DEVELOPMENT SERVICES DIRECTOR PUBLIC HEARING MEETING AGENDA

Tuesday, March 5, 2024, 2:00 P.M.

Tracy City Hall, Conference Room 120, 333 Civic Center Plaza, Tracy

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

During the upcoming Director Public Hearing meeting, public comment will be accepted via the options listed below. All interested persons are invited to participate by:

- *joining the meeting via Microsoft Teams by:*
  - *viewing the Public Hearing Login information at https://www.cityoftracy.org/government/public-notices; or*
  - *clicking here to join the meeting; or*
  - *visiting the Microsoft Teams website at https://www.microsoft.com/microsoft-teams/join-a-meeting and using the following Meeting ID: **240 857 636 386** and Passcode: **dTBGeP**; or*
  - *calling the Microsoft Teams teleconference line at (209) 425-4338 Conference ID: 626 877 110# to submit statements orally during the meeting; or*
- *submitting comments in writing before the meeting by sending written statements to publiccomment@cityoftracy.org.*

MEETING AGENDA

CALL TO ORDER

1. PUBLIC HEARING TO:

(1) FIND THAT ENVIRONMENTAL IMPACT REPORT (EIR) ADDENDUM IS APPROPRIATE UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT BECAUSE, BASED ON THE 2023 TRAFFIC ANALYSIS AND THE FACTS DESCRIBED HEREIN, THERE ARE NO NEW OR MORE SEVERE IMPACTS CAUSED BY THE DELETIONS OR CHANGES TO THE MITIGATION MEASURE TRANS-1;

(2) APPROVE AND ADOPT THE 2024 EIR ADDENDUM MODIFYING INTERSECTIONS TO MITIGATION MEASURE TRANS-1 IN THAT CERTAIN ENVIRONMENTAL IMPACT REPORT (EIR) AND MITIGATION MEASURES REPORTING PROGRAM CERTIFIED ON SEPTEMBER 3, 2013, FOR THE CORDES RANCH SPECIFIC PLAN; AND

(3) APPROVE AND ADOPT AMENDMENTS TO CONDITIONS OF APPROVAL OF DEVELOPMENT REVIEW PERMIT D20-0030 FOR A LIGHT INDUSTRIAL BUILDING AT 5051 PROMONTORY PARKWAY, ASSESSOR'S PARCEL NUMBER 209-220-07 (IPC BUILDING 16) AS PROVIDED.

2. PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW PERMIT (APPLICATION D22-0002) FOR AN APPROXIMATELY 524,081 SQUARE FOOT LIGHT INDUSTRIAL BUILDING AND ASSOCIATED SITE AREA IMPROVEMENTS ON AN APPROXIMATELY 26.5-ACRE SITE LOCATED AT 5390 PROMONTORY PARKWAY, ASSESSOR'S PARCEL NUMBER 209-220-28, IN THE INTERNATIONAL PARK OF COMMERCE. APPLICANT IS HPA, INC. AND PROPERTY OWNER IS PROLOGIS, INC.

3. PUBLIC HEARING TO CONSIDER APPLICATION D23-0008: AN AMENDMENT TO DEVELOPMENT REVIEW PERMIT APPLICATION NUMBER D20-0030 FOR A 47.5 SQUARE FOOT GUARD SHACK ADDITION AT AN EXISTING LIGHT INDUSTRIAL DEVELOPMENT LOCATED AT 5051 PROMONTORY PARKWAY, ASSESSOR'S PARCEL NUMBER 209-220-07. APPLICANT IS HPA, INC. AND PROPERTY OWNER IS PROLOGIS, INC.

ADJOURNMENT

Posted: March 1, 2024

DEVELOPMENT SERVICES DIRECTOR PUBLIC HEARING
CITY OF TRACY
AGENDA ITEM 1

Date of Public Hearing:	March 5, 2024
Date of Public Notice:	February 23, 2024
Applicant:	HPA, Inc. and Property Owner is Prologis, Inc.

REQUEST

Staff recommends that the Development Services Director:

(1) find that EIR Addendum is appropriate under the California Environmental Quality Act because, based on the 2023 Traffic Analysis and the facts described herein, there are no new or more severe impacts caused by the deletions or changes to the mitigation measure TRANS-1;

(2) approve and adopt the 2024 EIR Addendum modifying Intersections to Mitigation Measure Trans-1 in that certain Environmental Impact Report (EIR) and Mitigation Measures Reporting Program (MMRP) certified on September 3, 2013 for the Cordes Ranch Specific Plan; and

(3) approve and adopt Amendments to Conditions of Approval of Development Review Permit D20-0030 for a Light Industrial Building at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07 (IPC Building 16) as provided in Exhibit 1 to Attachment B of this staff report.

PROJECT BACKGROUND AND DESCRIPTION

On April 8, 2021, the City's Development Services Director approved development review permit application number D20-0030 for an approximately 1,120,082 square foot industrial building and associated parking and landscape improvements on an approximately 66.7-acre site located at 5051 Promontory Parkway, Assessor's Parcel Numbers 209-220-07, in the International Park of Commerce (IPC Building 16) (Project). The Project was determined to be consistent with the Cordes Ranch Specific Plan Environmental Impact Report (CRSP EIR), certified by the City Council on September 3, 2013.

The Project was constructed in 2022. The Project included a number of conditions of approval related to traffic and roadway improvements as identified in the mitigation monitoring and reporting program (MMRP) identified in the CRSP EIR. Mitigation Measure (MM) TRANS-1 includes multiple intersection and roadway segment improvements, including New Schulte Road extension (i.e. Promontory Parkway Extension) and the New Schulte Road and Lammers Road intersection (MM Roadway Improvements).

The timing for when the MM Roadway Improvements were required depend on traffic-based trip-count thresholds. MM TRANS-1 in the CRSP EIR states:

> "…*as part of the application process for each individual, site-specific development under the [Cordes Ranch] Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total. The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed*."

As individual applications for development within the CRSP Area have been received by the City of Tracy, transportation analyses of these applications have been performed, including identifying when CRSP EIR mitigation measures may be triggered. The analysis of the construction of IPC Building 16 (as well as the application for IPC Building 28, development review permit application number D22-0002), the *IPC 16 & 28 Transportation Technical Report* dated May 30, 2023 (2023 Traffic Analysis), is included as Appendix A within Exhibit 1 to the Director Determination. Previously, development of New Schulte Road extension to Lammers Road, as described in MM TRANS-1, would be triggered by Buildings 16 and 28. Because development within CRSP has occurred at a different pace and density than was assumed in the CRSP EIR, the 2023 Traffic Analysis evaluated whether the provisions of MM TRANS-1 were triggered by Buildings 16 and 28, given current conditions on the roadway network.

