

Project Budget: \$3,715,164
Project Manager: Ilene Macintire
Department: Police
Project Type: Capital Asset
Start Date: 2018/2019
Est. Completion Date: 2022/2023



Council Strategic Priority: Public Safety

Description: Provide a new 48' x 60' prefabricated classroom at existing range facility. New classroom to have one large room and one office area. Project will require grading to existing site and requires electrical service modification. The project is fully designed and currently under permit review.

Justification: Existing Prefabricated Classroom is falling apart due to age. The new structure will allow classroom training facilities for approximately 50 officers at one time.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/17	Total
231 - Asset Forfeiture	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
301 - General Projects	\$ 66,846	\$ 198,318	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ 3,065,164
367 - TIMP Public Safety	\$ 55,419	\$ 144,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
605 - Equip Replacement	\$ 87,573	\$ 112,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71111: Grand Theater Repair

Active Project

Project Budget: \$2,500,000
Project Manager: Ilene Macintire
Department: City Manager
Project Type: Capital Maintenance
Start Date: 2020/2021
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life

Description: An updated detailed engineering investigation has determined that significant exterior repairs are needed to protect the structure from water infiltration and damage. The existing skylights require replacement, a large portion of the roof requires replacement, and work needs to be done on the marquee to repair and preserve it.

Justification: A detailed investigation has been completed and the resulting report has identified condition problems with the historic Grand Theatre exterior envelope. Required repairs will include reroofing a significant portion of the building, replacement of the parapet wall caps, existing skylights, and wooden framed windows. The work is recommended to be completed in 3 phases.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ 2,079,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,079,000
615 - Building Maintenance	\$ 134,280	\$ 286,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 421,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71112: Temporary Emergency Housing

Active Project

Project Budget: \$10,014,011
Project Manager: Ilene Macintire
Department: City Manager
Project Type: Capital Asset
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Public Safety - Implement the Adopted Homelessness Strategic Plan

Description: Construction of a secured, temporary housing facility on a 4.8 acre City owned property on Arbor Road. The project includes site development, construction of all infrastructure needed to support the ADA compliant facility. Construction of a high tension membrane structure that will house clients and support services, and additional facilities to provide restrooms, showers, and food service.

Justification: Effects of homelessness on people has been growing regionally and statewide in California. From 2017-2019 the homeless population grew in Tracy from 30 unsheltered individuals to 155 according to San Joaquin County Point in Time Counts. In May 2020 the Tracy City Council adopted the Tracy Homeless Strategic Plan and also adopted the San Joaquin Community Response to Homelessness - 2020 San Joaquin Strategic Plan in October 2020

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
252 - ARPA/Cares ACT	\$ 66,138	\$ 3,042,862	\$ 1,391,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
268 - Comm Dev Block Grant	\$ 54,338	\$ 779,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 833,498
282 - Housing Successor	\$ 666,897	\$ 23,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 690,000
Grant Funding	\$ 3,488	\$ 325,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 329,400
SJC - General Fund	\$ -	\$ 3,661,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,661,113



Capital Improvement Plan

Category: General Government Public Safety Facilities

71113: Station 91 Renovations

Active Project

Project Budget: \$365,000
Project Manager: Ilene Macintire
Department: Fire
Project Type: Capital Maintenance
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Public Safety

Description: Fire Station 91 was constructed with shared dormitory rooms. The existing rooms are being reconfigured to create separate sleeping quarters to help prevent transmission of illnesses and to provide adequate privacy. The project design has been completed and permits have been approved. Engineering needs direction from Fire on whether to proceed.

Justification: Fire Station 91 houses 6 active firefighters at all times, but has only 4 dormitories. Separate sleeping quarters will provide increased privacy and reduce risks of illness transmission between firefighters. This is an Essential Services structure and modifications required design services of a qualified structural engineer, along with services for mechanical, electrical and alarm design work.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ 96,992	\$ 268,008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,000



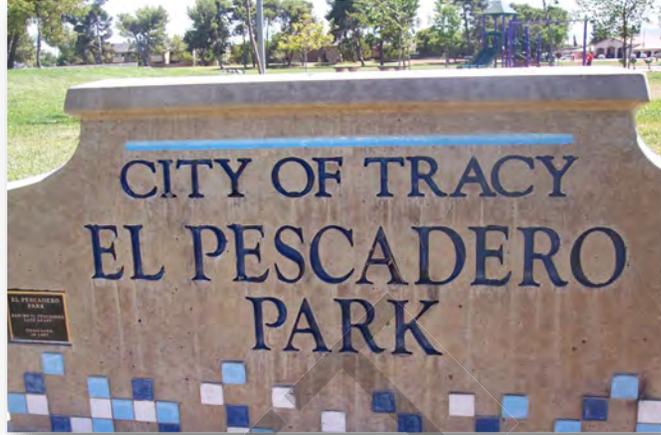
Capital Improvement Plan

Category: General Government Public Safety Facilities

71116: El Pescadero Park Wall Extension

Active Project

Project Budget: \$200,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Public Safety

Description: This project will provide for an approximately 360' extension of the existing CMU wall located along the western edge of El Pescadero Park. The new wall will tie into the existing CMU wall in this area and extend northward toward Kavanagh Ave. Design is anticipated to be completed in April 2022 and bidding for construction to proceed in early May 2022.

Justification: During the December 21, 2021 Council meeting, Council asked the City Manager for an opportunity to fund the extension of the wall along this area.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ 898	\$ 199,102	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71117: Police Headquarters Cooling System Study

Proposed Project

Project Budget: \$80,000
Project Manager: Ilene Macintire
Department: Police
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Public Safety

Description: Engineering study of the existing closed loop water system that is experiencing frequent failures.

Justification: Engineering will secure a consultant to begin the investigation in the summer of 2022.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71118: Central Garage Carport Enclosure

Proposed Project

Project Budget: \$600,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Enclose carport area that is located to the north of central garage.

Justification: Central Garage needs additional space in order to service, maintain and repair City owned vehicles and equipment. Currently the space in the shop is insufficient for work on a large vehicles/equipment inside the shop we loose two lifts(half the shop). This will be an interim solution until additional facility improvements can be constructed at Boyd Service Center. As indicated by the Kirchoff report of 2009 and industry standards Central Garage should have more mechanics and work bays. American Public Works Association has established Vehicle Equivalencies (VE), and has determined that one mechanic with appropriate bays and tools can handle 23 VE's. Fleet continues to grow and space remains the same. In 2021 fleet size increased by 15 additional units.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 50,000	\$ 550,000	\$ -	\$ -	\$ -	\$ 600,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71119: Grand Theatre Audio Visual Upgrades

Proposed Project

Project Budget: \$800,000
Project Manager: Ilene Macintire Anna Cross
Department: City Manager
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The historic Grand Theatre will celebrate 100 years in 2023. The facility was reopened 15 years ago and is in need of audio visual equipment upgrades. This project will replace equipment, including replacement of the existing older audio, lighting equipment, the older audio system with modern line array speakers and change the stage lighting in the Eleni Kounalakis Theatre to energy efficient LED stage lighting.

Justification: This project is not dependent on another project. The limited capacity of existing systems restricts the type and scope of professional performances The Grand can host. Equipment rental is cost prohibitive, investment in updated systems will prevent emergency equipment rental for events if existing outdated systems fail.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000



Capital Improvement Plan

Category: General Government Public Safety Facilities

71120: General Plan Update

Proposed Project

Project Budget: \$3,500,000
Project Manager:
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



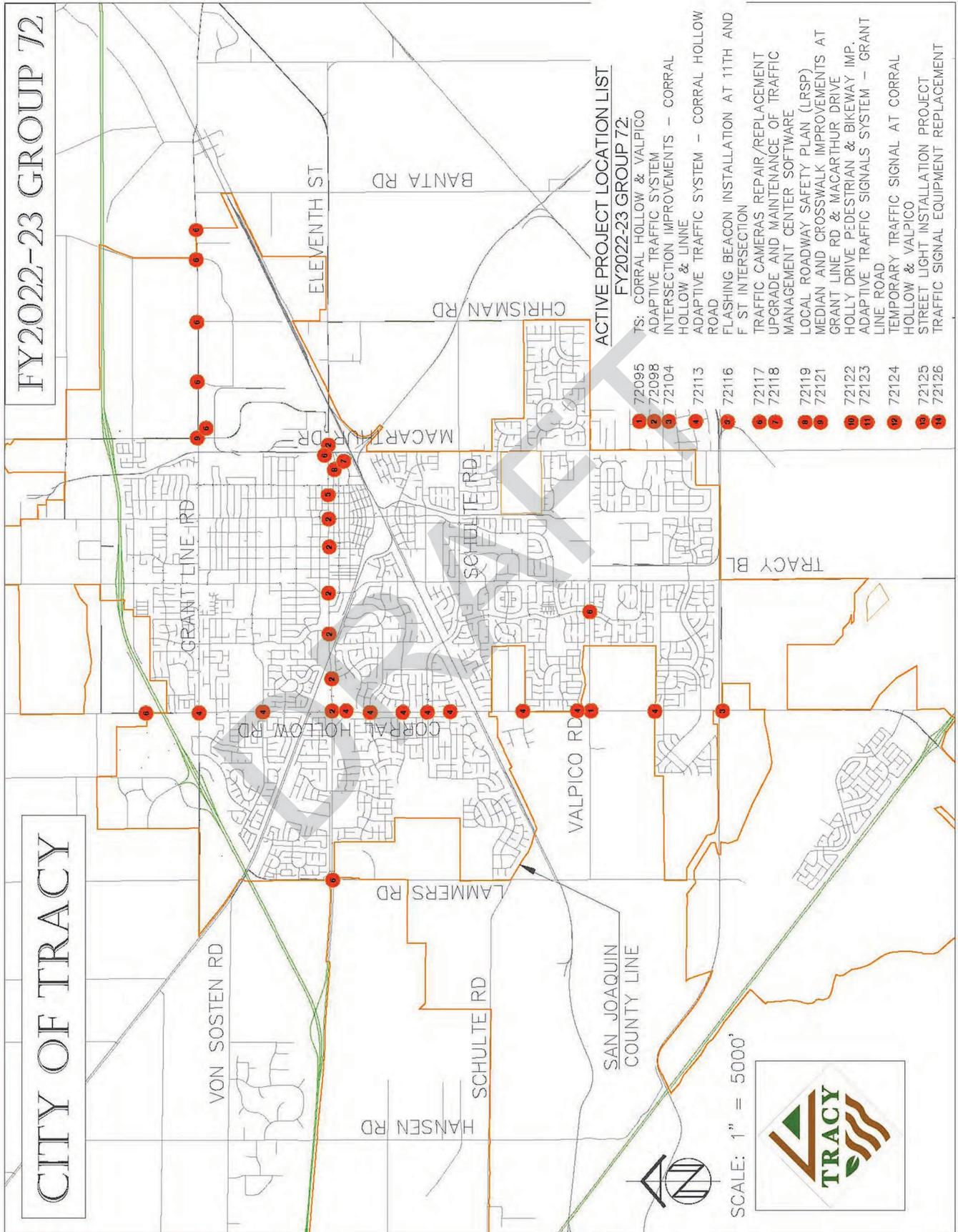
Council Strategic Priority: Economic Development - Pursue Smart Growth Strategies for Balanced Growth in the City

Description: The City is initiating a General Plan Update at the request of City Council. The General Plan is the City's principal policy document related to land use planning and future growth.

Justification: The current General Plan was adopted by the City Council on February 1, 2011 and includes a Land Use Element, Community Character Element, Economic Development Element, Circulation Element, Open Space and Conservation Element, Public Facilities and Services Element, Safety Element, Noise Element, and Air Quality Element. The General Plan Update process would include discussion of potential changes to General Plan policies to the extent of rewriting all or large portions of the current document, potential new elements to the General Plan, potential changes to the City's Sphere of Influence line, and preparation of an Environmental Impact Report. It is common for cities to update their General Plan roughly every 10 years. The General Plan Update process typically takes at least three years to complete.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000





Group 72: Traffic Safety

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Unfunded Amount
< --- Projected --- >											
72095	TS: CHR & Valpico	375 - Core Area Traffic	2,300,000	68,799	231,201	2,000,000	-	-	-	-	-
72098	Adaptive Traffic System	242 - Transp Sales Tax	701,250	37,885	663,365	-	-	-	-	-	-
		245 - Gas Tax	100,163	7,561	92,602	-	-	-	-	-	-
72104	Intersection Improvements - Corral Hollow & Linne	242 - Transp Sales Tax	330,000	-	330,000	-	-	-	-	-	-
		331 - Ellis Area Traffic	300,000	81,185	218,815	-	-	-	-	-	-
		363 - TIMP Traffic	295,000	74,926	220,074	-	-	-	-	-	-
72113	Adaptive Traffic System - CHR	242 - Transp Sales Tax	877,250	80,421	796,829	-	-	-	-	-	-
		245 - Gas Tax	100,000	-	100,000	-	-	-	-	-	-
72116	Crosswalk Safety Enhancement on 11th St at F St	242 - Transp Sales Tax	230,000	-	230,000	-	-	-	-	-	-
		245 - Gas Tax	50,000	11,837	38,163	-	-	-	-	-	-
72117	Traffic Cameras	245 - Gas Tax	50,000	518	49,482	-	-	-	-	-	-
72118	Upgrade & Main of Traffic Management Center Software	245 - Gas Tax	140,000	723	139,277	-	-	-	-	-	-
72119	Local Roadway Safety Plan	245 - Gas Tax	28,000	18,847	9,153	-	-	-	-	-	-
		261 - ISTE A	72,000	60,697	11,303	-	-	-	-	-	-
72121	IS Imp Grant Line & MacArthur	363 - TIMP Traffic	160,715	10,554	150,161	-	-	-	-	-	-
		245 - Gas Tax	205,000	-	105,000	100,000	-	-	-	-	-
72122	Holly Drive Pedestrian & Bikeway Improvements	Grant Funding	1,625,000	-	-	1,625,000	-	-	-	-	-
72123	Adaptive Traffic Signal System - Grant Line Road	242 - Transp Sales Tax	875,000	-	875,000	-	-	-	-	-	-
		245 - Gas Tax	140,000	-	140,000	-	-	-	-	-	-
72124	Temporary TS at CH & Valpico	245 - Gas Tax	275,000	1,879	273,121	-	-	-	-	-	-
72120	ISI-580 Ramps and Corral Hollow Rd		-	-	-	-	-	-	-	-	-
72074	Intersection Improvements - Tracy Blvd & Valpico Road	375 - Core Area Traffic	-	3,652	-	-	-	-	-	-	-
72125	Street Light Installation Project	245 - Gas Tax	150,000	-	-	150,000	-	-	-	-	-
72126	Traffic Signal Equipment Replacement	245 - Gas Tax	200,000	-	-	200,000	-	-	-	-	-
Totals						9,204,378	459,484	4,673,546	4,075,000	-	-



Capital Improvement Plan

Category: Traffic Safety

72095: Traffic Signal - Corral Hollow & Valpico

Active Project

Project Budget: \$2,300,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Asset
Start Date: 2020/2021
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will involve the complete roadway improvements at the intersection of Valpico Road and Corral Hollow Road, including roadway widening, curb, gutter and sidewalk installation, drainage, addition of lanes, and installation of traffic signal poles and equipment.

Justification: The intersection of Valpico Road and Corral Hollow Road is one of the most congested intersections in the City. This project will focus on enhancing the LOS of the intersection by completing all necessary Civil and Traffic Improvements at the intersection. This project was awarded CMAQ Grant from SJCOG for \$664,000 12/17/2012 towards construction, CTIPS ID: 212-0000-0606.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
375 - Core Traffic	\$ 68,799	\$ 231,201	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000



Capital Improvement Plan

Category: Traffic Safety

72098: Adaptive Traffic System - 11th Street

Active Project

Project Budget: \$801,413
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Upgrade existing traffic signal controllers, provide high speed fiber communication system for the 11th Street corridor between MacArthur Drive and Corral Hollow Road, and provide system components to implement adaptive signal corridor system. Also, provide CCTV cameras at key locations to provide traffic information to Traffic Control Center.

Justification: Improve traffic flow on 11th Street corridor, between MacArthur Drive and Corral Hollow Road. The project is required to reduce traffic delay and improve the air quality of the region. Awarded CMAQ Grant from SJCOG for \$701,250 12/17/2012 towards construction, CTIPS ID: 212-0000-0597. This project will be done in conjunction with CIP 72113 & CIP 72118

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 37,885	\$ 663,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 701,250
245 - Gas Tax	\$ 7,561	\$ 92,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,163



Capital Improvement Plan

Category: Traffic Safety

72104: Intersection Improvements - Corral Hollow & Linne

Active Project

Project Budget: \$925,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2020/2021
Est. Completion Date: 2023/2024



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will involve the complete roadway improvements at the intersection of Linne Road and Corral Hollow Road, including roadway widening, curb, gutter and sidewalk installation, drainage, addition of lanes, and installation of traffic signal poles and equipment. The project will also provide improvements at the existing railroad crossing, median installation and a pre-signal to the railroad crossing.