The 2023 Traffic Analysis found that the MM Roadway Improvements of MM TRANS-1 were triggered by individual projects within the CRSP. However, the MM Roadway Improvements were not yet implemented because of several obstacles in obtaining right of way from private landowners for the New Schulte Road extension. Thus, achieving those MM Roadway Improvements of MM TRANS-1 on the original timeline was found to be impractical and unworkable.

The 2023 Traffic Analysis analyzed alternatives for achieving the objectives of MM TRANS-1. It considered updated traffic counts collected in May 2019 and March 2022 and found that the extension of the existing northbound left turn lane approaching the intersection of West Schulte Road and South Lammers Road (New Measure) would be sufficient to achieve acceptable level of service (LOS) at intersection 19, commensurate with the LOS reductions identified in the CRSP EIR with implementation of MM TRANS-1. The report finds that MM TRANS-1, New Schulte Extension and Intersection #18 and New Schulte Road/Lammers Road improvements (New Schulte Improvements) would be triggered by Buildings 16 and 28. However, the analysis concluded that with the implementation of the New Measure, the timing for completion of the New Schulte Improvements changed from 1,340 AM trips to 2,258 AM trips, and from 1,710 PM trips to 2,912 PM trips. The analysis concluded that the noted revisions to MM TRANS-1 would appropriately ensure acceptable LOS standards at the intersections considered in the CRSP EIR.

CRSP EIR Addendum

Based on the 2023 Traffic Analysis, an EIR Addendum was prepared in January 2024 (Attachment 1 to the project Resolution contained in Attachment B to this staff report) (Addendum) to analyze the potential significant impacts of the proposed revisions to MM TRANS-1. MM TRANS-1 is being revised to include the New Measure, which is the extension of the existing northbound left turn lane approaching the intersection of West Schulte Road and South Lammers Road. As noted above, with implementation of the New Measure, the trigger requirements for the New Schulte Improvements changes, as is reflected in an updated mitigation phasing schedule in the Addendum. Textual changes to MM TRANS-1 can be found on pages 9 through 11 in the EIR Addendum.

Another modification because of above-mentioned update is removing a condition to improve the intersection of Lammers Road and Western Pacific Way. The Lammers Road and Western Pacific Way intersection and the surrounding area were added to the City's Sphere of Influence (SOI) in 1993. Subsequently, the aforementioned area was removed from the SOI in 2011 during the City's last General Plan update. The Cordes Ranch EIR was commenced before the 2011 SOI amendment occurred. The Cordes Ranch EIR was certified in 2013 and the SOI was again amended to include Cordes Ranch; however, the intersection was not included in this amended SOI. During the entitlement analysis for IPC 16, Engineering staff and its consultants determined that the assumed traffic patterns in the Cordes EIR differed greatly from the observed traffic patterns and therefore the identified mitigation measures in the Cordes Ranch EIR might not fully mitigate the new observed traffic patterns. Engineering staff and its consultants recommended a General Plan consistency analysis to confirm the existing mitigation measures would also mitigate the new observed traffic patterns. As a result of said General Plan consistency analysis, the original Conditions of Approval (COA) for the project included improvements to the aforementioned intersection. The COA inadvertently included the intersection even though it was not a part of the amended SOI. The project received its development review approval, and subsequent construction permits were released. Since that time, the developer and the City agreed to update the COA to the project. As a part of this updated traffic analysis, the City realized this intersection was still in the COA from 2013, now is an appropriate time to correct this error by removing this inappropriate condition.

The original CRSP EIR found that buildout of the CRSP would result in less than significant impacts related to bicycle facilities, pedestrian facilities, transit service, the City of Tracy's Sustainability Action Plan and the City of Tracy traffic Demand Management Plan. However, the CRSP EIR also concluded that significant and unavoidable impacts would occur related to intersection and freeway segment performance.

The Addendum analyzed and found that none of the conditions or circumstances exist in connection with the revised MM TRANS-1 would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines. No new significant environmental impacts were identified as a result of the

revised MM TRANS-1. The Addendum found that the revised MM TRANS-1 would not avoid the significant and unavoidable impact identified in the CRSP EIR, and would therefore not substantially reduce the significant impacts of the CRSP. However, revised MM TRANS-1 would achieve the same levels of acceptable LOS as identified in the CRSP EIR.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

Additionally, since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects.

Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed Project is this Addendum to the City of Tracy CRSP EIR. No additional environmental analysis or review is required for the proposed Project.

Revised Conditions of Approval

The Development Review Permit's conditions of approval for IPC Building 16 references obligations of the applicant to implement mitigation measures identified in the CRSP EIR previously expected to be triggered at the time the project was built. Because the 2023 Traffic Analysis conducted as described above finds that other intersection improvements would be appropriate with the construction of IPC Building 16, the Applicant requested an amendment the conditions of approval to reflect the modified mitigation measure. Staff's recommendations on such revisions to the conditions are shown in redline in Attachment A.

The revised Conditions of Approval also include revisions reflecting the updated status of development in the CRSP area, including modifications to the required Offsite Improvements to meet required Levels of Service, clarifications of the applicant's use and maintenance of temporary stormwater retention basins, and "fair share" fee obligations.

Staff also proposes an update to Condition of Approval G regarding funding of Citywide Services. The previous condition included a trigger date that has already passed; the updated condition changes the trigger from a date in the past to approval of final inspection.

RECOMMENDATION

Staff recommends that the Development Services Director:

(1) find that EIR Addendum is appropriate under the California Environmental Quality Act because, based on the 2023 Traffic Analysis and the facts described herein,

there are no new or more severe impacts caused by the deletions or changes to the mitigation measure TRANS-1;

(2) approve and adopt the 2024 EIR Addendum modifying Intersections to Mitigation Measure Trans-1 in that certain Environmental Impact Report (EIR) and Mitigation Measures Reporting Program (MMRP) certified on September 3, 2013 for the Cordes Ranch Specific Plan; and

(3) approve and adopt Amendments to Conditions of Approval of Development Review Permit D20-0030 for a Light Industrial Building at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07 (IPC Building 16) as provided in Attachment B.