Justification: The intersection of Linne Road and Corral Hollow Road is one of the most congested intersections in the City. This project will focus on enhancing the LOS of the intersection by completing all necessary Civil and Traffic Improvements at the intersection. \$330,000 has been awarded in CMAQ funds towards construction.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
331 - Ellis Area Traffic	\$ 81,185	\$ 218,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
363 - TIMP Traffic	\$ 74,926	\$ 220,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 295,000



Capital Improvement Plan

Category: Traffic Safety

72113: Adaptive Traffic System - Corral Hollow Road

Active Project

Project Budget: \$977,250
 Project Manager: Anju Pillai
 Department: Development Services
 Project Type: Capital Improvement
 Start Date: 2020/2021
 Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Upgrade existing traffic signal controllers, provide high speed fiber communication system for the Corral Hollow Road corridor between Schulte Road and the Mall Entry, and provide system components to implement adaptive signal corridor system. Also, provide CCTV cameras at key locations to provide traffic information to Traffic Control Center.

Justification: Improve traffic flow on Corral Hollow Road corridor, between Schulte Road and the Mall Entry. The project is required to reduce traffic delay and improve the air quality of the region. Awarded CMAQG Grant from SJCOG for \$877,250 12/17/2012 towards construction, CTIPS ID: 212-0000-0598. This project will be done in conjunction with CIP 72098 & CIP 72118.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 80,421	\$ 796,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 877,250
245 - Gas Tax	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000



Capital Improvement Plan

Category: Traffic Safety

72116: Crosswalk Safety Enhancement at 11th and F St Intersection

Active Project

Project Budget: \$280,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will install Overhead Flashing Beacons at the uncontrolled crosswalk on 11th Street at F Street intersection, and will fund the study of appropriate measures for enhancing the uncontrolled crosswalks at W Grant Line Road at O' Hara Drive and Schulte Road at Amaretto Drive.

Justification: The crosswalk at 11th and F St is used by a high volume of pedestrians and school kids. The current crosswalk is uncontrolled. The proximity to several businesses and the Tracy High School necessitates increasing the safety of the pedestrians using this crosswalk. The City received Measure K Non-Competitive Grants for the safety enhancement at this crosswalk. Pending funding availability, the project will also fund the study of appropriate crosswalk enhancement required at the uncontrolled crosswalks at W Grant Line Road at O'Hara Drive and Schulte Road at Amaretto Drive.

< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,000
245 - Gas Tax	\$ 11,837	\$ 38,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000



Capital Improvement Plan

Category: Traffic Safety

72117: Traffic Cameras Repair/Replacement

Active Project

Project Budget: \$50,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will repair and restore the network connection from the Traffic Management Center to the CCTV (Closed Circuit Television) cameras that are not functioning. The project may include replacing the non-functioning CCTV cameras, repair broken fiber/conduits and re-programming the camera software.

Justification: The CCTV cameras assists in monitoring the traffic flow and signal functioning at signalized intersections. The Police Department is now funding the installation of a camera server to record the video feed from these cameras for enforcement purposes. The cameras currently non-functioning are at major intersections and it is important to restore network connections to these cameras for getting accurate video feed and assist in getting recorded data for police enforcement.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 518	\$ 49,482	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000



Capital Improvement Plan

Category: Traffic Safety

72118: Upgrade & Maintenance of Traffic Management Center Software

Active Project

Project Budget: \$140,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will upgrade the existing Traffic Management Center Software to the current version.

Justification: The Traffic Management Center (TMC) is the hub for connection to all the traffic signals which are connected through fiber or copper signal interconnect wires. The current installed software Quicknet is outdated and requires an update to the most current version Transparity to support all the existing signal controllers more efficiently. The newly installed software will require periodic maintenance as recommended by the vendor. This project will happen in conjunction with the construction phase of CIP 72113.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 723	\$ 139,277	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000



Capital Improvement Plan

Category: Traffic Safety

72119: Local Roadway Safety Plan (LRSP)

Active Project

Project Budget: \$100,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Prepare LRSP. An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The City was allocated \$72,000.00 of State LRSP Grant funds for the PE phase (Safety Analysis) of this project.

Justification: LRSP is required to apply for future Highway Safety Improvement Program (HSIP) funds; we intend to apply for future HSIP funds; not dependent on another project; 10% match for LRSP Grant is required

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 18,847	\$ 9,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000
261 - ISTEA	\$ 60,697	\$ 11,303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,000



Capital Improvement Plan

Category: Traffic Safety

72121: Median & Crosswalk Improvements at Grant Line & MacArthur

Active Project

Project Budget: \$160,715
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will install a fence on the concrete median on Grant Line Road, west of MacArthur Drive. The project will also install blank out signs on traffic signals which prevents right turning movement of vehicles on red phase of the signal, on the north crosswalk.

Justification: Leprino Foods Co., at the corner of MacArthur Drive and Grant Line Road, reached out to the City for measures to improve the safety of their employees using the crosswalk. City identified the necessary improvements. Funding agreement with Leprino Foods Company to fund the improvements.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
363 - TIMP Traffic	\$ 10,554	\$ 150,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,715



Capital Improvement Plan

Category: Traffic Safety

72122: Holly Drive Pedestrian and Bikeway Improvements

Active Project

Project Budget: \$1,830,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2023/2024
Est. Completion Date: 2024/2025



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: On Holly Drive between 11th Street and Clover Road, install Class 3 bike route, Class 2 bicycle lanes, sidewalk, pavement patching, slurry seal, signage, striping, and pavement markings.

Justification: Provide active transportation users a safe route to school and Downtown Tracy. The project is funded in part by an Active Transportation Program (ATP) grant. The project is not dependent on another project.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ 105,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 205,000
Grant Funding	\$ -	\$ -	\$ 1,625,000	\$ -	\$ -	\$ -	\$ -	\$ 1,625,000



Capital Improvement Plan

Category: Traffic Safety

72123: Adaptive Traffic Signal System - Grant Line Road

Active Project

Project Budget: \$1,015,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2024/2025
Est. Completion Date: 2025/2026



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will install the adaptive traffic signal system on Grant Line Road, between Byron Road and Naglee Road.

Justification: Grant Line Road is a major arterial in the City which operates on a deficient LOS between Byron Road and Naglee Road. This project is needed to improve the LOS and make the traffic flow efficient. The City applied and received CMAQ grant of \$875,000 for this project.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 875,000
245 - Gas Tax	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000



Capital Improvement Plan

Category: Traffic Safety

72124: Temporary TS at CH & Valpico

Proposed Project

Project Budget: \$275,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: 2021/2022



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Installation of a Temporary Traffic Signal at Corral Hollow Road and Valpico Road intersection.

Justification: CIP 72095 is an approved project for the installation of a traffic signal at Corral Hollow Road and Valpico Road Intersection. The scope of work of CIP 72095 changed when the intersection widening and civil improvements got added to the project in addition to just the traffic signal installation. CIP 72095 which is currently in design is anticipated to be complete construction by 2023. The intersection is in dire need of a traffic signal due to the large volume of traffic using the intersection. The temporary signal which includes wooden poles, OH wires, signal heads, video detection, controller cabinet and service cabinet will need to be in place until the permanent signal is installed.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 1,879	\$ 273,121	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,000



Capital Improvement Plan

Category: Traffic Safety

72125: Street Light Installation Project

Proposed Project

Project Budget: \$150,000
Project Manager: Anju Pillai
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: N/A

Description: This project will install new street lights at residential, collector and arterial streets which are lacking sufficient street lighting.

Justification: Engineering Division keeps record of requests for new street lights from residents and other internal departments. Street lighting is very important for public safety. There are sufficient requests in the list to create a CIP to implement these requests.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000



Capital Improvement Plan

Category: Traffic Safety

72126: Traffic Signal Equipment Replacement

Proposed Project

Project Budget: \$200,000
Project Manager: Anju Pillai
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date: 2023/2024



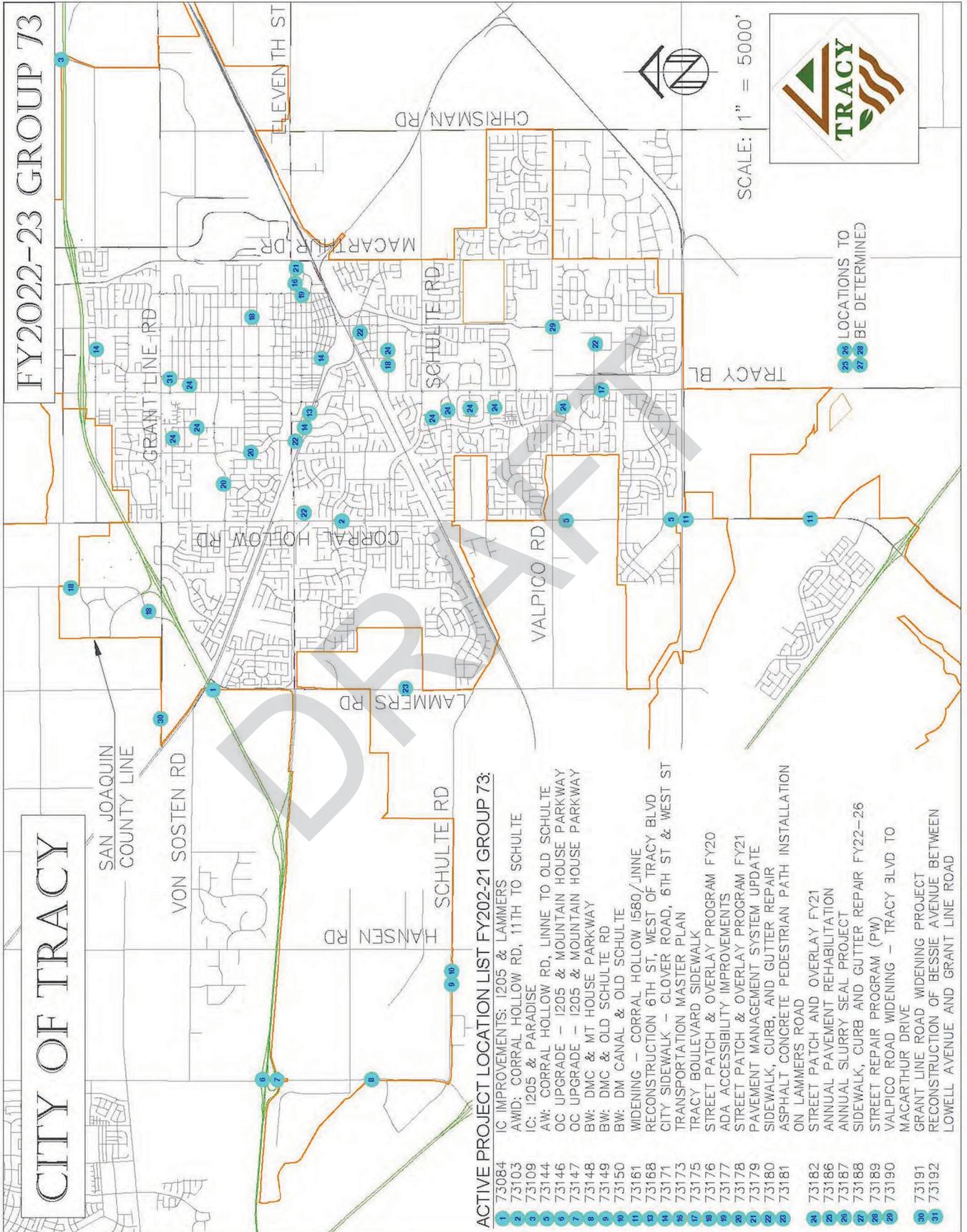
Council Strategic Priority: N/A

Description: This project will assist in upgrading the existing 170 signal controllers to 2070 signal controllers, replace signal cabinets and/or meter pedestals, and also install battery-backups and supporting equipment at certain high priority signalized intersections.

Justification: Utilities department has a list of traffic signal equipment that needs replacement due to wear and tear and also because the items became outdated. If these equipment fails it will cause public inconvenience when the signals have to be in flash while the replacement equipment is being ordered and replaced. Some of the major intersection signals need battery-back ups to accommodate the signals during a power outage and avoid accidents. This project will assist in replacement and/or installation of this traffic signal equipment.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000





Group 73: Streets and Highways

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	<--- Projected --->			Unfunded Amount
						FY2022/23	FY2023/24	FY2024/25	
73084	IC Impvts:1205 & Lammers	392 - Reg Transport Impact	715,000	416,176	298,824	-	-	-	-
73103	AWid: CHR, 11th to Schulte	356 - Gateway Area	293,000	35,846	257,154	-	-	-	-
73109	I-205 at Chrisman Rd Interchange	245 - Core Area Traffic	740,829	191,438	549,391	-	-	-	-
		245 - Gas Tax	316,076	110,357	205,719	-	-	-	-
		363 - TIMP Traffic	1,380,214	11,240	1,368,974	-	-	-	-
		242 - Transp Sales Tax	13,000,000	3,000,000	-	-	-	-	13,000,000
73144	AW: Cor Hol Rd, Linne to Old Schult	245 - Gas Tax	82,735	82,735	-	-	-	-	-
		363 - TIMP Traffic	6,071,587	1,753,023	1,118,564	-	-	-	3,200,000
73146	OC Upg-1205 & MH Pkwy	392 - Reg Transport Impact	157,616	157,616	-	-	-	-	-
		363 - TIMP Traffic	2,215,480	1,235,730	979,750	-	-	-	-
		242 - Reg Transport Impact	3,395,051	1,337,881	2,057,170	-	-	-	-
		242 - Transp Sales Tax	2,541,000	-	2,541,000	-	-	-	-
73147	OC Upgrade-1580 & International Pkwy	261 - ISTEIA	24,884,000	-	24,884,000	-	-	-	-
		363 - TIMP Traffic	14,000,000	646,447	353,553	13,000,000	-	-	-
		392 - Reg Transport Impact	7,952,000	666,072	7,285,928	-	-	-	-
73148	International Parkway Bridge Replacement & Expansion Project at DMC	363 - TIMP Traffic	101,205	17,938	83,267	-	-	-	-
73149	Bridge Widening Over CA Aqueduct and International Parkway	363 - TIMP Traffic	101,716	10,858	90,858	-	-	-	-
73150	Bridge Widening Over Delta Mendota Canal on Old Schulte Rd	363 - TIMP Traffic	101,716	25,786	75,930	-	-	-	-
73161	Widening - Corral Hollow I580/Linne	301 - General Projects	1,900,000	1,002,720	897,280	-	-	-	-
		363 - TIMP Traffic	500,000	10,167	489,833	-	-	-	-
73171	Sidewalk and Curb Ramp Project - West St & 6th St/West St & South St	245 - Gas Tax	305,000	40,123	264,877	-	-	-	-
73173	Transportation Master Plan	363 - TIMP Traffic	550,000	398,108	151,892	-	-	-	-
		391 - Program Management	250,000	167,515	82,485	-	-	-	-
73175	Tracy Boulevard Sidewalk	242 - Transp Sales Tax	658,581	69,154	589,427	-	-	-	-
		301 - General Projects	66,000	-	66,000	-	-	-	-
73176	Street Patch & Overlay Program FY20	242 - Transp Sales Tax	540,000	5,150	534,850	-	-	-	-
		245 - Gas Tax	135,000	-	135,000	-	-	-	-
		248 - SB1 RMRA	1,500,000	751,420	748,580	-	-	-	-
		245 - Gas Tax	280,000	44,760	235,240	-	-	-	-
73177	ADA Accessibility Improvements	268 - Comm Dev Block Grant	150,000	-	150,000	-	-	-	-
		242 - Transp Sales Tax	590,000	196,867	393,133	-	-	-	-
		245 - Gas Tax	585,000	-	585,000	-	-	-	-
73178	Street Patch & Overlay Program FY21	248 - SB1 RMRA	1,952,699	29,036	1,923,663	-	-	-	-
		261 - ISTEIA	1,284,163	-	1,284,163	-	-	-	-
73179	Pavement Management System Update	245 - Gas Tax	125,000	9,419	115,581	-	-	-	-
73180	Sidewalk, Curb, and Gutter Repair	245 - Gas Tax	350,000	26,998	323,002	-	-	-	-
73181	Asphalt Concrete Pedestrian Path Installation on Lammers Road	242 - Transp Sales Tax	80,581	-	80,581	-	-	-	-



Group 73: Streets and Highways

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	< --- Projected --- >				Unfunded Amount
						FY2022/23	FY2023/24	FY2024/25	FY2025/26	
73183	Pavement Rehabilitation Project FY 21-22	242 - Transp Sales Tax	540,000	-	540,000	-	-	-	-	-
		245 - Gas Tax	135,000	-	135,000	-	-	-	-	-
		248 - SB1 RMRA	1,213,747	51,201	1,162,546	-	-	-	-	-
73184	Slurry Seal FY21-22	261 - ISTE	641,698	-	641,698	-	-	-	-	-
73185	ADA Space Downtown	248 - SB1 RMRA	600,000	3,485	596,515	-	-	-	-	-
		252 - ARPA	55,000	-	55,000	-	-	-	-	-
73186	Annual Pavement Rehabilitation Project	242 - Transp Sales Tax	540,000	-	540,000	-	-	-	-	-
		245 - Gas Tax	135,000	-	135,000	-	-	-	-	-
		248 - SB1 RMRA	1,300,000	-	1,300,000	-	-	-	-	-
73187	Annual Slurry Seal Project	261 - ISTE	600,000	-	600,000	-	-	-	-	-
73188	Sidewalk, Curb, and Gutter Repair FY 22-26	245 - Gas Tax	300,000	-	300,000	-	-	-	-	-
73189	Street Repair Program (PW)	245 - Gas Tax	200,000	-	200,000	-	-	-	-	-
73190	Valpico Road Widening - Tracy Blvd to MacArthur Drive	375 - Core Area Traffic	10,000,000	-	10,000,000	-	-	-	-	-
73191	Grant Line Road Widening Project	375 - Core Area Traffic	5,000,000	-	5,000,000	-	-	-	-	-
73192	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	301 - General Projects	3,500,000	-	3,500,000	-	-	-	-	-
73XXX	Annual Pavement Rehabilitation Project	242 - Transp Sales Tax	540,000	-	540,000	540,000	540,000	540,000	540,000	-
		245 - Gas Tax	135,000	-	135,000	135,000	135,000	135,000	135,000	-
		248 - SB1 RMRA	1,300,000	-	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	-
73XXX	Annual Slurry Seal Project	261 - ISTE	600,000	-	600,000	600,000	600,000	600,000	600,000	-
73XXX	Street Repair Program (PW)	245 - Gas Tax	200,000	-	200,000	200,000	200,000	200,000	200,000	-
73XXX	Sidewalk, Curb, and Gutter Repair	245 - Gas Tax	250,000	-	250,000	250,000	250,000	250,000	250,000	-
73XXX	Deferred Streets Maintenance	301 - General Projects	-	-	-	4,000,000	4,000,000	4,000,000	4,000,000	-
			117,636,694	12,505,266	54,331,428	34,575,000	7,025,000	7,025,000	7,025,000	16,200,000



Capital Improvement Plan

Category: Streets & Highways

73084: New Interchange - I-205 & Lammers Road - Ph I, EIR Study

Active Project

Project Budget: \$1,008,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: The project will construct the I-205/Lammers Road/ Eleventh Street Interchange, construct auxiliary lanes east of the Hansen Road Overcrossing, realign and widen Eleventh Street to 6 lanes and implement local street improvements. The project is currently in the CEQA approval phase.

Justification: Residents in San Joaquin County have one of the longest commute times in the nation. The construction of a new interchange at Lammers Road and I-205 is necessary to relieve traffic congestion from the I-205 corridor to the City of Tracy and Mountain House areas. The project will provide connectivity to both east and westbound ramps from Eleventh Street and Byron Road. It will also provide access to the International Park of Commerce, the County's largest planned industrial park.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
356 - Tracy Gateway Area	\$ 35,846	\$ 257,154	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 293,000
392 - Reg Transport Impact	\$ 416,176	\$ 298,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 715,000



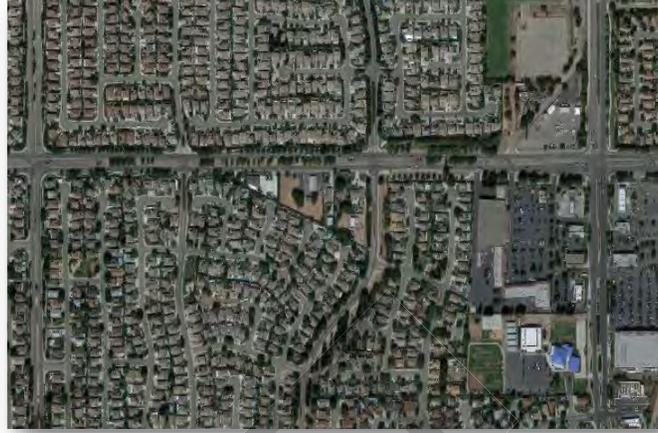
Capital Improvement Plan

Category: Streets & Highways

73103: Widening - Corral Hollow, 11th to Schulte

Active Project

Project Budget: \$740,829
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2025/2026
Est. Completion Date: 2026/2027



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Widening from a 4-lane arterial to a 6-lane major arterial which includes modification of existing 40' median to accommodate 2 traffic lanes. Median modifications include new landscaping, irrigation system and installation of new railroad crossing arms.

Justification: This is required by the City's Road Master Plan.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
375 - Core Traffic	\$ 191,438	\$ 549,391	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 740,829



Capital Improvement Plan

Category: Streets & Highways

73109: I-205 at Chrisman Rd Interchange

Active Project

Project Budget: \$1,696,290
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date: 2023/2024



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Construction of new interchange, including ramps, to provide access to the northeast and southeast areas of Tracy.

Justification: The construction of this new interchange is to accommodate new industrial development and northeast developments. The cost of the project will be shared by the City of Lathrop.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 110,357	\$ 205,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 316,076
363 - TIMP Traffic	\$ 11,240	\$ 1,368,974	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,380,214



Capital Improvement Plan

Category: Streets & Highways

73144: Widening - Corral Hollow, Linne to Old Schulte

Active Project

Project Budget: \$6,111,938
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Widen existing road from a 2 lane rural road to a 4 lane major arterial between Old Schulte Road and Linne Road.
Construction - FY19-22.

Justification: To accommodate traffic generation/circulation within new/proposed development in the south side of the City.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
245 - Gas Tax	\$ 82,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,735
363 - TIMP Traffic	\$ 1,753,023	\$ 1,118,564	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,871,587
392 - Reg Transport Impact	\$ 157,616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,616
Un-Funded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Capital Improvement Plan

Category: Streets & Highways

73146: I-205/Mountain House Overcrossing

Active Project

Project Budget: \$5,610,531
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date: 2025/2026



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Includes widening of the Mountain House Parkway overpass, construction of a westbound loop on-ramp and construction of a new intersection, relocation and widening of the westbound off-ramp, restriping of the eastbound off-ramp, widening of the eastbound on-ramp, restriping the northbound approach at the eastbound ramps to include two free right turn lanes, and signaling the intersections.

Justification: Required as part of the Transportation Master Plan to serve new development in the City.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
363 - TIMP Traffic	\$ 1,235,730	\$ 979,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,215,480
392 - Reg Transport Impact	\$ 1,337,881	\$ 2,057,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,395,051



Capital Improvement Plan

Category: Streets & Highways

73147: OC Upgrade-I580 & International Pkwy

Active Project

Project Budget: \$49,377,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date: 2023/2024



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project proposes to reconstruct the existing interchange and widen the overcrossing to increase traffic capacity and freight throughput. The Project will modify the current configuration to a diverging diamond interchange (DDI) and is also being designed to include continuous Class II bike lanes and sidewalks. The current configuration is a tight diamond (Type L-1) configuration. This would allow for free movements onto the interstate and important freight routes.

Justification: Required as part of the Transportation Master Plan to serve new development in the City. This project was awarded 2 TCEP Grants (\$18,531,000 & \$6,353,000).

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 2,541,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,541,000
261 - ISTEPA	\$ -	\$ 24,884,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,884,000
363 - TIMP Traffic	\$ 646,447	\$ 353,553	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ 14,000,000
392 - Reg Transport Impact	\$ 666,072	\$ 7,285,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,952,000



Capital Improvement Plan

Category: Streets & Highways

73148: International Parkway Bridge Replacement & Expansion Project at DMC

Active Project

Project Budget: \$101,205
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date: 2024/2025



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will replace the existing 34-foot wide 2-lane bridge over the Delta Mendota Canal on International Parkway, with a 151 feet span bridge. There will be a 2 ft separation between northbound and southbound spans. The area of the northbound span will be 6,654 square feet and the area of the southbound span will be 7,259 square feet. Both spans will slope from south to north at 0.6% longitudinal slope and a 2.0% cross slope.

Justification: Required as part of the Transportation Master Plan to serve new development in the City.

Fund Name	Expended	Carryover	< - - - - - Projected - - - - - >					Total
			FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	
363 - TIMP Traffic	\$ 17,938	\$ 83,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,205



Capital Improvement Plan

Category: Streets & Highways

73149: Bridge Widening Over CA Aqueduct and International Parkway

Active Project

Project Budget: \$101,716
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date: 2025/2026



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Widen bridge on Mountain House Parkway over the California Aqueduct and International Parkway. The bridge is approximately 350 LF and is currently 72 feet wide. Ultimate bridge is to be 100 feet in width.

Justification: Required as part of the Transportation Master Plan to serve new development in the City.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
363 - TIMP Traffic	\$ 10,858	\$ 90,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,716



Capital Improvement Plan

Category: Streets & Highways

73150: Bridge Widening Over Delta Mendota Canal on Old Schulte Rd

Active Project

Project Budget: \$101,716
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date: 2025/2026



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Widen bridge on W Schulte Road over the Delta Mendota Canal. The existing bridge is approximately 325 feet long and 49 feet wide. Ultimate bridge will be 85 feet wide.

Justification: Required as part of the Transportation Master Plan to serve new development in the City.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
363 - TIMP Traffic	\$ 25,786	\$ 75,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,716



Capital Improvement Plan

Category: Streets & Highways

73161: Widening - Corral Hollow I580 - Linne

Active Project

Project Budget: \$2,400,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Required per TIMP. The project will include design of bridges and Environmental Clearance. Current project is to be designed and made shelf ready for future funding opportunities and when TIMP funds are available.

Justification:

DRAFT

Fund Name	Expended	Carryover	<----- Projected ----->				Total
			FY2022/23	FY2023/24	FY2024/25	FY2025/26	
301 - General Projects	\$ 1,002,720	\$ 897,280	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000
363 - TIMP Traffic	\$ 10,167	\$ 489,833	\$ -	\$ -	\$ -	\$ -	\$ 500,000



Capital Improvement Plan

Category: Streets & Highways

73171: City Sidewalk - 6th St & West St

Active Project

Project Budget: \$305,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2019/2020
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: 6th & West need modified curb ramps. New sidewalk along West Street (north of Mt. Diablo Avenue) will provide sidewalk and improved drainage in front of several residences where there are currently no sidewalks.

Justification: ADA compliance.

DRAFT

<- - - - - Projected - - - - ->									
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total	
245 - Gas Tax	\$ 40,123	\$ 264,877	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305,000



Capital Improvement Plan

Category: Streets & Highways

73173: Roadway Master Plan

Active Project

Project Budget: \$800,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life - Adopt new Citywide Infrastructure Master Plans

Description: The City of Tracy Citywide Roadway and Transportation Master Plan was updated in November 2012. The Citywide Road and Transportation and Bikeways Master Plan update will outline existing Master Plan facilities and upgrades needed to accommodate the traffic that is forecasted to be generated within the City's Sphere of Influence (SOI) under a fully developed condition.

Justification: Changes in state law, including Senate Bill 743, now require agencies to use a new metric to analyze traffic impacts to keep in conformance with environmental requirements. This new metric is VMT (Vehicle Miles Traveled). This project to update the Transportation Master Plan will include analysis and recommendations for the City to keep current with the new VMT metric. The Citywide Road and Transportation and Bikeways Master Plan update will also reflect changes and refinements in roadway infrastructure planning approaches for some areas, and new regulatory requirements that have been adopted at the State and Local level.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
363 - TIMP Traffic	\$ 398,108	\$ 151,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000
391 - Program Management	\$ 167,515	\$ 82,485	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000



Capital Improvement Plan

Category: Streets & Highways

73175: Tracy Boulevard Sidewalk

Active Project

Project Budget: \$724,581
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Tracy Boulevard is an existing four lane arterial with frontage improvements and a landscaped median. A segment of the road north and south of Gandy Dancer Drive does not have sidewalks on the site. The proposed improvements include construction of Portland Cement Concrete sidewalks on the east side of the street to conform with existing sidewalks.

Justification: This Project will close the missing sidewalk gap to the ACE Train Station parking lot immediately south of the project area.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 69,154	\$ 589,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 658,581
301 - General Projects	\$ -	\$ 66,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,000



Capital Improvement Plan

Category: Streets & Highways

73176: Street Patch & Overlay Program FY20

Active Project

Project Budget: \$2,175,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2019/2020
Est. Completion Date: 2021/2022



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Street patch and overlay annual program and location to be determined by the City's Pavement Management Program. Locations: Naglee Road (from Grant Line Road to Pavilion Parkway); Naglee Road (from Larch Road to 331 feet south of Larch Road); Hollywood Avenue (from Holly Drive to Mae Avenue).

Justification: Annual Pavement Rehabilitation Program to increase the overall Pavement Condition Index (PCI) of the City streets.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 5,150	\$ 534,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540,000
245 - Gas Tax	\$ -	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000
248 - SB1 RMRA	\$ 751,420	\$ 748,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000



Capital Improvement Plan

Category: Streets & Highways

73177: ADA Accessibility Improvements

Active Project

Project Budget: \$430,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: New ADA parking stalls along 10th Street; install crosswalk and upgrade curb ramps at intersection of 9th and East Street; and sidewalk, curb, and gutter repair along 6th Street, 7th Street, and E Street.

Justification: Community Development Block Grant (CDBG) ADA Project for low- to moderate-income areas.

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< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 44,760	\$ 235,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,000
268 - Comm Dev Block Grant	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000



Capital Improvement Plan

Category: Streets & Highways

73178: Pavement Rehabilitation Project FY21

Active Project

Project Budget: \$4,411,862
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Street patch and overlay annual program. Locations: Lowell Avenue (between Orchard Parkway and Tracy Boulevard) and Lincoln Boulevard (between Lowell Avenue and 11th Street).

Justification: Annual Pavement Rehabilitation Program to increase the overall Pavement Condition Index (PCI) of City Streets

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 196,867	\$ 393,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,000
245 - Gas Tax	\$ -	\$ 585,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 585,000
248 - SB1 RMRA	\$ 29,036	\$ 1,923,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,952,699
261 - ISTEPA	\$ -	\$ 1,284,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,284,163



Capital Improvement Plan

Category: Streets & Highways

73179: Pavement Management System Update

Active Project

Project Budget: \$125,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Quality of Life - Complete PCI Road Conditions study

Description: Street condition surveys; update StreetSaver; renew StreetSaver subscription (\$2,500 annually); hard copy and digital Pavement Management System Update Report; \$2,500 for StreetSaver subscription renewal; \$47,500 for Consultant to perform street condition surveys, update StreetSaver, and provide reports.

Justification: Pavement Management System last updated in May 2017; Pavement Management System should be updated every 2-4 years.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 9,419	\$ 115,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000



Capital Improvement Plan

Category: Streets & Highways

73180: Sidewalk, Curb, and Gutter Repair

Active Project

Project Budget: \$350,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2019/2020
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Sidewalk, curb, and gutter repair; curb ramp upgrades; citywide

Justification: ADA compliance

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ 26,998	\$ 323,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000



Capital Improvement Plan

Category: Streets & Highways

73181: Asphalt Concrete Pedestrian Path Installation on Lammers

Active Project

Project Budget: \$80,581
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Installation of an Asphalt Concrete Pedestrian Path on the east side of Lammers Road, between Red bridge Road and Kimball High School, to assist with the safe movement of pedestrians and bicyclists.

Justification: SJCOG's Measure K Noncompetitive Bicycle, Pedestrian, and Safe Routes to School Program

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 80,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,581



Capital Improvement Plan

Category: Streets & Highways

73183: Pavement Rehabilitation Project FY 21-22

Active Project

Project Budget: \$2,530,445
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Pavement Rehabilitation of Various Street Segments based on their Pavement Condition Index (PCI)

Justification: Pavement rehabilitation by overlays or reconstruction is essential to reach the City's goal of achieving higher overall PCI for the roadway network; available funding is dependent on previous year's pavement rehabilitation projects carryover funds, and the SB1 funds received during the current fiscal year.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540,000
245 - Gas Tax	\$ -	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000
248 - SB1 RMRA	\$ 51,201	\$ 1,162,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,213,747
261 - ISTEPA	\$ -	\$ 641,698	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 641,698



Capital Improvement Plan

Category: Streets & Highways

73184: Slurry Seal FY21-22

Active Project

Project Budget: \$600,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Performing Slurry Sealing of various street segments as preventative maintenance.

Justification: Preventive maintenance is required to prevent the streets from further deterioration and dropping its pavement condition index (PCI). Project is essential to reach the City's goal of achieving higher overall PCI for the roadway network.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
248 - SB1 RMRA	\$ 3,485	\$ 596,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000



Capital Improvement Plan

Category: Streets & Highways

73185: ADA Space Downtown

Active Project

Project Budget: \$55,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description:

Justification:

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<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
252 - ARPA/Cares ACT	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000



Capital Improvement Plan

Category: Streets & Highways

73186: Annual Pavement Rehabilitation Project FY22/23

Proposed Project

Project Budget: \$1,975,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description:

Justification:

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<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ -	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ 540,000
245 - Gas Tax	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ 135,000
248 - SB1 RMRA	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000



Capital Improvement Plan

Category: Streets & Highways

73187: Annual Slurry Seal Project FY22/23

Proposed Project

Project Budget: \$600,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description:

Justification:

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
261 - ISTE A	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000



Capital Improvement Plan

Category: Streets & Highways

73188: Curb Ramp Improvements FY22/23

Proposed Project

Project Budget: \$300,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Construct curb ramps throughout the City: Madison Avenue and Beverly Place (2), Lowell Avenue and Henley Parkway (4), Madison Avenue and Beverly Place (4), Cherry Blossom Lane and English Oaks Avenue (4), Cypress Drive and Alden Glen Drive (3), Cypress Drive and Lauriana Lane (3), Tennis Lane and Redwood Avenue (2), Harding Avenue and 12th Street (2), Chester Drive and Marlin Place (2), Chester Drive and Linda Place (2), Marlin Place and Linda Place (2)

Justification: ADA accessible curb ramps are needed at many locations throughout the City. 11 locations were selected for curb ramp installation or improvements, residential locations in the vicinity of schools were selected for this project. Project can be reduced as needed depending on available funding.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000



Capital Improvement Plan

Category: Streets & Highways

73189: Street Repair Program (PW)

Proposed Project

Project Budget: \$200,000
Project Manager: Anju Pillai
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date: 2023/2024



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will be an ongoing funding amount allocated for contracted medium-term repairs of roadways. The program will allow for on-call contracted services that will make repairs that are beyond the scope/resources of the Public Works Department, or beyond the allowable expenditure amounts per Public Contracting Code and current TMC for in-house maintenance staff.