Prepared by: Kimberly Matlock, Associate Planner
Al Gali, Associate Engineer

Reviewed by: Alan Bell, Senior Planner
Bijal Patel, City Attorney

ATTACHMENTS

A: Redlined Conditions of Approval to be changed
B: Development Services Director Determination, dated March 5, 2024
Exhibit 1 – 2024 Addendum to Cordes Ranch Specific Plan EIR
Exhibit 2 – Amended Conditions of Approval

CITY OF TRACY

CONDITIONS OF APPROVAL

March 5, 2024
Cordes Ranch/IPC Building 16
Application Number D20-0030

A. General Provisions and Definitions

1. These Conditions of Approval shall apply to the real property located at ~~689 Pavilion~~5051 Promontory Parkway, Assessor's Parcel ~~Numbers~~Number 209-220-07~~ and 209-220-19~~, Application Number D20-0030, an approximately 1,120,082 square foot industrial building and associated site area improvements on approximately 66.7 acres of land (hereinafter "Project").

2. 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" 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, Cordes Ranch Specific Plan, ordinances, resolutions, policies, procedures, and City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans), and the California Building Code and California Fire Code.

   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 the approximately 1,120,082 square foot industrial building, Application Number D20-0030. The Conditions of Approval shall specifically include all City of Tracy conditions set forth herein, including South San Joaquin County Fire Authority conditions, set forth herein.

   f. "Project" means Application Number D20-0030, an 1,120,082 square foot industrial building with associated site area improvements on the real property located at ~~689 Pavilion~~5051 Promontory Parkway, Assessor's Parcel ~~Numbers~~Number 209-220-07~~ and 209-220-19~~, a site of approximately 66.7 acres in size.

   g. "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.

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3. 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 Subdivision Map Act (Government Code sections 66410, 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").

4. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City Regulations.

5. 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.

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B. Planning Division Conditions of Approval

B.1. Except as otherwise modified herein, the project shall be developed in accordance with the plans and color elevations received by the Development Services Department on December 28, 2020. Prior to the issuance of any building permits, any deviations from the approved site plan or elevations shall be evaluated for substantial compliance with the approved plans to the satisfaction of the Development Services Director. Should any deviations be determined not to be in substantial compliance with the approved plans, they shall be reviewed in a new Development Review application process.

B.2. No roof-mounted or through-roof equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way, including I-205 and I-580, to the satisfaction of the Development Services Director. Prior to the issuance of a building permit, the construction plans shall demonstrate compliance with this requirement, such as details for the construction of a parapet wall adequately sized to fully screen the equipment and no less than six feet in height.

B.3. All exterior lighting shall be directed downward, onto the parking and maneuvering surface and away from the public rights-of-way.

B.4. All PG&E transformers, phone company boxes, trash enclosures or compactors, 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.

B.5. 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.

B.6. All improvements shall be consistent with the Tracy Municipal Code, Cordes Ranch Specific Plan, Standard Plans, and other applicable City Regulations.

B.7. All vents, gutters, downspouts, flashing, electrical conduit, etc. shall be internal to the buildings when feasible, and any improvement necessary to be installed on the exterior of the building shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior to the satisfaction of the Development Services Director.

B.8. Where landscape planters are parallel and adjacent to the side of vehicular parking spaces, a 12" wide concrete curb shall be placed adjacent to the parking space to allow for pedestrian access to vehicles without damage to the landscape areas.

B.9. Prior to issuance of a building permit, detailed plans demonstrating compliance with onsite landscaping standards as established in the Cordes Ranch Specific Plan and the Tracy Municipal Code Off-Street Parking ordinance. Such plans shall demonstrate that all landscape areas, including bioswales, are appropriately comprised of a combination of trees, shrubs, groundcover, and irrigation to the satisfaction of the Development Services Director.

B.10. Prior to issuance of a building permit, an Agreement for Maintenance of Landscape and Irrigation Improvements shall be executed and financial security submitted 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.11. Prior to final inspection or certificate of occupancy, all landscaping and irrigation substantially conforming with the development review permit plans dated December 28, 2020, and the approved building permit construction plans shall be installed to the satisfaction of the Development Services Director.

B.12. Prior to issuance of a building permit, bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510 to the satisfaction of the Development Services Director.

B.13. Prior to final inspection or certificate of occupancy, carpooling/ridesharing and electric vehicle parking spaces shall the clearly marked, per the requirements of the Natural Resources and Sustainability section of the CRSP.

B.14. Prior to final inspection of certificate of occupancy, on-site circulation signs shall be installed to the satisfaction of the Development Services Director.

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B.15. No outdoor storage of materials is permitted on the site.

B.16. Prior to the erection of any light poles with a height in excess of 40 feet, the developer shall gain the approval of the Conditional Use Permit from the Planning Commission. Should a Conditional Use Permit not be approved, any freestanding light poles shall not exceed a height of 40 feet.

B.17. No chain link fence is permitted on site where it would be visible from the public right-of-way. Electronically charged, razor wire, barbed wire, integrated corrugated metal, or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric fences are not permitted anywhere on site.

B.18. Prior to approval of a building permit, the applicant shall submit detailed plans that demonstrate the truck loading areas, dock doors, storage areas, and above-ground utilities will be substantially screened from view from the public right-of-way, which includes, but is not limited to, Promontory Parkway, Capital Parks Drive, and Pavilion Parkway, to the satisfaction of the Development Services Director.

B.19. Trash collection exterior of the building shall be done within either trash compactor(s) or trash enclosure(s). Trash compactors shall be screened from view by the building, screen walls, or landscape screens to the satisfaction of the Development Services Director. Trash enclosures shall be designed and appropriately sized for this project, including allowance for recycling collection. The trash and recycling collection enclosure shall include a solid roof structure, solid metal doors, and solid walls sufficiently sized to fully screen the dumpsters. The enclosure, including the roof, shall be architecturally compatible with the building, which includes but is not limited to, design, materials, and colors. A six-inch concrete curb and/or bollards may be installed on the interior of the enclosure for the protection and durability of the enclosure walls. A building permit is required prior to construction of such enclosures for the evaluation of design and location to the satisfaction of the Development Services Director.

~~B.19.~~B.20. Before the approval of a building permit, the applicant shall submit detailed plans that show the location and improvements for a high-quality outdoor employee break area to the satisfaction of the Development Services Director. Such area shall be incorporated as part of site design and should include special paving, tables, benches, shade trees and other amenities that support employee events and serve as an informal gathering space.

~~B.20.~~B.21. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all mitigation measures identified in the CEQA 15183 environmental analyses dated April 2020 and February 2021, the Cordes Ranch Specific Plan Environmental Impact Report (EIR), approved by the City Council on September 3, 2013, the Cordes Ranch Specific Plan EIR Addendum dated January 2024, and the General Plan EIR approved by the City Council on February 1, 2011.~~-~~

B.22. Prior to issuance of a building permit, the developer shall provide documentation of compliance with the San Joaquin Valley Air Pollution Control District Rule 9510, Indirect Source Review to the Development Services Department.

~~B.21.~~B.23. The Developer shall comply with all applicable provisions of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, including Incidental Take Minimization Measures applicable at the time of permit, a pre-construction survey prior to ground disturbance, and payment of all applicable fees, to the satisfaction of San Joaquin Council of Governments.

C. Engineering Division Conditions of Approval

C.1. General Conditions

~~C.1.~~

C.1.1. Developer shall comply with the applicable requirements of the technical analyses and reports prepared for the Project listed as follows:

a) Cordes Ranch Specific Plan" prepared by David Babcock & Associates, dated September 3, 2013 ("Specific Plan").

~~a)~~b) "Cordes Ranch Specific Plan Final Environmental Impact Report", prepared by The Planning Center | DC&E, dated September 3, 2013 ("FEIR"), adopted by City Council on September 3, 2013 (Resolution No. 2013-143).

~~a)~~c) "Mitigation Measures and Monitoring Program for the Cordes Ranch Specific Plan" adopted by the City Council September 3, 2013 (Resolution No. 2013-143).

~~a)~~d) "Cordes Ranch Specific Plan – Storm Drainage Technical Report" prepared by Storm Water Consulting, Inc. and Stantec, Inc., dated December 2012, and any subsequent amendments or updates.

~~a)~~e) "Cordes Ranch Specific Plan Tier 2 Infrastructure Evaluation of Potable and Recycled Water Systems" prepared by West Yost Associates, Inc. dated July 7, 2014, and any amendments or updates.

~~a)~~f) "Wastewater Master Plan Tier 2 – Cordes Ranch Specific Plan Application Review" prepared by CH2MHill, Inc. dated January 2013, and any subsequent amendments or updates.

~~a)~~g) "~~Cordes Ranch 2nd Consistence Analysis (Phase 1K) Traffic Study"~~IPC 16 & 28 Transportation Technical ~~Memorandum~~Report" prepared by Kimley-Horn, dated ~~June 30, 2020~~~~December 14, 2023~~January 25, 2024, and any subsequent amendments or updates.

~~a)~~h) "Traffic Study for IPC Building 16" Technical Memorandum prepared by Kimley Horn, dated March 9, 2021, and subsequent amendments, or updates.

~~a)~~i) "Hydraulic Evaluation of International Park of Commerce (IPC) Building 16" prepared by West Yost Associates, Inc., January 29, 2021, ("Water System Analysis"), and any

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subsequent amendments or updates.

j) "Addendum to Cordes Ranch Specific Plan EIR - IPC Building 28 and Revision of Mitigation Measure MM TRANS-1" prepared by Kimley-Horn, dated January 2024, and subsequent amendments or updates.

C.1.2. Developer shall comply with applicable requirements of the Development Agreement by and between the City of Tracy and Prologis, L.P., approved by City Council September 3, 2013 (Ordinance Number 1188).

C.2. Grading Permit

~~C.2.~~

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. The City will not accept a Grading Permit application for the Project until Developer provides 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.2.1. Developer has completed all requirements set forth in this section.

C.2.2. 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 PG&E or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit.

C.2.3. Developer has obtained a demolition permit to remove any existing structure located within the project's limits.

C.2.4. 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.2.4.~~

C.2.5. 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 (TMC Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, and these Conditions of Approval.

C.2.6. On-site Grading/Drainage Plans and Improvement Plans shall be prepared on a 24-inch x 36-inch size 4-millimeter-thick polyester film (mylar).

a) These plans shall use the City's Title Block.

b) Improvement Plans shall be prepared under the supervision of, stamped

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and signed by a Registered Civil Engineer and Registered Geotechnical Engineer.

c) 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.

d) 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.2.7. 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.2.8. 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).

C.2.9. 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, slope recommendations, and elevation of the highest observed groundwater level.

C.2.10. Two (2) sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

~~C.2.10.~~

C.2.11. Minor Retaining — Developer shall use reinforced or engineered masonry blocks for retaining soil when the grade differential exceeds 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

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slope gradient. Slope easements may be required and will be subject to approval by the City Engineer and if adjacent and affected property(s) owner(s) grants said easements.

a) 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.

b) If required, 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.

c) 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.2.12. 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.2.13. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Measure AQ-1 and AQ-2 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Specific Plan Final Environmental Impact Report (CRSP EIR).

C.2.14. Documentation of any necessary authorizations from Regional Water Quality Control Board (RWQCB) as required in the applicable mitigation measures identified in the Cordes Ranch Specific Plan EIR.

C.2.15. 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.2.16. Documentation of construction easement(s) or agreement(s) from owners of adjacent properties for any grading work within their parcels, or for grading work impacting their property.–

~~C.2.16.~~

C.3. Encroachment Permit - No applications for encroachment permit will be accepted by the City as complete until the Developer provides all relevant documents related to said encroachment permit required by the applicable City Regulations and these Conditions

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of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.3.1. Improvement Plans prepared on a 24" x 36" size 4-mil thick polyester film (mylar) and these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.3.2. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.3.3. Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA. The Developer's obligations in the OIA shall be deemed to be satisfied upon City Council's acceptance of the public improvements and release of the Improvement Security.

~~If required, signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section~~

~~C.3.4.~~ 12.36.080 of the TMC. ~~The Developer's obligations in the DIA shall be deemed to be satisfied upon the release of the Improvement Security.~~

~~C.3.5.~~C.3.4. Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval. ~~The engineering review fees will be calculated based on the fee rate adopted by the City Council on May 16, 2017, per Resolution 2017-098.~~

~~C.3.6.~~C.3.5. Traffic Control Plan signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.4. Improvement Plans - Improvement Plans shall contain the design, construction details and specifications of public improvements that are necessary to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 4-mil thick polyester film (mylar) and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work. The Improvement Plans shall be completed to comply with City Regulations, these Conditions of Approval, and the following requirements:

~~C.4.1.~~ Grading and Storm Drainage Plans

C.4.1. Site Grading

Include all proposed erosion control methods and construction details to be employed and specify materials to be used. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Geotechnical Engineer. A

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copy of the Project's Geotechnical ~~-~~

~~a)~~ Report must be submitted with the Grading and Storm Drainage Plans.