Justification: The program is intended to fill a gap in services that will allow PW crews to continue making short-term, and some mid-term repairs, and provide relief prior to the initiation of large, CIP reconstruction of roadways. With an overall Pavement Condition Index (PCI) in the 60's, the goal is to raise that to the at least the 80's. Community surveys, customer work requests data, claims against the City related to roadway conditions, and Council comments support this goal. A sustained, multi-pronged approach including this program will better allow progress to this goal to be made over time.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000



Capital Improvement Plan

Category: Streets & Highways

73190: Valpico Road Widening - Tracy Blvd to MacArthur Drive

Proposed Project

Project Budget: \$10,000,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will involve the roadway widening of Valpico Road from Tracy Blvd to MacArthur Drive, with two lanes in each direction, complete with all necessary improvements like curb, gutter, sidewalk, median, irrigation facilities, landscaping, drainage facilities, street lighting, signage and striping.

Justification: The design of Valpico Road Widening between Tracy Blvd and MacArthur Drive was done in FY 2013/14 under CIPs 73061 and 73095 by Stantec Consulting Services, Inc., of Modesto, CA. The project did not proceed into construction due to lack of sufficient funding. This segment is in need of adequate widening due to the high volume of traffic created by the residential and commercial growth in the City. The current design files will need to be re-evaluated for compliance with current design standards and any changes in the field over the past decade, necessary right-of-way purchased, and improvements built.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
375 - Core Traffic	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000



Capital Improvement Plan

Category: Streets & Highways

73191: Grant Line Road Widening Project

Proposed Project

Project Budget: \$5,000,000
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will involve the roadway widening of Grant Line Road from Bryon Road to Lammers Road, with two lanes in each direction, complete with all necessary improvements like curb, gutter, sidewalk, median, irrigation facilities, landscaping, drainage facilities, street lighting, signage and striping, and any modifications to the signals in this corridor.

Justification: Grant Line Road is planned to have 2 lanes in each direction in the Transportation Master Plan between Lammers Road and Byron Road. Currently, only a small portion of this segment of the road has been widened. This corridor operates at deficient LOS because Grant Line Road is a major connection for County Traffic to access Byron Road. In addition, Grant Line Road also connects to the existing regional commercial centers. The City also received CMAQ grant for the Adaptive Traffic Signal system for Grant Line Road between Byron Road and Naglee Road (CIP 72123). It is recommended to implement the adaptive system after the widening is complete.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
375 - Core Traffic	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000



Capital Improvement Plan

Category: Streets & Highways

73192: Reconstruction Bessie Ave Between Lowell Ave & Grant Line Rd

Proposed Project

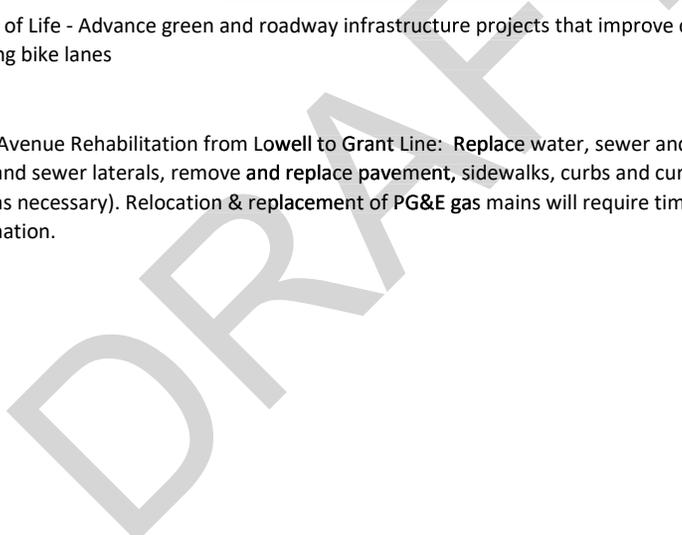
Project Budget: \$3,500,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Bessie Avenue Rehabilitation from Lowell to Grant Line: Replace water, sewer and storm drain mains, water and sewer laterals, remove and replace pavement, sidewalks, curbs and curb ramps, and street trees (as necessary). Relocation & replacement of PG&E gas mains will require time for utility coordination.

Justification:



<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000



Capital Improvement Plan

Category: Streets & Highways

73XXX: Annual Pavement Rehabilitation Project

Proposed Project

Project Budget: \$1,975,000 (Annual)
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2023/2024
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description:

Justification:

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<----- Projected ----->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ -	\$ -	\$ 540,000	\$ 540,000	\$ 540,000	\$ 540,000	\$ 2,160,000
245 - Gas Tax	\$ -	\$ -	\$ -	\$ 135,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 540,000
248 - SB1 RMRA	\$ -	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000	\$ 5,200,000



Capital Improvement Plan

Category: Streets & Highways

73XXX: Annual Slurry Seal Project

Proposed Project

Project Budget: \$600,000 (Annual)
Project Manager: Anju Pillai
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2023/2024
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description:

Justification:

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Fund Name	Expended	Carryover	<----- Projected ----->				Total	
			FY2022/23	FY2023/24	FY2024/25	FY2025/26		FY2026/27
261 - ISTEА	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 2,400,000



Capital Improvement Plan

Category: Streets & Highways

73XXX: Street Repair Program (PW)

Proposed Project

Project Budget: \$200,000 (Annual)
Project Manager: Anju Pillai
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2023/2024
Est. Completion Date:



Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: This project will be an ongoing funding amount allocated for contracted medium-term repairs of roadways. The program will allow for on-call contracted services that will make repairs that are beyond the scope/resources of the Public Works Department, or beyond the allowable expenditure amounts per Public Contracting Code and current TMC for in-house maintenance staff.

Justification: The program is intended to fill a gap in services that will allow PW crews to continue making short-term, and some mid-term repairs, and provide relief prior to the initiation of large, CIP reconstruction of roadways. With an overall Pavement Condition Index (PCI) in the 60's, the goal is to raise that to the at least the 80's. Community surveys, customer work requests data, claims against the City related to roadway conditions, and Council comments support this goal. A sustained, multi-pronged approach including this program will better allow progress to this goal to be made over time.

<----- Projected ----->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
245 - Gas Tax	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000



Capital Improvement Plan

Category: Streets & Highways

73XXX: Sidewalk, Curb, and Gutter Repair

Active Project

Project Budget: \$250,000 (Annual)
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2023/2024
Est. Completion Date:



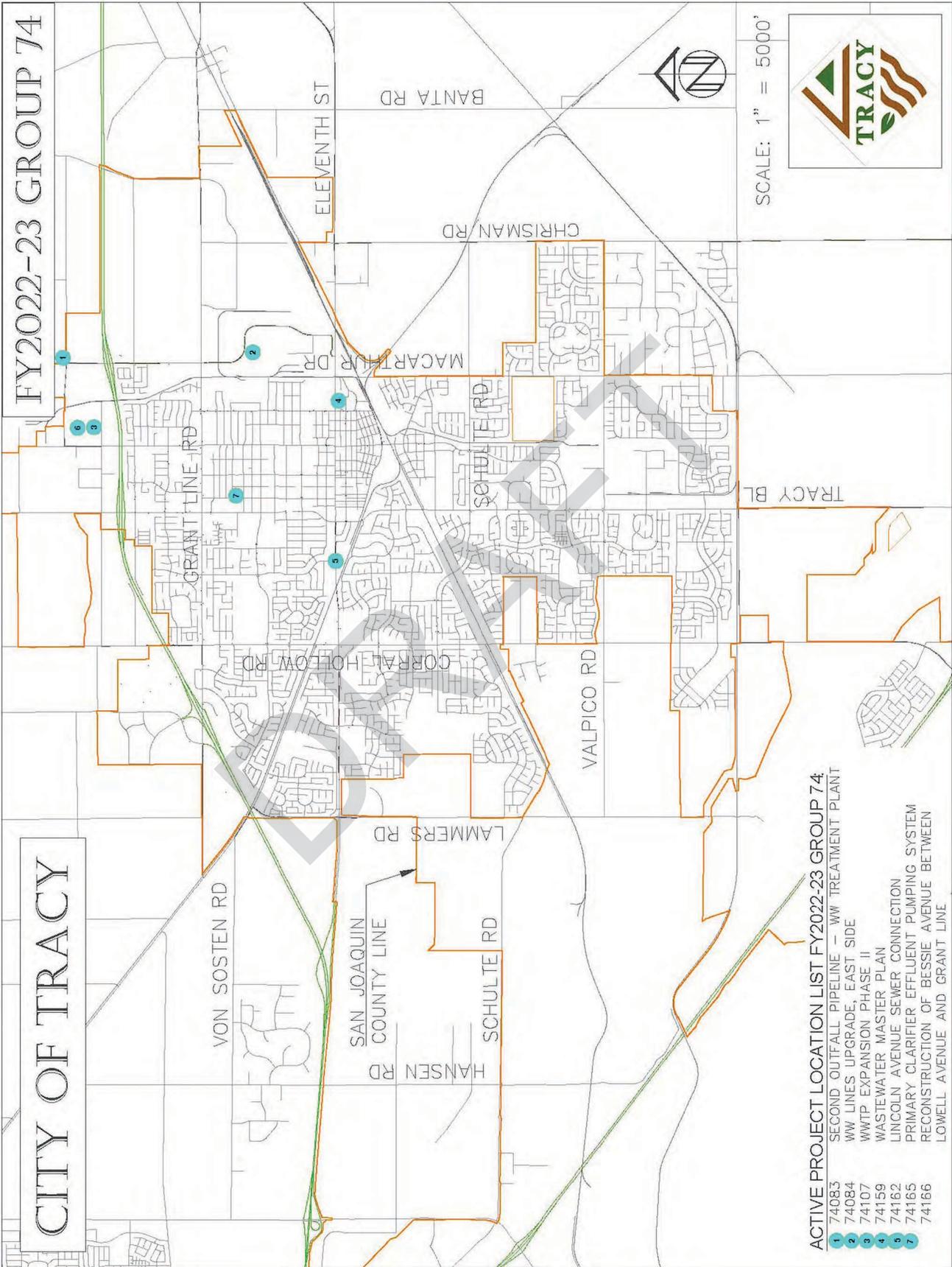
Council Strategic Priority: Quality of Life - Advance green and roadway infrastructure projects that improve connectivity, including bike lanes

Description: Sidewalk, curb, and gutter repair; curb ramp upgrades; citywide

Justification: ADA compliance

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Fund Name	Expended	Carryover	<----- Projected ----->				Total	
			FY2022/23	FY2023/24	FY2024/25	FY2025/26		
245 - Gas Tax	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,000,000





Group 74: Wastewater Improvements

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	Projected			Unfunded Amount	
						FY2022/23	FY2023/24	FY2024/25		
74083	Second Outfall Pipeline - WW Treatment Plant	376 - Core Wastewater	5,000,000	4,781,816	218,184	-	-	-	-	
74084	WW Lines Upgrade, East Side	523 - Wastewater Capital	34,900,000	26,092,535	8,807,465	-	-	-	-	
74107	WWTP Expan Phase II	376 - Core Wastewater	756,000	34,987	721,013	-	-	-	4,284,090	
74159	Wastewater Master Plan	523 - Wastewater Capital	29,773,689	4,902,169	24,871,520	-	-	-	-	
74162	Lincoln Avenue Sewer Connection	364 - TIMP Wastewater	1,226,311	1,226,311	-	-	-	-	-	
74163	Lincoln Blvd Sewer Main & Lateral Replacement	364 - TIMP Wastewater	781,200	509,902	271,298	-	-	-	-	
74164	Primary Clarifier Effluent Pumping System	523 - Wastewater Capital	200,000	-	200,000	-	-	-	-	
74165	Sewer Capacity Upgrade	523 - Wastewater Capital	372,000	6,108	365,892	-	-	-	-	
74166	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	523 - Wastewater Capital	450,000	-	450,000	-	-	-	-	
74167	HACH WIMS eSMT Report Auto Generator	337 - Ellis Area Wastewater	400,000	-	400,000	-	-	-	-	
74XXX	Clean up of Pond 1 and Berm	364 - TIMP Wastewater	2,600,000	-	2,600,000	-	-	-	-	
74XXX	WWTP and lift station PLC Replacement	252 - ARPA	1,900,000	-	-	1,900,000	-	-	-	
74XXX	Digester Flare Gas upgrade	523 - Wastewater Capital	120,000	-	-	120,000	-	-	-	
74XXX	Replace Turblex Blowers	523 - Wastewater Capital	1,750,000	-	-	-	-	-	1,750,000	
74XXX	Replace Primary Effluent Pumps	523 - Wastewater Capital	650,000	-	-	-	-	-	650,000	
74XXX	Relocate Electrical System from Basement to Electrical Room	523 - Wastewater Capital	1,000,000	-	-	-	-	-	1,000,000	
74XXX	HVAC & Roof Replacement - WWTP - LAB/Admin Building	523 - Wastewater Capital	1,800,000	-	-	-	-	-	1,800,000	
74XXX	Sewer Main and Lateral Annual Replacements	523 - Wastewater Capital	1,100,000	-	-	-	-	-	1,100,000	
74106	Larch Rd Pump Station Repairs	523 - Wastewater Capital	1,000,000	-	-	-	-	-	1,000,000	
74127	Aeration Diffuser Replacement	523 - Wastewater Capital	450,000	-	-	-	-	-	450,000	
74128	Security System Cameras WWTP	523 - Wastewater Capital	1,200,000	-	-	-	-	-	6,000,000	
74138	FOG Removal & Septage Rec System	523 - Wastewater Capital	2,461,306	171,306	-	-	-	-	2,290,000	
74139	Screen & Grit Removal	523 - Wastewater Capital	430,248	30,248	-	-	-	-	400,000	
74160	Chemical Disinfection System Replacement & Expansion	523 - Wastewater Capital	407,793	7,793	-	-	-	-	400,000	
		523 - Wastewater Capital	730,000	130,000	-	-	-	-	600,000	
		523 - Wastewater Capital	730,000	130,000	-	-	-	-	600,000	
		523 - Wastewater Capital	1,875,887	75,887	-	-	-	-	1,800,000	
						94,064,434	38,099,062	38,905,372	2,020,000	24,124,090



Capital Improvement Plan

Category: Wastewater Improvements

74083: New Outfall Pipeline WW Treatment Plant- Larch Rd & Holly Dr

Active Project

Project Budget: \$39,900,000
Project Manager: Kul Sharma
Department: Utilities
Project Type: Capital Asset
Start Date: 2013/2014
Est. Completion Date: 2022



Council Strategic Priority: Quality of Life

Description: Construction of a second wastewater effluent discharge pipeline to the Old River. Approximately 3.5 miles of 42" diameter pipe crossing under the Tom Paine Slough and Paradise Cut. The project includes a second diffuser in the Old River.

Justification: The existing 33" diameter outfall pipeline is at capacity is nearly 40 years old, and is constructed of asbestos cement which is a brittle material subject to cracking. The failure of the one current pipeline would result in a significant problem with wastewater disposal and possible WW environmental violations and large fines.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
376 - Core Wastewater	\$ 4,781,816	\$ 218,184	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
523 - Wastewater Capital	\$ 26,092,535	\$ 8,807,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,900,000



Capital Improvement Plan

Category: Wastewater Improvements

74084: WW Line Upgrades - East Side Sewer mains on Grant Line Rd

Active Project

Project Budget: \$5,040,090
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Fix existing bottleneck on East Side Sewer mains south of Grant Line Road and MacArthur intersection. Install 4,000 LF of parallel 24 inch line or replace existing line 30 inch line south of Grant Line Rd.

Justification: In order to provide adequate conveyance of sewer for the ISP South area, portions of the sewer main have to be upgraded. The existing bottleneck must be fixed. This project will be done in conjunction with the Grant Line Rd reconstruction project, CIP 7352. The project was triggered by the high density ISP South site or Infill projects that need to connect to the East Side Sewer.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
376 - Core Wastewater	\$ 34,987	\$ 721,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 756,000
Un-Funded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,284,090



Capital Improvement Plan

Category: Wastewater Improvements

74107: Wastewater Treatment Plant Expansion - Phase 2

Active Project

Project Budget: \$31,000,000
Project Manager: Kul Sharma
Department: Utilities
Project Type: Capital Asset
Start Date: 2020/2021
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life - Complete Phase 2B Wastewater Treatment Plan Expansion

Description: Expansion of treatment capacity to handle the additional inflow resulting from new development in the city. Expansion of pumping, primary treatment, secondary treatment, operations and administration building, paved drying beds, and digester.

Justification: Expansion of WW facilities is needed to meet the demands of future anticipated development. Funding to be provided by new development. The expanded facility needs additional space for the operational and administrative staff. This project is funded by new development.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
364 - TIMP Wastewater	\$ 1,226,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,226,311
523 - Wastewater Capital	\$ 4,902,169	\$ 24,871,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,773,689



Capital Improvement Plan

Category: Wastewater Improvements

74159: Wastewater Masterplan

Active Project

Project Budget: \$781,200
Project Manager: Paul Verma
Department: Utilities
Project Type: Capital Improvement
Start Date: 2015/2016
Est. Completion Date:



Council Strategic Priority: Quality of Life - Adopt new Citywide Infrastructure Master Plans

Description: The Tracy Wastewater Master Plan is a planning level document that outlines existing wastewater collection system facilities and upgrades needed to accommodate wastewater system demand within the City's Sphere of Influence under a fully developed condition.