~~b)~~a) When the grade differential between the Project Site and adjacent property(s) exceeds 12 inches, a reinforced concrete or masonry block, or engineered retaining wall is required for retaining soil. The Grading Plan shall show construction detail(s) of the retaining wall or masonry wall. The entire retaining wall and footing shall be constructed within the Project Site. A structural calculation shall be submitted with the Grading and Storm Drainage Plans.

~~c)~~b) An engineered fill may be accepted as a substitute of a retaining wall, if any, subject to approval by the City Engineer. The Grading and Storm Drainage Plans must show the extent of the slope easement(s). The Developer shall be responsible for obtaining permission from owner(s) of the adjacent and affected property(s). The slope easement must be recorded, prior to the issuance of the final building certificate of occupancy.

~~d)~~c) Grading for the site shall be designed such that the Project's storm water can overland release to either a public street or to a public storm drainage facility.

~~e)~~d) Prior to approval of a grading permit for the Project, the Developer shall submit a drainage report and drainage calculations for the project site based on the Master Plan criteria and starting water surface elevation for review by City's consultant. The Developer shall be responsible to pay for the review.

C.4.2. Storm Drainage

f) As shown in the *City of Tracy Storm Drain Master Plan*, *Supplement No. 3*, the IPC Building 16 parcel is located within the L20 Watershed boundary, which is intended to drain to (future) Detention Basin LW3, which is intended to be located within the Westside Ranch Specific Plan Area. ~~-~~In the interim, prior to the construction of the future Detention Basin LW3, the Developer may construct an on-site Temporary Retention Basin as a temporary solution for the disposal of storm drain run-off from the Project in accordance with City Regulations and Standards. ~~–~~

(i) All costs of design and construction of improvements required for temporary storage shall be paid for by the Developer. No fee credits or reimbursements will be applicable for these improvements.

(ii) The Developer shall be responsible for the construction and maintenance of the ~~temporary retention basin~~Temporary Retention Basin until the downstream drainage facilities are constructed and accepted by the City. ~~-~~The Developer shall sign ~~a Deferred~~1) an On-site Improvement Agreement (OIA), and 2) a Maintenance Agreement to assure completion of the Developer's obligation to maintain and repair the temporary retention basin and to remove or modify the basin into a storm water treatment facility when the future Detention Basin LW3 is ~~operational and available for connection~~constructed by other applicants and becomes operational and available for connection. Prior to the final inspection of the IPC Building 16, the Developer shall submit signed and

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notarized OIA and Maintenance Agreement as guarantees for the performance of Developer's responsibilities towards the construction, repair and maintenance of the temporary on-site retention basin.

(iii) The Developer shall record a temporary storm drainage easement to the City to grant rights to the City to access the temporary basin for any necessary emergency repair or maintenance work that the City may have to perform within the basin site. The temporary storm drainage easement shall include a sunset clause for automatic termination of the easement at such time as the Master Plan permanent storm drainage improvements are completed and operational.

g) As shown in the *City of Tracy Storm Drain Master Plan*, *Supplement No. 3*, the 265 Trailer Stall parking parcel located between Road 'H' and the WSID channel is located within the L14 Watershed boundary, which is intended to drain into Detention Basin LW6; Temporary retention is required to serve this parcel until DET LW6 and the downstream outfall system is completed and operational.

(i) The Project will utilize a portion of DET LW6 to satisfy the requirements for temporary retention as set forth in the City Design Standards. Developer shall provide calculations to demonstrate that adequate capacity in DET LW6 is available to serve the Project. All costs of design and construction of improvements required for temporary storage shall be paid for by the Developer. No fee credits or reimbursements will be applicable for these improvements.

(ii) Developer shall be responsible for maintenance of the Retention Basin at DET LW6 until the downstream drainage facilities are installed and accepted by the City. The Developer shall sign an improvement agreement ~~(Deferred Improvement Agreement),~~ to assure completion of the Developer's obligation to repair and maintain said basin while the storm drainage retention basin is in service and then, if required, to modify storm drainage retention basin to conform to Master Plan requirements at such time they are no longer needed due to the construction of the permanent facilities per the Storm Drainage Master Plan. Prior to the final inspection of the first building to be constructed on the Property, the Developer shall submit a signed and notarized Improvement Agreement / Maintenance Agreement as a guarantee for the performance of Developer's responsibilities towards the repair and maintenance of the retention basin at DET LW6.

(iii) Layout and design of access easements to be dedicated to the City shall be per the requirements of Engineering Division and as approved by the City Engineer.

h) Parcel maps, Grant Deed documents or other instruments for dedication of the storm drainage basin parcel to the City shall be prepared and executed by the Developer. Acceptance of the basin parcel by the City will be upon completion of the downstream facilities as listed in Condition C.4.1.f and ~~h)~~ C.4.1.g above.

i) As detailed in the Cordes Ranch Specific Plan Tier 2 Storm Drainage Technical Report, the public street system serving the project site will need

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to include storm water quality treatment provisions. Storm water runoff from Pavilion Parkway and Capital Parks Drive shall be treated in conformance with the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015. For the interim, prior to the construction of Det LW3 and associated downstream storm drain facilities, the Developer shall design and install a Filterra stormwater treatment unit (or other similar water quality treatment device) to provide storm water quality treatment for public street storm water runoff from the portions of Capital Parks Drive and Pavilion Parkway that is tributary to future Detention Basin LW3.

j) Calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans and approved by City's Stormwater Coordinator prior to issuance of the Grading Permit for the Project.

k) The design and construction details of the Project's storm drainage system and treatment facilities shall meet City Regulations and shall comply with the applicable requirements of the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015, and any subsequent amendments.

l) Prior to the final inspection of the building to be constructed on the Property, the Developer shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee for the performance of Developer's responsibility towards the repair and maintenance of on-site storm water treatment facilities.