Justification: The current Wastewater System Master Plan was prepared by CH2M Hill and adopted by City Council in early 2013 to provide a comprehensive planning document that identifies the required improvements to the existing Wastewater System to accommodate new growth consistent within 2011 General Plan Update. However, recent development patterns and forecasts have revised the growth estimates creating the need for an update to the Wastewater System Master Plan.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
364 - TIMP Wastewater	\$ 509,902	\$ 271,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 781,200



Capital Improvement Plan

Category: Wastewater Improvements

74162: Lincoln Avenue Sewer Connection

Active Project

Project Budget: \$200,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Connect the Lincoln Ave sanitary sewer to the Citywide collection system, remove underground holding tank at 11th and Lincoln.

Justification: Currently Public Works staff have to regularly pump out a collection tank that holds the waster from the Lincoln Avenue sanitary sewer, which is not connected to the Citywide collection system. This is an ongoing time and expense that prevents PW staff from addressing other critical sanitary sewer repairs.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000



Capital Improvement Plan

Category: Wastewater Improvements

74163: Lincoln Blvd Sewer Main & Lateral Replacement

Active Project

Project Budget: \$372,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace 460 feet of 8" sanitary sewer and 11 lateral connections to residences.

Justification: The sewer and laterals in this section of Lincoln are asbestos concrete pipe which is failing and requires frequent repairs by the Public Works department. A notice to proceed with construction will be issued in April, with work planned in May & June.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 6,108	\$ 365,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 372,000



Capital Improvement Plan

Category: Wastewater Improvements

74164: Primary Clarifier Effluent Pumping System

Active Project

Project Budget: \$450,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace existing dysfunctional Pumping System electronics.

Justification: The Variable Frequency Drives (VFD), the Program Logistics Controls (PLC) and associated wiring and the software related to the four (4) primary pumps have aged and have been problematic. Due to these problems, the pumps do not restart sometimes after a power failure. The reliability of operation in these critical units, of transporting the primary clarifier effluent, is low. In the event of temporary failure of these units, the surrounding area including the old, unused and out of service rectangular clarifiers get flooded and create unsafe conditions. The out of service rectangular primary tanks will be demolished soon to make space for the new expansion project. The resolution involves replacing the VFD's and PLC's and to program the system to be compatible with the Primary Clarifier's new electronic control system with a total estimated cost of \$450,000 for this CIP.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000



Capital Improvement Plan

Category: Wastewater Improvements

74165: Sewer Capacity Upgrade - Corral Hollow between Schulte & 11th

Active Project

Project Budget: \$3,000,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life

Description: Sewer Capacity Upgrade in Corral Hollow between Schulte and Field View (Phase 2 Choke Points on Corral Hollow).

Justification: The project will install 5,800 linear feet of 30" pipe in Corral Hollow Blvd from Schulte to Field View Drive. The project is identified in the current Wastewater Master Plan as the Phase 2 Choke Points on Corral Hollow and is now needed to provide service for the increased demands from new development areas to the south. Design will begin in July of 2022 and construction is anticipated to begin in early 2023.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
337 - Ellis Area Wastewater	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
364 - TIMP Wastewater	\$ -	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000



Capital Improvement Plan

Category: Wastewater Improvements

74166: Reconstruction Bessie Ave Between Lowell Ave & Grant Line Rd Proposed Project

Project Budget: \$1,900,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Bessie Avenue Rehabilitation from Lowell to Grant Line: Replace water, sewer and storm drain mains, water and sewer laterals, remove and replace pavement, sidewalks, curbs and curb ramps, and street trees (as necessary)

Justification: Design work will begin in July of 2022. Construction is anticipated to begin in early 2023 and will probably be ongoing through the 2023 calendar year.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
252 - ARPA/Cares ACT	\$ -	\$ -	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000



Capital Improvement Plan

Category: Wastewater Improvements

74167: HACH WIMS eSMT Report Auto Generator

Proposed Project

Project Budget: \$120,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Upgrade HACH Water Information Management Solution (WIMS) system to automatically generate state-required Self-Monitoring and Reports (eSMR). Currently data are semi-manually compiled to create reports.

Justification:

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<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Clean up of Pond 1 and Berm

Proposed Project

Proposed Budget: \$1,750,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The pond Receives wastewater which is rich in solids; the pond has not been cleaned for a long time.

Justification: Built up solids render the pond useless and threaten treatment. Once cleaned, the pond can be operated with continuous removal protocol, minimizing large clean up efforts.

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Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: WWTP and lift station PLC Replacement

Proposed Project

Proposed Budget: \$650,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Programmable Logic Controllers, PLCs, are critical to the many 'controlled' components of the treatment plant.

Justification: Life Cycle replacement strategy requires replacing these units

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Digester Flare Gas upgrade

Proposed Project

Proposed Budget: \$1,000,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The digester flare system needs to be repaired and replaced.

Justification:

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<- - - - - Projected - - - - ->								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Relocate Old Chlorine Building Generator to Headworks

Proposed Project

Proposed Budget: \$450,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification:

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<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Replace Turblex Blowers

Proposed Project

Proposed Budget: \$1,800,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification: The air blowers supply essential air to the aeration basins where much of the treatment of the waste is performed.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Replace Primary Effluent Pumps

Proposed Project

Proposed Budget: \$1,100,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Essential pumps to transport primary settled wastewater to the next step in treatment, i.e., the aeration basins

Justification: Life Cycle replacement strategy requires replacing these units.

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Relocate Electrical System from Basement to Electrical Room

Proposed Project

Proposed Budget: \$1,000,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification:

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<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: HVAC & Roof Replacement - WWTP - LAB/Admin Building

Proposed Project

Proposed Budget: \$450,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification:

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<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000



Capital Improvement Plan

Category: Wastewater Improvements

74XXX: Sewer Main and Lateral Annual Replacements

Proposed Project

Proposed Budget: \$1,200,000 (Annual)
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification: Annual maintenance program needed for replacements.

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Fund Name	Expended	Carryover	<----- Projected ----->				Total
			FY2022/23	FY2023/24	FY2024/25	FY2025/26	
523 - Wastewater Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000



Capital Improvement Plan

Category: Wastewater Improvements

74106: Larch Rd Pump Station Repairs

Unfunded Project

Proposed Budget: \$2,461,306
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Complete new sanitary sewer pump station to replace the existing pump station.

Justification: The existing pump station was constructed in approximately 1986. Because of increased flow volume and rates, the existing wet well is hydraulically undersized. The existing site is too small to accommodate a larger wet well. An alternate site is located across the street. This project is needed to accommodate current growth. The property should be acquired, design should be completed before proceeding for construction.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 171,306	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,461,306



Capital Improvement Plan

Category: Wastewater Improvements

74127: Aeration Diffuser Replacement

Unfunded Project

Proposed Budget: \$430,248
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Existing diffusers have run out of life and need replacement

Justification: Generally the aeration diffusers have 10 years of life. The existing 3 aeration basins are located at the southwestern part of the WWTP prior to the secondary clarifiers. The fourth aeration basin is located post tertiary treatment and prior to outflow. The aeration basins are full of grit and debris which needs to be removed, cleaned, and flushed. Equipment will be purchased from the vendor and installed in house. Removal of grit and debris will be done by a contractor.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 30,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,248



Capital Improvement Plan

Category: Wastewater Improvements

74128: Security System Cameras WWTP

Unfunded Project

Proposed Budget: \$407,793
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Fencing, Cameras, lighting upgrades, parking, paving. Project includes various plant improvements to improve safety and security of the facility. The improvements include installation new fence at the property boundaries, grading property, security cameras, lighting, and parking within the secured area.

Justification: There has been safety related issues at the WWTP. The intrusions have created a need to install the fence at the Plant Boundaries and grade existing areas to match the with boundary areas. The security cameras and lighting will provide safety and security improvements. In addition, parking within the secured areas are required to accommodate the plant staff.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 7,793	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 407,793



Capital Improvement Plan

Category: Wastewater Improvements

74138: FOG Removal & Septage Receiving Station

Unfunded Project

Proposed Budget: \$730,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Due to significant intrusion of fats, oils and grease through the headworks into the treatment process has created several challenges at treatment plant including shutdown of pump stations and clogging of pipes. In addition, the septage receiving station needs to be equipped for monitoring and controlling purposes.

Justification:

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< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730,000



Capital Improvement Plan

Category: Wastewater Improvements

74139: Screen & Grit Removal system

Unfunded Project

Proposed Budget: \$730,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace screens with a 1) Low maintenance more efficient screens with effective removal of rags and debris 2) Without delicate side-plates or similar weaknesses and install a grit removal system to prevent any grit from reaching the screens

Justification: Improvement/Replacement of screens is critical for operators of the plant

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730,000



Capital Improvement Plan

Category: Wastewater Improvements

74160: Chemical Disinfection System Replacement & Expansion

Unfunded Project

Proposed Budget: \$1,475,887
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The existing chemical system is near its terminal life. The currently used chemical systems are extremely hazardous. Most wastewater system in the state has shifted from gaseous system to liquid disinfection system. The project will help improve safety for the plant and City of Tracy.

Justification:

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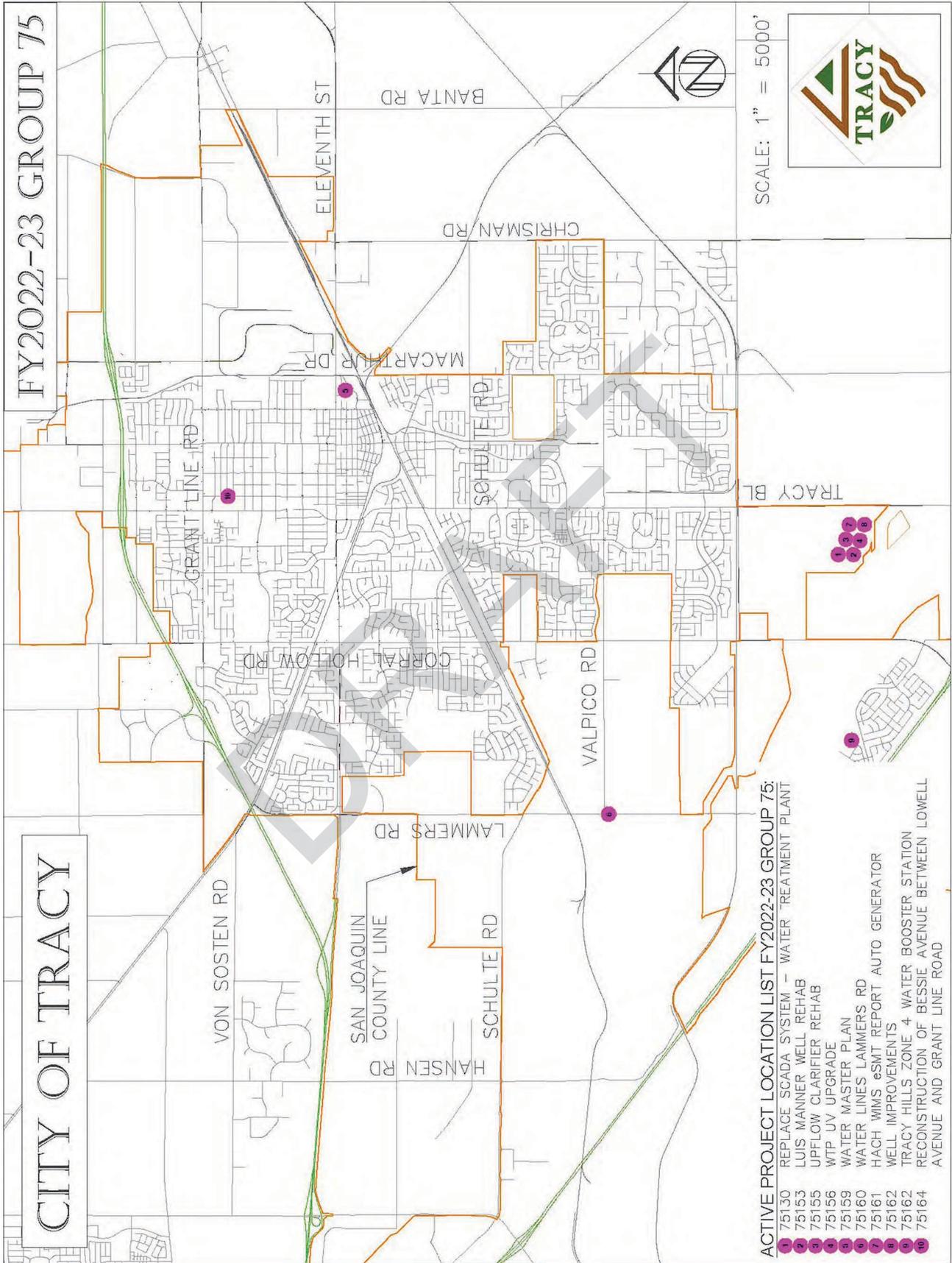
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Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
523 - Wastewater Capital	\$ 75,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,475,887



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Group 75: Water Improvements

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	Projected			Unfunded Amount					
						FY2022/23	FY2023/24	FY2024/25		FY2025/26	FY2026/27			
75130	Replace SCADA System - Water Treatment Plant	513 - Water Capital	675,000	364,465	310,535	-	-	-	-					
75153	Luis Manner Well Rehab	513 - Water Capital	964,973	438,825	526,148	-	-	-	-					
75155	Up Flow Clarifier Rehab	513 - Water Capital	400,000	-	400,000	-	-	-	-					
75156	WTP UV Upgrade	513 - Water Capital	400,000	146,378	253,622	-	-	-	-					
75160	Water Lines Lammers Rd	365 - TIMP Water	6,000,000	236,743	4,563,257	1,200,000	-	-	-					
75162	Well Improvements	513 - Water Capital	1,900,000	-	1,900,000	-	-	-	-					
75163	Tracy Hills Zone 5 Water Booster Station	513 - Water Capital	3,800,000	-	3,800,000	-	-	-	-					
75164	Reconstruction Bessie Avenue Between Lowell Avenue and Grant Line Road	252 - ARPA	1,750,000	-	-	1,750,000	-	-	-					
75165	Wells (1, 2, 3 and Lincoln) Study and Mitigation	513 - Water Capital	400,000	-	-	300,000	100,000	-	-					
75166	Larch Rd 12" Water Line Replacement	513 - Water Capital	2,500,000	-	-	250,000	-	-	2,250,000					
75167	Annual Water Service/Line Replacement	513 - Water Capital	100,000	-	-	100,000	-	-	-					
75168	Annual Water Valve Replacement	513 - Water Capital	100,000	-	-	100,000	-	-	-					
75169	Security System Implementation for City's Water Facilities	513 - Water Capital	1,000,000	-	-	100,000	-	-	900,000					
75170	Asset Management - CMMS Program Expansion	513 - Water Capital	200,000	-	-	200,000	-	-	-					
75XXX	Annual Water Service/Line Replacement	513 - Water Capital	100,000	-	-	-	100,000	100,000	-					
75XXX	Annual Water Valve Replacement	513 - Water Capital	100,000	-	-	-	100,000	100,000	-					
75XXX	Los Vaqueros Reservoir	513 - Water Capital	10,000,000	-	-	-	-	-	10,000,000					
75XXX	Filter Valves Replacement at JJWTP	513 - Water Capital	600,000	-	-	-	-	-	600,000					
75XXX	Water Intake Pump Station Rehabilitation at DMC - JJWTP	513 - Water Capital	200,000	-	-	-	-	-	200,000					
						31,189,973	1,186,411	11,753,562	4,000,000	300,000	200,000	200,000	200,000	13,950,000



Capital Improvement Plan

Category: Water Improvements

75130: SCADA Replacement

Active Project

Project Budget: \$675,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2017/2018
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Upgrades of Supervisor Control and Data Acquisition (SCADA) System - software and hardware which monitors and controls plant equipment and processes to maintain regulatory compliance, including necessary modifications and integration with Plant Programmable Logic Controllers (PLC).

Justification: At present, the SCADA software is obsolete and cannot be maintained which would leave the water treatment plant vulnerable. In order to compensate for this, staffing would have to double.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ 364,465	\$ 310,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,000



Capital Improvement Plan

Category: Water Improvements

75153: Luis Manner Well Rehab

Active Project

Project Budget: \$964,973
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2017/2018
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life

Description: Remove pump/shaft and clean/replace casing screens and testing sleeve as required and reinstall pump

Justification: Luis Manner Well is 35 years old and was rehabbed 25 years ago. It has manganese and chemical issues. The State Water Board is requiring the City to mitigate the chemical issues or abandon the well.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ 438,825	\$ 526,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,973



Capital Improvement Plan

Category: Water Improvements

75155: Up flow Clarifier Rehab

Active Project

Project Budget: \$400,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The Up flow clarifier is an important component of the water treatment process. Coagulation, flocculation and sedimentation are achieved through the up flow clarifier. The project involves rehab of the existing concrete structure, replacement of new flow circulation rake, sludge rake, settling tubes and the master support column including the gear box.

Justification: The State required the City to paint and remove all surface rust in the primary clarifier to put back into operation. The City completed a temporary fix (2-4 years) until funds could be appropriated for a full rehabilitation. The original clarifier was installed in 1978. In 1987, an upgrade was made to increase treatment capacity through the clarifier with the addition of settling tubes. This increased plant flow from 10 million gallons a day to 15 million gallons a day. The steel and concrete are from the original construction and are in a state of deterioration. If we do not complete this project, the State could prevent us from using the Clarifier. This would result in a potential loss of 15 million gallons a day of treated water.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000



Capital Improvement Plan

Category: Water Improvements

75156: WTP UV Upgrade

Active Project

Project Budget: \$400,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The UV system needs a complete upgrade to achieve State Validation for disinfection credit. This includes a computer upgrade and the replacement of obsolete components of the UV system.