C.4.3. Sanitary Sewer Improvement Plans

a) At the time of application for building permit for the Project, the improvements identified in the Wastewater Master Plan – namely, the sewer lines in Capital Parks Drive, in Pavillion Parkway, and Masterplan trunk sewer line from Node 6W at the intersection of Pavillion Parkway and Eleventh Street to Node 7W at the intersection of Eleventh Street and Lammers Road must be constructed as necessary to provide the conveyance capacity required.

b) The Developer shall pay all impact fees for Wastewater Treatment and Wastewater Conveyance.

c) Prior to the issuance of Building Permit for the Project, Developer shall submit improvement plans and secure approval of plans from the City's Building Division, for the design of on-site sewer improvements. The Developer shall design and install sanitary sewer facilities including the Project's sewer connection in accordance with City Regulations and utility improvement plans approved by the City Engineer.

C.4.4. Water Distribution System

a) Developer shall comply with the recommendations for on-site and off-site infrastructure including storage requirements triggered by the Project as identified in the Water System Analysis for IPC Building 16. If additional improvements beyond the proposed improvements shown on the preliminary plans submitted with the Development Review Application are

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identified in the Water System Analysis and approved by the City Engineer, the Developer shall comply with the recommendations in the Water Analysis. Developer shall prepare improvement plans and construct required improvements identified in the Water System Analysis.

b) During the construction phases 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 South San Joaquin County Fire Authority (SSJCFA) Fire Marshal.

c) The Developer shall design and install fire hydrants at the locations approved by the SSJCFA Fire Marshal. Prior to the issuance of a Building Permit, the Developer shall submit calculations and plans as required by the SSJCFA and obtain written approvals for the proposed fire system for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

d) Prior to issuance of temporary certificate of occupancy (or final certificate of occupancy, if TCO is not requested), the Developer shall demonstrate to the satisfaction of the Fire Marshal that all applicable fire flow parameters are met.

e) All costs associated with the installation of the Project's permanent water connection(s) as identified in the Water System Analysis including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the water connection(s), and other improvements shall be paid by the Developer.

f) Interruption to the water supply to the existing businesses and other users within International Park of Commerce or Patterson Pass Business Park will not be allowed to facilitate construction of on-site or off-site improvements related to the Project. The Developer shall be responsible for notifying business owner(s) and users, regarding construction work that involves traffic rerouting or other traffic related and access impacts to the existing businesses. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least 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 offsite water mains and connections.

g) The Developer shall design and install domestic and irrigation water service connection, including a remote-read master water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type backflow protection device in accordance with City Regulations. The domestic and irrigation water service connection(s) must be completed before the final inspection of the building. Sub-metering will be allowed within private property. The City will not perform water consumption reading on submeters. The Developer will be responsible for relocating or

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reinstalling water sub-meters. The City shall maintain water lines from the master water meter to the point of connection with the water distribution main (inclusive) only. Repair and maintenance of all on-site water lines, laterals, sub-meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.

h) As noted in the ***Water Analysis***:

(i) The domestic service lateral to serve the Project shall be at least 4-inch diameter based on the City's maximum velocity criteria of 8 feet per second (fps) during a peak hour demand condition.

(ii) The on-site fire loop be supplied by two fire service laterals of at least 12-inch diameter based on the City's maximum velocity criteria of 12 fps during a maximum day demand condition.

C.4.5. Roadway Improvements

~~C.4.5.~~

a) The Developer shall prepare and submit improvement plans for frontage improvements on Promontory Parkway, Pavillion Parkway, Capital Parks Drive, and Road 'H' in compliance with the Specific Plan, City of Tracy Master Plans and Design Standards. The frontage improvements shall include curb, gutter, sidewalk, driveways, landscape with automatic irrigation, streetlights, fire hydrants and associated improvements between the curb and the street right-of-way.

(i) The ultimate right-of-way for Pavillion Parkway shall be 102 feet wide to provide for an 8-foot-wide modified Class 1 Bikeway on the west side of the street.-

b) Within thirty calendar days from the date of approval of the related Offsite Improvement Agreement (OIA) by the City Council, the Developer shall record Irrevocable Offer(s) of Dedication (IOD) for rights of way and easements for Promontory Parkway, Pavillion Parkway, Capital Parks Drive, and Road 'H' in favor of the City to the satisfaction of the City Engineer and as shown on the Phase 1K improvement plans and in compliance with the Specific Plan, City of Tracy Master Plans and Design Standards.

(i) Prior to acceptance of the improvements and IODs by the City, the Developer shall enter into agreement(s) with the City that address the maintenance of the landscaping improvements and access rights to the Developer for maintaining the aforementioned landscaping improvements. The Developer shall also enter into an agreement to install, operate, maintain, repair and replace the private utilities (i.e. fiber optic communications lines and appurtenances) within the City's right-of-way and easements.

C.4.6. Offsite Improvements

As noted in the ~~***Traffic Analysis***~~"IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated ~~December 14, 2023~~January 25, 2024, the following off-site improvements specified in Table ES-1 ~~of the Traffic Analysis~~ shall be completed, ~~in accordance with the timelines specified in Table 5 of the Traffic Analysis.~~prior to issuance of final occupancy; these Conditions will be

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deemed satisfied with execution of ~~OIA~~Offsite Improvement Agreement(s) and posting of security as acceptable to City~~.~~:

~~a)~~(i) International ~~Parkway / I-205 WB ramps~~ Pkwy / Promontory Pkwy intersection

~~b)~~(ii) International Pkwy / Old Schulte Rd intersection~~.~~

~~c)~~(iii) ~~Pavillion Pkwy~~ Lammers Rd / Old Schulte Rd intersection~~.~~

~~d) Lammers Road and Promontory Pkwy~~

(iv) Lammers Rd / Valpico Rd intersection

(v) Road H / Capital Parks Dr intersection~~Road~~

~~As noted in the "IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated January 25, 2024December 14, 2023, the following off-site improvements specified in Table ES-1 of the Traffic Analysis shall be completed, prior to issuance of final occupancy. Developer may pay an in-lieu fee instead of completing this Condition, and this Condition will be deemed satisfied upon in-lieu fee payment equivalent to the estimated cost of the conditioned improvements of $4,415,850:~~

~~e) Lammers Rd / Western Pacific Way intersection~~

~~f) Lammers Road / Valpico Road intersection~~

~~g) Promontory Pkwy – Pavillion Pkwy to Lammers Road~~

C.4.7. Offsite Improvements – Impact Fees

~~As noted in the *Traffic Analysis*,~~ Developer shall pay applicable City of Tracy development impact fees and/or RTIF fees ~~for the following off-site improvements~~.