Justification: The State of California Drinking Water Department requires that all water treated meets stringent disinfection requirements. Along with chlorine, the UV system is an integral part of the disinfection process.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ 146,378	\$ 253,622	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000



Capital Improvement Plan

Category: Water Improvements

75160: Water Lines Lammers Rd

Active Project

Project Budget: \$6,000,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Asset
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Construction of new water transmission main along Lammers Road to enable a connection from City-side Zone 3 in the Ellis Subdivision to the Cordes Ranch Specific Plan area.

Justification: To provide adequate storage and pressure for the Ellis subdivision and Cordes Ranch, a 20-inch water line on Lammers Road needs to be connected to the existing 24-inch water line on West Schulte Road. Construction of the 20-inch water line needs to be designed and constructed by the City under the proposed Capital Improvement Project. Project design is complete. Acquisition of pipeline easements is underway. Advertising for construction bids will begin when the pipeline easements have been secured.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
365 - TIMP Water	\$ 236,743	\$ 4,563,257	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000



Capital Improvement Plan

Category: Water Improvements

75162: Well Improvements

Active Project

Project Budget: \$1,900,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: This is an upgrade to the existing system to support new development and to meet the additional water demand during peak periods and drought conditions

Justification:

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ 1,900,000		\$ -	\$ -	\$ -	\$ -	\$ 1,900,000



Capital Improvement Plan

Category: Water Improvements

75163: Tracy Hills Zone 5 Water Booster Station

Active Project

Project Budget: \$3,800,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: 2022/2023



Council Strategic Priority: Quality of Life

Description: In order to serve the development of Vesting Tentative Subdivision Map, completion of the Tracy Hills Zone 5 Booster Pump Station at John Jones Water Treatment Plant is required. This pump station and associated work are depicted in the Improvement Plans titled "Tracy Hills Zone 5 Pump Station" prepared by West Yost Associates and approved by the City on October 2021.

Justification:

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ 3,800,000		\$ -	\$ -	\$ -	\$ -	\$ 3,800,000



Capital Improvement Plan

Category: Water Improvements

75164: Reconstruction Bessie Ave Between Lowell Ave & Grant Line Rd Proposed Project

Project Budget: \$1,750,000
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Bessie Avenue Rehabilitation from Lowell to Grant Line: Replace water, sewer and storm drain mains, water and sewer laterals, remove and replace pavement, sidewalks, curbs and curb ramps, and street trees (as necessary)

Justification:

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< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
252 - ARPA/Cares ACT	\$ -	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000



Capital Improvement Plan

Category: Water Improvements

75165: Wells (1, 2, 3 4 and Lincoln) Study and Mitigation

Proposed Project

Proposed Budget: \$400,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Study the existing wells (1,2,3,4 and Lincoln) to identify existing conditions of Bacteriological and PFOS and PFAS containment levels and initiate mitigations to address these issues. Addition to project: Well 3 casing has a recent hole in it. The wells need to be assessed for replacement.

Justification: The wells have shown bacteriological issues in recent years making these wells inadequate to run during certain times of the year. In addition, recent requirements from NPDES permit requirements require the staff to study PFOS and PFAS containments affecting these wells due to their close proximity to airport. The non compliance will limit City's production capacity and affect the water delivery during drought period.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 300,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 400,000



Capital Improvement Plan

Category: Water Improvements

75166: Larch Rd 12" Water Line Replacement

Proposed Project

Proposed Budget: \$2,500,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace 5400 LF of 12" water line and 58 services on Larch Rd. between Tracy Blvd. and Corral Hollow.

Justification: The 12" water main was installed in 1972 and was not wrapped in plastic. The soil in that area is very corrosive so the 12" line is rusting away. Public Works has had more than 40 service calls for leaks on this mile long pipe in 4 years. Larch Road is narrow and dangerous and requires traffic control with flaggers and a safety buffer. Water services are polybutylene, which has been found to give off harmful elements in residential water. If partially funded, design will be completed as soon as possible and a critical 400 foot section will be prioritized for replacement.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000



Capital Improvement Plan

Category: Water Improvements

75167: Annual Water Service Line Replacement

Proposed Project

Proposed Budget: \$100,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace approximately 2100 residential water service lines

Justification: We have approximately 2100 water services that are made of polybutylene (plastic). Polybutylene and cold chlorinated water do not get along and shortens the life expectancy from 30 yrs. to 10-15 yrs. They are the main feed to the houses so they always have cold chlorinated water in them. All of ours are 30+ years old and need to be replaced.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000



Capital Improvement Plan

Category: Water Improvements

75168: Annual Water Valve Replacement

Proposed Project

Proposed Budget: \$100,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Annual - Replace Water Distribution Valves in various parts of the City.

Justification:

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<- - - - - Projected - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 100,000					\$ 100,000



Capital Improvement Plan

Category: Water Improvements

75169: Security System Implementation for City's Water Facilities

Proposed Project

Proposed Budget: \$1,000,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification:

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< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000



Capital Improvement Plan

Category: Wastewater Improvements

75170: Asset Management - CMMS Program Expansion

Proposed Project

Proposed Budget: \$200,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification: Annual maintenance program needed for replacements.

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< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000



Capital Improvement Plan

Category: Water Improvements

75XXX: Annual Water Service Line Replacement

Proposed Project

Proposed Budget: \$100,000 (Annual)
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: We have approximately 2100 water services that are made of polybutylene (plastic). Polybutylene and cold chlorinated water do not get along and shortens the life expectancy from 30 yrs. to 10-15 yrs. They are the main feed to the houses so they always have old chlorinated water in them. All of ours are 30+ years old and need to be replaced.

Justification:

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<----- Projected ----->								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000



Capital Improvement Plan

Category: Water Improvements

75XXX: Annual Water Valve Replacement

Proposed Project

Proposed Budget: \$100,000 (Annual)
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2023/2024
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Annual - Replace Water Distribution Valves in various parts of the City.

Justification:

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Fund Name	Expended	Carryover	<----- Projected ----->				Total	
			FY2022/23	FY2023/24	FY2024/25	FY2025/26		FY2026/27
513 - Water Capital	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000



Capital Improvement Plan

Category: Water Improvements

75XXX: Los Vaqueros Reservoir

Proposed Project

Proposed Budget: \$10,000,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Asset
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description:

Justification:

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< - - - - - Projected - - - - - >								
Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 10,000,000



Capital Improvement Plan

Category: Water Improvements

75XXX: Filter Valves Replacement at JJWTP

Proposed Project

Proposed Budget: \$600,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace 48 filter valves at JJWTP in two years (24 in each year)

Justification: The existing valves for 6 filters at JJWTP are beyond their service life. These valves have been leaking and many of these valves are not working. Therefore, two of the six filters are currently not in operation. As a result, the plant processing capacity has been reduced by 33%. This makes the filter maintenance and repairs impossible.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 600,000



Capital Improvement Plan

Category: Water Improvements

75XXX: Water Intake Pump Station Rehabilitation at DMC - JJWTP

Proposed Project

Proposed Budget: \$200,000
Project Manager: Lemar Saffi
Department: Utilities
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Replace existing pumps, mag meters and accessories at Water Intake Pump Station located at DMC - JJWTP

Justification: The existing pumps and mag meters are beyond their serviceable life. These pumps are working inefficiently and cannot deliver adequate water in accordance to design criteria. These pumps have been rebuilt several times over the last decade and thus needs replacement.

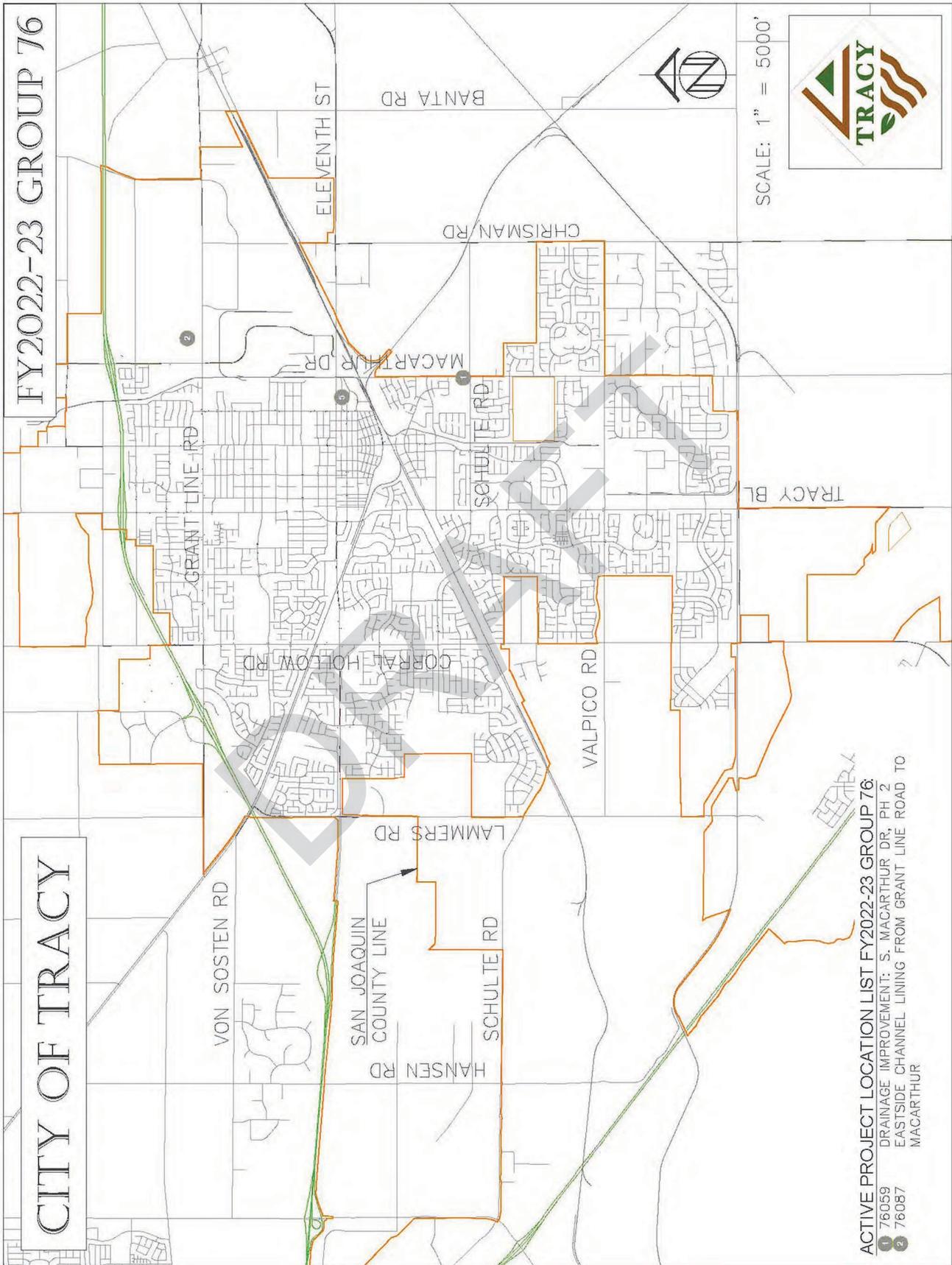
< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
513 - Water Capital	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 200,000



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Group 76: Drainage Improvements

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	< --- Projected --- >					Unfunded Amount
						FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	
76059	South MacArthur, Ph 2-From Northern Boundary of Ellissagaray Ranch to Connection at Eastside Channel	379 - Core Storm Drain	554,007	53,460	500,547	-	-	-	-	-	-
76087	Eastside Channel Lining from Grant Line Road to MacArthur	350 - NEI Storm Drain	2,500,000	-	2,500,000	-	-	-	-	-	-
76XXX	Eastside Channel Desilting	541 - Drainage	700,000	-	-	-	-	-	-	-	700,000
76XXX	Trash Capture devices for storm water conveyance system	541 - Drainage	8,000,000	-	-	-	-	-	-	-	8,000,000
				11,754,007	53,460	3,000,547	-	-	-	-	8,700,000



Capital Improvement Plan

Category: Drainage Improvements

76059: Drainage Improvements South MacArthur Phase 2

Active Project

Project Budget: \$554,007
Project Manager: Ilene Macintire
Department: Development Services
Project Type: Capital Maintenance
Start Date: 2015/2016
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Improve capacity of 6800 LF of existing V-ditch channel completed under CIP 76034. The southern 2500 LF of channel will be enclosed in 60" pipe and the bottom of 4300 LF open channel will be widened to create a trapezoidal channel with a lined low flow channel to mitigate maintenance issues. Additional 54" pipes will be placed parallel to existing pipes to increase conveyance under UPRR and into DB- 4.

Justification: Due to the slow down in development, the ultimate v-ditch will not be built in a timely manner. Therefore, additional improvements are needed to mitigate maintenance issues.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
379 - Core Storm Drain	\$ 53,460	\$ 500,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554,007



Capital Improvement Plan

Category: Drainage Improvements

76087: Eastside Channel Lining from Grant Line Road to MacArthur

Active Project

Project Budget: \$2,500,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Concrete line the bottom and sides 2500 feet of the Eastside Channel upstream of Pescadero, where heavy sediment in the channel bottom encourages plant growth which restricts channel capacity.

Justification: The channel capacity is significantly impacted due to accumulated silt and vegetation. Concrete lining the channel will increase velocity and allow for easier future maintenance and silt removal.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
350 - NEI Storm Drain	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000



Capital Improvement Plan

Category: Drainage Improvements

76XXX: Eastside Channel Desilting

Proposed Project

Proposed Budget: \$700,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Eastside Channel Desilting from Pescadero Road to Arbor Road. (Excluding the portion adjacent to the proposed CHP facility)

Justification: The Eastside Channel has accumulated sediment over the last 20 years due to the channel design and low flow velocities. The sediment layer is approximately 2 feet thick, impacting the capacity of the channel and potentially impacting upstream storm water conveyance during large storm events. The sediment is host to invasive vegetation that further restricts stormwater flows and poses a potential fire hazard. Work to clean out the channel will require bypass pumping, a discharge water treatment system, and discharge water monitoring to comply with State regulations for discharges into the Old River. Approximately 4500 tons of silt and debris will be removed from 6000 feet of channel.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
541 - Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000



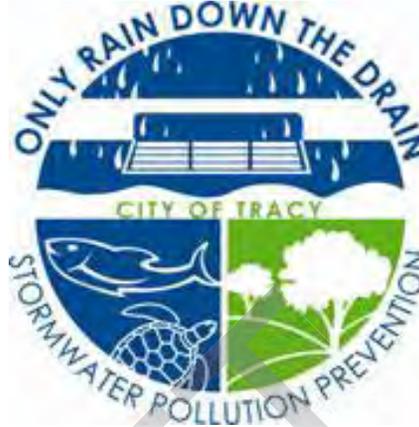
Capital Improvement Plan

Category: Drainage Improvements

76XXX: Trash Capture devices for storm water conveyance system

Proposed Project

Proposed Budget: \$8,000,000
Project Manager: Ilene Macintire
Department: Public Works
Project Type: Capital Maintenance
Start Date:
Est. Completion Date:



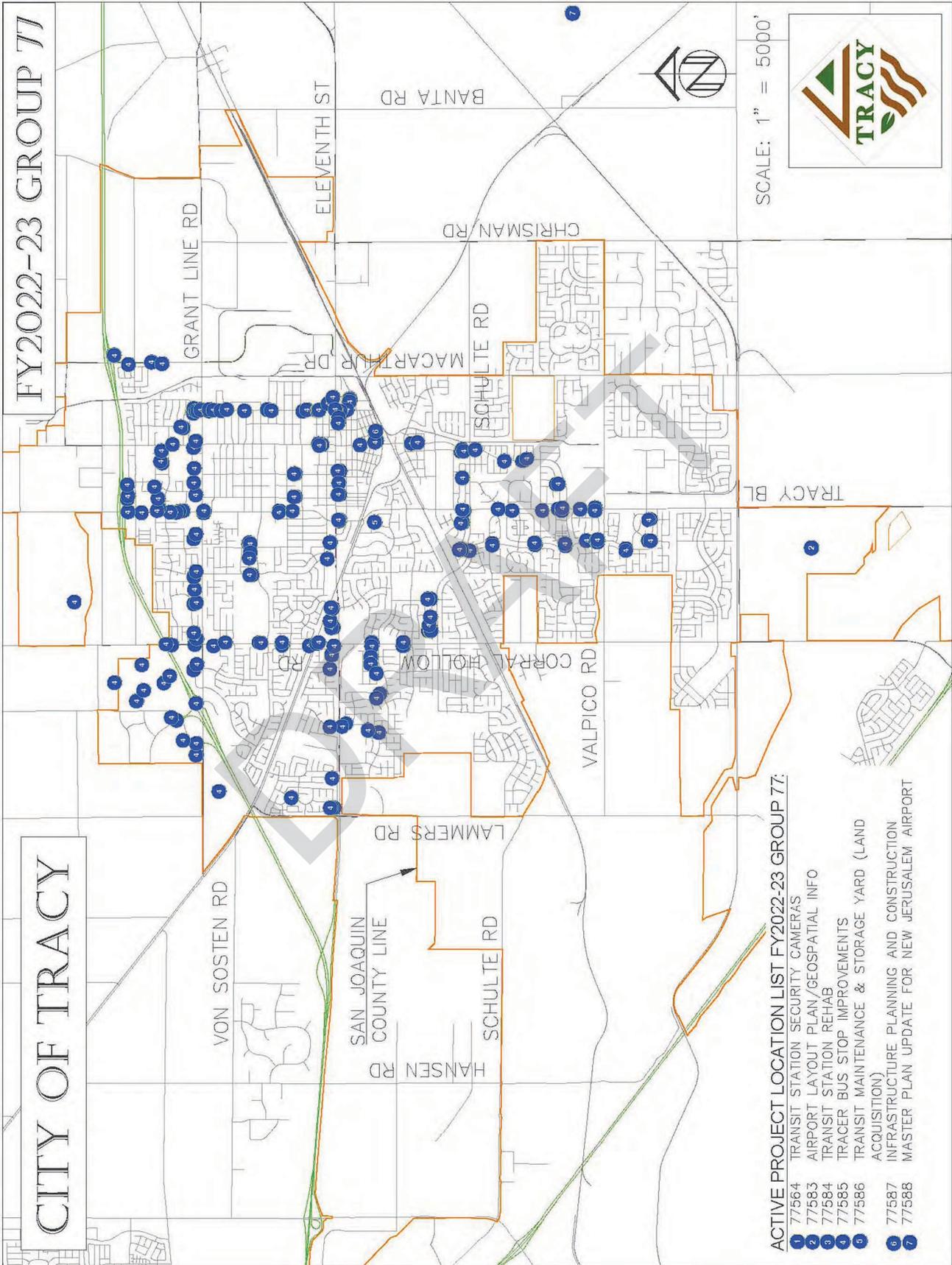
Council Strategic Priority: Quality of Life

Description: The State Regional Water Quality Control Board implemented regulations in 2019 that require NPDES MS4 storm water permit agencies begin the implementation of trash capture systems in all storm water conveyance systems. The period of time to complete the construction of these systems is 10 years so they must be in place in 2029. The requirement is intended to prevent the flow of any trash particles larger than 5mm into waters of the US.