~~a) International Pkwy/ I-580 WB Ramps~~

~~b) International Pkwy/ I-580 WB Ramps~~

~~C.4.8. Offsite Improvements (Fair Share Contributions)~~

~~As noted in the ***Traffic Analysis,*** the following off-site improvements will require payment of fair share contributions by this Project:~~

~~a) International Pkwy / Daylight Rd intersection – Project Fair Share = 0.5%~~

~~b) International Pkwy & Promontory Pkwy intersection – Project Fair Share = 0.2%~~

~~c) Hansen Road / Capital Parks Dr intersection – Project Fair Share = 0.7%~~

~~d) Hansen Road / Old Schulte Road intersection – Project Fair Share = 3.0%~~

~~e) Old Schulte Road Delta Mendota Canal Bridge – Project Fair Share = 3.0%~~

~~f) Road H / Capital Parks Dr intersection – Project Fair Share = 50%~~

~~g) Pavillion Pkwy / Old Schulte Rd intersection – Project Fair Share = 1.9 %~~

~~h) Lammers Rd / Valpico Rd intersection – Project Fair Share = 0.3%.~~

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~~C.4.9.~~C.4.8. Project Driveways and Traffic Circulation

The Developer shall install six driveways to serve the site in accordance with the recommendations of the "Traffic ~~Analysis~~"Study for IPC Building 16" Technical Memorandum prepared by Kimley Horn, dated March 9, 2021, and City Regulations. Two driveways will be constructed along Pavilion Parkway, two driveways will be constructed on Capital Parks Drive, one driveway on Promontory Parkway and one driveway will be constructed on Road H. Project driveways shall be designed for STAA truck access and provide adequate safe sight distances.

All improvements for construction of the project driveways, including modifications to striping and signage, shall be completed at Developer's expense.

All recommended improvements for driveways and improvements on Capital Parks Drive, Promontory Parkway and Pavilion Parkway shall be completed prior to issuance of Certificate of Occupancy~~.~~, or as otherwise required per these Conditions of Approval.

a) Project Driveway 1: This driveway will provide a signalized full access from the north side of the site to Capital Parks Drive for the ultimate ~~conditions, once~~conditions once Capital Parks Drive is widened beyond two lanes.

The Developer shall ~~design future traffic signal~~prepare an intersection concept layout for cost estimating purposes prior to issuance of ~~temporary or~~ final Certificate of Occupancy for the Project~~. The~~ Prior to issuance of Final Certificate of Occupancy,

(i) ~~the~~ Developer shall pay a 50% fair share for ~~all costs relating to~~ design, construction and inspection for the traffic signal as approved by the City Engineer.

Developer may elect to complete the improvement instead of paying its fair share. In such case, if the Developer completes the design and construction of the signalized intersection, the Developer may request formation of Benefit District for payment of 50% of the total cost from future benefiting property in the northside of Capital parks Drive. Developer shall pay for costs of formation of the Benefit District by the City.

(ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

~~(ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.~~

~~(iii) The Developer shall enter into a Deferred Improvement Agreement and post required security to guarantee installation of the traffic signal.~~

~~(iv)~~(iii) The internal intersection at Driveway 1 shall be a two-way (east and west) stop, with no south leg to auto parking lot and no stop for inbound traffic.

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b) Project Driveway 2: This driveway will provide interim full access until Capital Parks Drive is widened beyond two lanes, at which time, it will be limited to right-in, right-out side-street stop control access for trucks to Capital Parks ~~Road.~~Drive.

~~(i) No gated entry at this location if more than one truck is expected in the 95th percentile queue.~~

(i) If this driveway is gated, then entry movement will be prohibited, and only exit movements are permissible.

~~c)~~a) Project Driveway 3: ~~This driveway will provide~~ While Pavillion Pkwy is two lanes, this driveway can be full access. When Pavillion Pkwy is widened beyond two lanes and is at the ultimate condition, this driveway will be limited to right-in, right-out~~,~~ with side-street stop control access for passenger cars ~~only to~~ to Pavillion Pkwy. Furthermore, at the Pavilion ~~Parkway.~~Pkwy ultimate width, this driveway will be limited to passenger cars.

(i) The internal intersection at Driveway 3 shall be a three-way (east, north, and south) stop controlled intersection.

~~d)~~(ii) Project Driveway 4: ~~This~~When Pavillion Pkwy is widened beyond two lanes, is at the ultimate condition, and is controlled by a traffic signal, this driveway will provide ~~Full~~full access except ~~no~~for EBT, WBT or WBL for trucks and passenger cars to Pavilion Parkway ~~for the ultimate conditions, once Pavillion Pkwy is widened beyond two lanes~~.

- ~~The Developer shall design the traffic signal prior~~Prior to issuance of temporary or final Certificate of Occupancy, the Developer shall prepare an intersection concept layout for cost estimating purposes for the Project. ~~The~~
- Prior to issuance of temporary or final Certificate of Occupancy, the Developer shall pay ~~for all costs relating to~~ a 50% of the cost to design, construct, and inspect for the driveway-intersection, traffic signal, and ancillary improvements to the satisfaction of the City Engineer.

~~(i)~~b) Developer may elect to complete the improvement instead of paying its fair share. In such case, if the Developer completes the design~~,~~ and construction ~~and inspection for the traffic signal~~of the signalized intersection, the Developer may request formation of Benefit District for payment of 50% of the total cost from future benefiting property in the eastside of Pavilion parkway. Developer shall pay for costs of formation of the Benefit District by the City.

~~(ii)(i) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.~~

~~(iii)~~(i) The Developer shall ~~enter into a Deferred Improvement Agreement and post~~dedicate required ~~security to guarantee installation~~easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

~~(iv)~~(ii) The internal intersection at Driveway 4 shall be a one-way

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(south) stop controlled intersection.

~~e)~~c) Project Driveway 5: This driveway will provide full access for trucks only to Promontory Parkway.~~-~~

(i) The Developer shall design and complete installation of the traffic signal prior to issuance of temporary or final Certificate of Occupancy for the Project. The Developer shall pay for all costs relating to design, construction, and inspection for the traffic signal~~.~~

(ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

(iii) The Developer shall enter into an Offsite Improvement Agreement and post required security to guarantee installation of the traffic signal.

(iv) No ~~gated~~ entry ~~at this location~~is allowed, if ~~more than one truck is expected in the 95th percentile queue.~~driveway is gated, and only exit movements will be allowed.