Justification: This project is mandated by the State Regional Water Quality Control Board as part of the City's NPDES MS 4 Storm Water Discharge Permit. Failure to comply will likely result in significant fines and further regulatory action. The project must be fully constructed and implemented within the time frame defined within the regulations.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
541 - Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000





Group 77: Airport and Transit Improvements

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	< - - - Projected - - - >			Unfunded Amount		
						FY2022/23	FY2023/24	FY2024/25		FY2025/26	FY2026/27
77564	Transit Station Security Cameras	242 - Transp Sales Tax	140,000	1,704	138,296	-	-	-	-	-	
77583	Airport Layout Plan/Geospatial Info	563 - Airport Capital	241,200	152,497	88,703	-	-	-	-	-	
77584	Transit Station Rehab	241 - TDA Funds	1,874,000	202,602	821,398	850,000	-	-	-	-	
77585	Transit Station Rehab	573 - Transit Capital	400,000	103,613	296,387	-	-	-	-	-	
77585	Tracer Bus Stop Improvements	573 - Transit Capital	500,000	-	500,000	-	-	-	-	-	
77586	Transit Maintenance & Storage Yard (Land Acquisition)	573 - Transit Capital	1,500,000	-	1,000,000	500,000	-	-	-	-	
77587	ITS infrastructure Planning & Construction	241 - TDA Funds	280,000	-	280,000	-	-	-	-	-	
	ITS infrastructure Planning & Construction	573 - Transit Capital	1,120,000	-	1,120,000	-	-	-	-	-	
77588	Master Plan Update for New Jerusalem Airport	301 - General Projects	250,000	-	-	250,000	-	-	-	-	
77XXX	Airport Masterplan Update	563 - Airport Capital	250,000	-	-	-	-	-	-	250,000	
					6,555,200	460,416	4,244,784	1,600,000	-	-	250,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77564: Transit Station Security Cameras

Active Project

Project Budget: \$140,000
Project Manager: Ilene Macintire
Department: Transit
Project Type: Capital Improvement
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Installation of additional cameras at the Tracy Transit Station. Additional cameras will be placed in various locations throughout the interior and exterior of the building as well as both parking lots.

Justification: While there are some cameras already at the Tracy Transit Station, additional cameras are needed to provide coverage of the entire facility. These cameras will also help to deter break-ins and vandalism of cars in the Park and ride lot where there are currently no cameras. This project will take place after the completion of the Transit Station Lobby Renovation Project.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ 1,704	\$ 138,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77583: Update Airport Master Plan Study

Active Project

Project Budget: \$241,200
Project Manager: Paula Jessup
Department: Airport
Project Type: Capital Improvement
Start Date: 2019/2020
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The Tracy Municipal Airport has been undergoing a Master Plan Update that is the revision of three parts: Airport Layout Plan, Master Plan Narrative, and an Obstruction Survey with Mitigation. The Airport Layout Plan will detail projects located on the airport for the next ten to fifteen years.

Justification: The Master Plan Narrative will explain how the airport infrastructure is keeping pace with growth. Within this section, public comment is required as the City must document the expressed current or future needs of both the residential and the airport community regarding the airport. The Obstruction Survey will illustrate to the airport and FAA what obstructions are near the airport and how best to mitigate them. Per the FAA Airport Improvement Handbook, 49 USC § 47107(a)(16) requires that the City must maintain a current Airport Layout Plan (ALP). Without it, the airport will not receive any grant funding for projects. The Airport Geospatial Information System with Obstruction Mitigation Plan will consist of aerial and land surveys around the airport to identify any possible obstructions and a plan that explains how the airport will alleviate those obstructions.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
563 - Airport Capital	\$ 152,497	\$ 88,703	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 241,200



Capital Improvement Plan

Category: Airport & Transit Improvements

77584: Transit Station Renovations

Active Project

Project Budget: \$2,274,000
Project Manager: Ilene Macintire
Department: Transit
Project Type: Capital Improvement
Start Date: 2019/2020
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Expansion of office facilities at the Transit Center into the Lobby area east of the central lobby doors (apx 600 SQFT). Revisions include modifications to the HVAC system, wall relocation, electrical, flooring, and other interior finishes to the existing structure. The back up generator requires further investigation and design work, which will continue in 2022.

Justification: Current office workspace layout does not provide supervisory staff adequate space to have confidential meetings for staff reviews and shared workspace prevents the possibility of social distancing. Construction is underway and will be completed in the Summer of 2022.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
241 - TDA Funds	\$ 202,602	\$ 821,398	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ 1,874,000
573 - Transit Capital	\$ 103,613	\$ 296,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77585: Tracer Bus Stop Improvements

Active Project

Project Budget: \$500,000
Project Manager: Ilene Macintire
Department: Transit
Project Type: Capital Improvement
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Various improvements to bus stops throughout the City, including but not limited to installation of concrete pads, benches, shelters, trash cans, signs, pullouts, etc.

Justification: Various bus stops throughout the City are in need of additional improvements to meet ADA accessibility requirements and to provide additional amenities for passengers.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
573 - Transit Capital	\$	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77586: Transit Maintenance & Storage Yard (Land Acquisition)

Active Project

Project Budget: \$1,500,000
Project Manager: Ed Lovell
Department: Transit
Project Type: Capital Asset
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Development of storage and maintenance facility for the Tracer bus system. Project may include heavy duty maintenance bays, overnight parking for the buses, fueling station, bus wash, dispatch center. Final amenities would be dependent on final design and available funding.

Justification: The City's Short Range Transit Plan (SRTP) calls for the development of a maintenance and storage facility for the Tracer buses. The current storage site for the buses is located within the PW Yard and is at max capacity. Additionally, the California Air Resources Board has a requirement for zero-emission buses by 2040. In order to meet that requirement, infrastructure will need to be built in order to accommodate zero-emission buses.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
573 - Transit Capital	\$ -	\$ 1,000,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77587: ITS Infrastructure Planning and Construction

Active Project

Project Budget: \$1,400,000
Project Manager: Ed Lovell
Department: Transit
Project Type: Capital Improvement
Start Date: 2020/2021
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: This project will create a plan for the Tracer bus system to implement Intelligent Transportation System (ITS) technology within the City of Tracy. ITS technology can include items such as Automated Passenger Counters, Wifi on buses, traffic signal prioritization, on-board video cameras, and passenger display systems.

Justification: There are many emerging technologies that can be used to help provide better passenger data, increase safety, provide greater mobility access, and better manage the overall transit system. While Tracy has deployed some of these technologies, there is often a disconnect between the systems as they are not able to be connected to each other. By creating an ITS plan, Tracy will be able to create a system that is connected into a system that is as seamless as possible, creating better efficiencies in collecting data, better system management, and increasing the safety and overall experience for the passengers.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
241 - TDA Funds	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,000
573 - Transit Capital	\$ -	\$ 1,120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77588: Master Plan Update for New Jerusalem Airport

Proposed Project

Project Budget: \$250,000
Project Manager: Paula Jessup
Department: Airport
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: This project consists of a master plan update that will encompass New Jerusalem airport. The airport master plan will represent the airport’s blueprint for long-term development as it will provide an overview of existing airport features, future airport development and anticipated land use.

Justification: An update will create a more relevant guide to future growth and development at both airports.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000



Capital Improvement Plan

Category: Airport & Transit Improvements

77XXX: Master Plan Update for Tracy Municipal Airport

Proposed Project

Project Budget: \$250,000
Project Manager: Paula Jessup
Department: Airport
Project Type: Capital Improvement
Start Date:
Est. Completion Date:



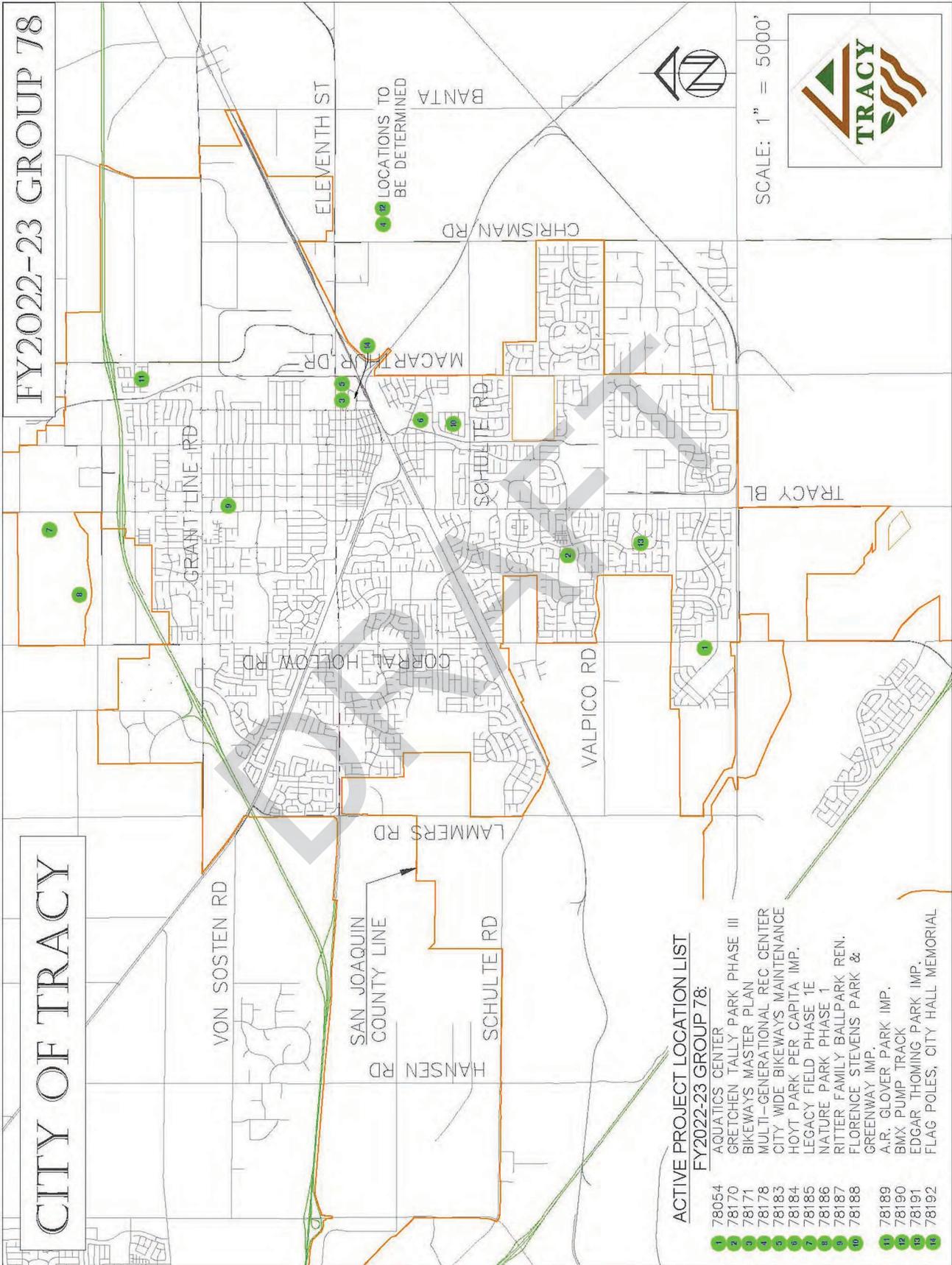
Council Strategic Priority: Quality of Life

Description: This project consists of a master plan update that will encompass Tracy Municipal Airport. The airport master plan will represent the airport’s blueprint for long-term development as it will provide an overview of existing airport features, future airport development and anticipated land use.

Justification: An update will create a more relevant guide to future growth and development.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
563 - Airport Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000





Group 78: Parks and Recreation

Project Number	Project Name	Funding Source	Estimated Cost/Budget	LTD Expenses	Carryover	Projected			Unfunded Amount					
						FY2022/23	FY2023/24	FY2024/25		FY2025/26	FY2026/27			
78054	Aquatics Center	Developer Contribution	10,000,000	1,250,809	749,191	-	-	8,000,000	-					
		307 - Measure V	53,007,854	41,848	958,152	-	-	52,007,854	-					
78170	Gretchen Tally Park Phase III Expansion	371 - Core Public Facilities	1,992,146	14,364	1,977,782	-	-	-	-					
		378 - Core Area Parks	4,098,878	123,478	2,975,400	1,000,000	-	-	-					
78171	Bikeways Master Plan	361 - TIMP Parks	1,501,122	501,122	-	1,000,000	-	-	-					
		241 - TDA Funds	100,000	99,433	567	-	-	-	-					
78178	Multi-Generational Rec Center	307 - Measure V	31,000,000	118,333	3,881,667	27,000,000	-	-	-					
		Grant Funding	5,000,000	-	-	5,000,000	-	-	-					
		Developer Contribution	4,000,000	-	-	4,000,000	-	-	-					
78183	CW Bikeways Maintenance	241 - TDA Funds	230,000	88,309	66,691	75,000	-	-	-					
78184	Hoyt Park - Per Capita Improvements	301 - General Projects	363,956	89,090	274,866	-	-	-	-					
78185	Legacy Field Phase 1E	307 - Measure V	20,000,000	732,397	19,267,603	-	-	-	-					
78186	Nature Park Phase 1	301 - General Projects	371,000	-	-	371,000	-	-	-					
		307 - Measure V	8,371,000	-	-	1,000,000	-	-	7,000,000					
78187	Ritter Family Ball Park Renovation	307 - Measure V	25,000,000	-	-	3,000,000	-	-	22,000,000					
78188	Florence Stevens Park & Greenway Improvement	242 - Transp Sales Tax	75,000	-	-	75,000	-	-	-					
		271 - LMD	475,000	-	-	475,000	-	-	-					
78189	A.R. Glover Park Improvement	301 - General Projects	875,000	-	-	875,000	-	-	-					
78190	BMX Pump Track	301 - General Projects	1,000,000	-	-	1,000,000	-	-	-					
78191	Edgar Thoming Park Improvement	301 - General Projects	525,000	-	-	525,000	-	-	-					
78192	Flag Poles City Hall Memorial	301 - General Projects	75,000	-	-	75,000	-	-	-					
78XXX	Tracy Sports Complex Improvement	301 - General Projects	3,250,000	-	-	3,250,000	-	-	-					
78XXX	Veterans Park Improvement	301 - General Projects	500,000	-	-	-	500,000	-	-					
78XXX	Robert Kenner Improvements	301 - General Projects	2,100,000	-	-	-	2,100,000	-	-					
78XXX	Alden Park Improvement	301 - General Projects	900,000	-	-	-	900,000	-	-					
78XXX	William Larsen Park Improvements	301 - General Projects	450,000	-	-	-	-	450,000	-					
78XXX	Dog Park Project at Dry Climate Area	301 - General Projects	350,000	-	-	-	-	350,000	-					
78XXX	Annual Parks Rehabilitation	301 - General Projects	3,000,000	-	-	-	-	2,200,000	3,000,000					
						165,035,956	3,059,183	30,151,919	45,471,000	3,250,000	63,507,854	3,000,000	3,000,000	29,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78054: Aquatics Center

Active Project

Project Budget: \$65,000,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Asset
Start Date:
Est. Completion Date: 2028/2029



Council Strategic Priority: Quality of Life - Facilitate the completion of Measure V amenities

Description: The project will include the following City Council approved program elements in priority order: 1. 50-meter pool, 2. Recreation/warm-up pool, 3. Lazy river, 4. Water slides, 5. Toddler area, 6. Indoor pool (optional), and 7. Fitness center (optional).

Justification: Resolution 2018-043 approved major community amenity capital improvement projects to be funded by Measure V. This established the Aquatics Center as a Council priority and included a \$1,000,000 contribution from Measure V to help fund design of the project. A Final Conceptual Plan was adopted by City Council (2020-154) with a not-to-exceed total project cost of \$65 million, including contingency and soft costs. The project will be located at the corner of Corral Hollow Road and Summit Drive in the Ellis development.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
307 - Measure V	\$ -	\$ -	\$ -	\$ -	\$ 53,007,854	\$ -	\$ -	\$ 53,007,854
371 - Core Public Facilities	\$ 14,364	\$ 1,977,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,992,146
Developer Contribution	\$ 1,250,809	\$ 749,191	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ 10,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78170: Gretchen Talley Park Phase III Expansion

Active Project

Project Budget: \$5,600,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Asset
Start Date: 2019/2020
Est. Completion Date: Summer 2023



Council Strategic Priority: Quality of Life

Description: This project is a 4.7-acre expansion of Gretchen Talley Park. Scope of work will include: a new park restroom, new small & large dog park, tennis/pickleball courts, a 2nd basketball court, fitness areas, nature play area, pollinator garden, landscaping and open lawn area.

Justification: In December of 2018, the land acquisition of 4.7-acres of land was finalized adjacent to Gretchen Talley Park. The property is zoned "park" land in the City's General Plan and with two prior phases of Gretchen Talley Park already constructed and immediately adjacent, it makes sense to expand the park.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
361 - TIMP Parks	\$ 501,122	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,501,122
378 - Core Parks	\$ 123,478	\$ 2,975,400	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,098,878



Capital Improvement Plan

Category: Parks & Recreation Improvements

78171: Bikeways Master Plan

Active Project

Project Budget: \$100,000
Project Manager: Anju Pillai
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2018/2019
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The existing Bikeways Master Plan needs to be updated to reflect the current master plans and provide development standards for bikeways.

Justification: The Bikeways Master Plan should be updated approximately every 5 years. The last update was completed in 2010. Transportation Development Act funds can be used to pay for the plan update.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
241 - TDA Funds	\$ 99,433	\$ 567	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78178: Multi-Generational Recreation Center

Active Project

Project Budget: \$40,000,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Asset
Start Date: 2019/2020
Est. Completion Date: Summer 2025



Council Strategic Priority: Quality of Life - Facilitate the completion of Measure V amenities

Description: Construction of a 30,000 +/- square foot Multi-Generational Recreation Center that includes the following City Council priorities (in order from most important to least important): 1) gymnasium, 2) outdoor recreational amenities, 3) multi-purpose space(s), 4) library and education spaces, 5) lounge/lobby, and 6) teaching kitchen.

Justification: The 2013 Parks Master Plan (New Developments) identified a need for new multi-purpose indoor recreation center and gymnasium of approximately 45,000 square feet that includes space for all ages. Also recommends a consideration to integrate a branch library. On March 6, 2018, Council approved Multi-Generational Recreation Center CIP 78178, as part of the major community amenity capital improvement projects funded from Measure V.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
307 - Measure V	\$ 118,333	\$ 3,881,667	\$ 27,000,000	\$ -	\$ -	\$ -	\$ -	\$ 31,000,000
Developer Contribution	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Grant Funding	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78183: City Wide Bikeways Maintenance

Active Project

Project Budget: \$230,000
Project Manager: Anju Pillai
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2019/2020
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The appropriated funding will be used to improve various bikeways throughout the City of Tracy. In addition to the restriping of faded bike lanes, staff is also working to implement a plan for green bikeways striping in high traffic areas throughout the city. (Annual Program)

Justification: Through the TDA claim process, the City of Tracy receives approximately \$75,000 annually to be used toward pedestrian/bikeways improvements. In order to spend the received funding on an eligible project, the funds must be first appropriated to a CIP. This is a priority and goal of the Transportation Advisory Commission. Future installations of green bikeways will be included as part of the Bikeways Master Plan which is currently in development.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
241 - TDA Funds	\$ 88,309	\$ 66,691	\$ 75,000				\$ -	\$ 230,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78184: Hoyt Park - Per Capita Improvements

Active Project

Project Budget: \$363,956
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date: Summer 2023



Council Strategic Priority: Quality of Life

Description: The City of Tracy has the opportunity to rehabilitate existing infrastructure at Hoyt Park through Proposition 68, Per Capita Program. The project includes resurfacing and restriping the parking lot, a new shade structure and picnic area, site furnishings, and new pickleball court striping overlay at the existing tennis courts.

Justification: Per Capita funds were awarded to the City of Tracy in 2020 and projects that are located within disadvantaged communities are eligible and preferred locations for funds to be spent to "address neighborhoods lacking access to outdoors". Projects must be for capital outlay and recreational purposes with Hoyt Park being an eligible park in the City that can benefit from infrastructure improvements.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ 89,090	\$ 274,866					\$ -	\$ 363,956



Capital Improvement Plan

Category: Parks & Recreation Improvements

78185: Legacy Fields Phase 1E

Active Project

Project Budget: \$20,000,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Asset
Start Date: 2021/2022
Est. Completion Date: Spring 2023



Council Strategic Priority: Quality of Life - Facilitate the completion of Measure V amenities

Description: Legacy Fields Phase 1E will be the final sub phase of Phase 1. Improvements include: paving parking lots, slurry sealing existing asphalt, alternative exit south of the complex, build-out of the Eastern Wagon Wheel to closely resemble the Western Wagon Wheel, and wayfinding & signage.

Justification: Parking, traffic and accessibility issues are the primary complaints staff hear from the public at Legacy Fields. The existing spine road and asphalt pedestrian walkways are also due for slurry seal and restriping, as they have been installed for 7+ years at this point. Additionally, there is not an intuitive wayfinding program at the complex giving users a difficult experience when trying to navigate the 72-acre site. Another source of complaints is the Eastern Wagon Wheel where, due to past agreements, the improvements are severely lacking compared to other areas of the complex. Legacy Fields is a City Council Measure V priority project.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
307 - Measure V	\$ 732,397	\$ 19,267,603	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78186: Nature Park Phase 1

Active Project

Project Budget: \$8,371,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Asset
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life - Implement design of Measure V amenity

Description: Based on the Council-approved Master Plan, Phase 1 of this project will include: site preparation and earthmoving to create various habitats, over 2 miles of hiking paths including a walking loop with bridge and ADA accessible trails with seating and an overlook, elevated walkway and viewing platform, pre-fabricated restroom, dedicated traffic intersection with parking lot, interpretive signage and educational opportunities, wayfinding signage, windbreak trees and native understory plantings, seeding and erosion control.

Justification: On February 2, 2021, the City Council adopted the Nature Park Conceptual Master Plan and Addendum to the 2010 Holly Sugar Sports Project Environmental Impact Report. The Master Plan also identified phasing options. Shortly after, on March 23, 2021 the City Council made the Nature Park a Measure V priority project. On February 22, 2022, the City Council allocated \$1 million of Measure V funds for the Nature Park to start design. Staff is actively pursuing grants to fund the construction of the project.

< - - - - - Projected - - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ 371,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 371,000
307 - Measure V	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78187: Ritter Family Ball Park Renovation

Active Project

Project Budget: \$25,000,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2021/2022
Est. Completion Date:



Council Strategic Priority: Quality of Life - Implement design of Measure V amenity

Description: Project scope will be refined through a robust public outreach process, but may include: new active recreation sports fields such as baseball/softball/football, sports field lighting, spectator and plaza areas, restroom facilities, fencing, walkways, playground and other neighborhood serving spaces/amenities, new parking lot, site furnishings, landscaping and maintenance storage/facility.

Justification: On February 22, 2022, the City Council added Ritter Family Ball Park Renovation as a Measure V priority project, including the allocation of \$3,000,000 to begin a feasibility study and design. The Ritter Family Ball Park (the Ball Park) has long been part of the fabric of the Tracy sports scene and is well overdue for major renovations. Originally acquired by the City from C.E. and Margaret Ritter for \$10.00 in 1944, the north field was dedicated on May 26, 1946 and the south field was built in 1968. The lighting system was installed in the 1950's with some upgrades in 1992. However, very few improvements have been made to the facility beyond these key milestones.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
307 - Measure V	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78188 - Florence Stevens Park & Greenway Improvements

Active Project

Project Budget: \$550,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: Fall 2023



Council Strategic Priority: Quality of Life

Description: Renovation of the playground and rehab of the sport court will include replacement of equipment and addition of lighting, pathway lighting throughout greenway, replacement of site furnishings, landscape enhancements, and drought tolerant conversions, ADA barrier removal/improvements, and enhanced pedestrian crossings at street intersections

Justification: LMD Zone 17 has adequate reserve funding to support this project. The amenities in Florence Stevens Park and the linked greenway have reached their useful life and need to be replaced. The greenway is also in need of updates to enhance safety and useability of the corridor as well as drought resiliency upgrades.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
242 - Transp Sales Tax	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
271 - LMD	\$ -	\$ -	\$ 475,000	\$ -	\$ -	\$ -	\$ -	\$ 475,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78189: A.R. Glover Park Improvements

Active Project

Project Budget: \$875,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: Fall 2023



Council Strategic Priority: Quality of Life

Description: A.R. Glover Park is a 2.14 acre mini park located in northeast Tracy. This project would include renovation of the playground, a new picnic area, renovation of the sport court including addition of court lighting, pathway lighting throughout park, ADA barrier removal, landscaping and site furnishing replacements. Also included in this project is a \$200,000 allowance for a new amenity to help fill recreation gaps in northeast Tracy.

Justification: The Parks & Community Services Commission voted this project as 3rd of their top priorities for FY 2022-23. This park was constructed in 1999 with no capital investments since that time. All of the amenities in this park are past their useful life and need to be replaced. This park is also in a part of the City where access to neighborhood park type amenities is below average.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ 875,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78190: BMX Pump Track

Active Project

Project Budget: \$1,000,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: Summer 2024



Council Strategic Priority: Quality of Life

Description: Construct a new 1/2 acre BMX pump track (bike park) in an existing City park. The project would create a looped asphalt track with a sequence of rollers and berms for bicycles (mountain, strider, BMX, etc.), scooters, skateboards, roller blades, and longboards. Associated improvements would include: earthwork, drainage, accessibility, shaded seating as well as related site furnishings, and landscaping.

Justification: A BMX pump track is listed in the Citywide Parks, Recreation and Trails Master Plan as a need in Tracy. This project is also a City Council request. An asphalt surface will allow for a wide variety of users to take advantage of the track as opposed to a dirt track.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78191: Edgar Thoming Park Improvements

Active Project

Project Budget: \$525,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: Summer 2024



Council Strategic Priority: Quality of Life

Description: Edgar Thoming Park is a 5.3 acre neighborhood park located along Sycamore Parkway. This project would include renovation of the tennis and basketball courts including surfacing, lighting and fencing upgrades. It would also include upgrades to the fitness stations along the walking loop, LED light conversions for pathway lighting, a new shaded picnic area, site furnishing replacements, a minor renovation of the restroom building, a new booster pump and landscaping.

Justification: The Parks & Community Services Commission voted this project as 4th of their top five project priorities for FY 2022-23. Many of the amenities in this park are past their useful life and need to be replaced. This park is a critical stop along the highly used Sycamore Parkway including the use of the sport courts, playground, seating areas and fitness stations.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 525,000	\$ -	\$ -	\$ -	\$ -	\$ 525,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78192: Flag Poles City Hall Memorial

Active Project

Project Budget: \$75,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2022/2023
Est. Completion Date: Winter 2023/2024



Council Strategic Priority: Quality of Life

Description: This project will install six (6) new flag poles at the Tracy War Memorial in Civic Center Plaza to represent the six (6) branches of the United States Military.

Justification: This project is a priority project for the City Council.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: Tracy Sports Complex Improvements

Proposed Project

Project Budget: \$3,250,000
Project Manager: Richard Joaquin
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2023/2024
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Renovation and upgrades to the concession building and meeting room. Site improvements including: new restroom for east side of park, playground renovations, parking lot renovations, removal of ADA barriers, landscaping, site furnishing replacements, fencing and major renovation of existing protective netting including replacement of short poles, repainting and replacement of netting.

Justification: The Parks & Community Services Commission voted this project as their top priority for FY 2022-23. This project addresses a long list of deferred maintenance improving health, safety, functionality, programming and aesthetics of the facility. The netting replacement/expansion will allow for more programming and increased revenues at this facility.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ 3,250,000	\$ -	\$ -	\$ -	\$ 3,250,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: Veterans Park Improvements

Proposed Project

Project Budget: \$500,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2024/2025
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Veterans Park is a 15.8 acre community park located in south Tracy. This project would renovate the existing parking lot, address ADA barriers, lighting upgrades including sport court and pathway lighting, minor renovations at the sport courts and skate park area, and landscaping. Additionally, this project would include converting existing halogen sport field lights to LED technology at the ballfield.

Justification: The Parks & Community Services Commission voted this project as 5th of their top five project priorities for FY 2022-23. The parking lots condition is fading and reaching a tipping point. If not addressed soon, it will become a rebuild and costs will increase. Veterans Park is a highly used park and would benefit from increased lighting for safety as well as for extended programming at the sport courts. Converting to LED lights for the ballfield would reduce energy usage and be a cost savings to the City on one of our most rented fields.

<- - - - - Projected - - - - >

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: Robert Kenner Park Improvements

Proposed Project

Project Budget: \$2,100,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2024/2025
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: This is a 6.01 acre neighborhood park located in north Tracy. Project to install sport court lighting at basketball and tennis courts including rehab of the courts, install new walking loop around basin for a nature walk. Convert many areas to drought tolerant plantings, renovate volleyball court, rethink raised planter area and replace with low water landscaping, playground renovation, replace site furnishings and ADA barrier removal.

Justification: This highly used neighborhood park was constructed in 1992, with most of the amenities past their useful life expectancy. This project would revitalize this aging park addressing tired amenities, maintenance issues, failing sport courts and enhancing the overall park experience for the neighborhood.

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Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 2,100,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: Alden Park Improvements

Proposed Project

Project Budget: \$900,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2024/2025
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: Considered a Phase 2 to the recent playground renovation CIP78173, this project would include rebuilding the entire walking loop within the park that is failing, a new shaded picnic area near the new playground, replacement of site furnishings, a new open lawn area within the walking loop, turf reduction with drought tolerant plantings, and area/pathway lighting for improved safety in the park.

Justification: The Parks & Community Services Commission voted this project as 2nd of their top five project priorities for FY 2022-23. Besides the recently renovated playground, all of the amenities in this park are past their useful life and need to be replaced. This project would address Alden Park adding new amenities, reducing water consumption and replacing amenities at the end of their life expectancy.

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Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ 900,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: William Larsen Park Improvements

Proposed Project

Project Budget: \$450,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2025/2026
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: This is a 5.1 acre neighborhood park. This project will address the park after the playground was renovated in 2020. This includes installation of sport court lighting at tennis courts, a new fitness equipment area, and landscape improvements including enhancements around the public art sculpture and turf reduction strategies for water conservation.

Justification: This project would address William Larsen Park adding new amenities, reducing water consumption and setting this park up well for the next 10-15 years.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ 450,000



Capital Improvement Plan

Category: Parks & Recreation Improvements

78XXX: Dog Park Project at Dry Climate Area

Proposed Project

Project Budget: \$350,000
Project Manager: Lyle Campbell
Department: Parks & Recreation
Project Type: Capital Improvement
Start Date: 2025/2026
Est. Completion Date:



Council Strategic Priority: Quality of Life

Description: The project would include demolition of certain existing features, new fencing for large and small dog areas, a shaded seating area with drinking fountain, landscaping and ADA accessibility improvements. The dry climate area is a 0.66 acre City-owned property located just southwest of Frank Hoyt Park at Dale Odell Drive and San Simeon Way (APN 23525011).

Justification: The Citywide Parks, Recreation and Trails Master Plan identifies the need for eight (8) new dog parks in Tracy by 2040 to meet the needs of the population. This city-owned property is under utilized in its current form and this project would reactivate this space providing a much needed amenity for the neighborhood.

<- - - - - Projected - - - - ->

Fund Name	Expended	Carryover	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
301 - General Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000

TRACY PLANNING COMMISSION

RESOLUTION 2022-_____

REPORT OF CONSISTENCY WITH THE CITY OF TRACY'S GENERAL PLAN GOALS, POLICIES AND ACTIONS FOR THE CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEAR 2022/2023 THROUGH FISCAL YEAR 2026/2027

WHEREAS, City staff provided a proposed Capital Improvement Program to City Council in 2021 for budget adoption for Fiscal Year 2022/2023 through Fiscal Year 2026/2027; and

WHEREAS, City staff has analyzed the Capital Improvement Program to ensure the consistency of the proposed projects within the Capital Improvement Program with the goals, policies, and actions of the City of Tracy's current General Plan; and

WHEREAS, The Planning Commission conducted a public meeting to review and consider the Capital Improvement Program on May 25, 2022; now, therefore, be it

RESOLVED: The Planning Commission hereby reports that the Capital Improvement Program for Fiscal Year 2022/2023 through Fiscal Year 2026/2027 is consistent with the City's General Plan goals, policies and actions.

The foregoing Resolution 2022-_____ was adopted by the Planning Commission on the 25th day of May, 2022, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

CLIFF HUDSON
Chair of the Planning Commission
City of Tracy, California

ATTEST:
SCOTT CLaar
Senior Planner of the City of Tracy, California

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