~~(iv)~~

~~f)~~d) Project Driveway 6: This driveway will provide full access for trucks only to Road H. ~~No gated entry at this location if more than one truck is expected in the 95th percentile queue~~No entry is allowed, if driveway is gated, and only exit movements will be allowed.

~~g)~~e) Design truck court entries to accommodate two guard shacks and two lanes for queuing, where necessary.

~~C.4.10.~~C.4.9. The Developer shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

~~C.4.11.~~C.4.10. The Developer shall prepare joint trench plans in compliance with utility companies' requirements and City regulations and obtain approval of the plans. All private utility services to serve Project such as electric, telephone and cable TV to the building must be installed underground, and to be installed at the location approved by the respective owner(s) of the utilities.

~~C.4.12.~~C.4.11. The Developer shall submit Joint Utility Trench Plans for the installation of electric, gas, telephone and TV cable main and service lines that are necessary to be installed to serve the Project. These utilities shall be installed within the 10feet wide Public Utility Easement (PUE) that will be offered for dedication to the City. The Developer shall coordinate, as feasible, with the respective owner(s) of the utilities for the design of these underground utilities to ensure they can be installed within the 10-feet wide PUE to the extent feasible (and except in the event, that additional space beyond the 10-feet PUE is required, as determined by the utilities owner(s)).

C.4.12. Pavement cuts or utility trench(s) on existing street(s) for the installation of water distribution main, storm drain, sewer line, electric, gas, cable TV, and telephone will require the application of 2" asphalt concrete overlay and

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replacement of pavement striping and marking that are disturbed during construction. The limits of asphalt concrete overlay shall be 25 feet from both sides of the trench and shall extend over the entire width of the adjacent travel lane(s) if pavement excavation encroaches to the adjacent travel lane or up to the street centerline or the median curb. If the utility trench extends beyond the

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~~C.4.13.~~ street centerline, the asphalt concrete overlay shall be applied over the entire width of the street (to the lip of gutter or edge of pavement, whichever applies).

C.5. Building Permit - No building permit will be approved by the City until the Developer demonstrates, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

C.5.1. Check payment of the applicable Citywide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees (adopted by Resolution 2017-098) as these relate to the Project, and as otherwise required by the Cordes Ranch Development Agreement and these Conditions of Approval.

C.5.2. Check payment of any applicable Regional Transportation Impact Fees (RTIF) as required in Mitigation Measure TRANS-7 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.5.3. Check payment of any applicable Agricultural Conversion or Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG-I of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.6. Acceptance of Public Improvements - Public improvements, Public Right-of-Way dedications, and Public Easements will not be accepted by the City Council until after the Developer completes construction of the relevant public improvements, and also demonstrates to the City Engineer satisfactory completion of the following:

C.6.1. Correction of all items listed in the deficiency report prepared by the assigned Engineering Inspector relating to public improvements subject to City Council's acceptance.

C.6.2. Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Developer, the City shall temporarily release the originals 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.6.3. Reasonable written permission from irrigation district or affected owner(s), if applicable, as required in Condition C. 10.4, below. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.

C.7. Final Building Certificate of Occupancy - No Final Building Certificate of Occupancy will be issued by the City until after the Developer provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

C.7.1. The Developer has satisfied all the requirements set forth in Condition C.6 above.

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C.7.2. The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested and all the improvements required in these Conditions of Approval. 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.8. Improvement Security — The Developer shall provide improvement security for all public facilities, as required by the OIA, and these Conditions of Approval. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with section 12.36.080 of the TMC and the Development Agreement. The amount of improvement security shall be as follows:

C.8.1. Faithful Performance (100% of the estimated cost of constructing the public facilities),

C.8.2. Labor & Materials (100% of the estimated cost of constructing the public facilities), and

C.8.3. Warranty (10% of the estimated cost of constructing the public facilities)

C.9. Release of Improvement Security - Improvement Security(s) described herein shall be released to the Developer after City Council's acceptance of public improvements, and after the Developer demonstrates, to the satisfaction of the City Engineer, compliance of these Conditions of Approval, and completion of the following:

C.9.1. Improvement Security for Faithful Performance, Labor & Materials, and Warranty shall be released to the Developer in accordance with Section 12.36.080 of the TMC.

C.9.2. Written request from the Developer and a copy of the recorded Notice of Completion.

C.10. Special Conditions
~~C.10.~~

C.10.1. All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Design Standards and the City's Facilities Master Plan for storm drainage, roadway, wastewater and water adopted by the City, or as otherwise specifically approved by the City.

C.10.2. Prior to beginning of construction, the Developer shall be responsible to obtain any easements, rights-of-way and/or agreements with property owners as applicable for all improvements.

C.10.3. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the

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existing well(s) including the cost of permit(s) and inspection. The 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.10.4. The 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. The Developer shall submit report for a site sub-surface investigation for determining the presence of irrigation and drainage tile drains within and around the Project Site, if any, and submit a report prepared and signed by a Geo-technical Engineer. In the event that tile drains exist within and around the Project Site, the Developer has the option to either relocate or abandon the on-site tile drains as required for the proposed development. All existing tile drains and proposed improvements for the relocation or removal of tile drains must be shown on the Grading and Storm Drainage Plans. Any tile drains under the proposed buildings shall be abandoned or relocated as may be required, to the satisfaction of the City. The Developer or the property owner(s) will be responsible for maintenance of tile drains to remain or the relocated tile drains and associated improvements. Additionally, the Developer will be responsible for monitoring the groundwater levels, and for the mitigations, if any, that may be required, by any applicable laws and regulations.

C.10.5. Any damages to existing improvements within the street right-of-way due to construction related activities shall be repaired or replaced as directed by the City at Developer's cost.

C.10.6. 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. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Developer's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

C.10.7. Developer shall comply with the requirements relating to Fire Apparatus Access Roads and other Fire Code requirements to the satisfaction of the South San Joaquin County Fire Authority.

C.10.8. Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the Grading Permit, Encroachment Permit, Building Permit, Improvement Plans, OIA, and DIA, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The 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.

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D. Building Safety Division Conditions of Approval

D.1. Prior to building permit issuance, applicant must adjust or eliminate all interior lot lines (if any) per City of Tracy Municipal Code Title 12 sub-section 12.04.080- Lot line adjustment procedure (for the construction of the bridge).

~~D.1.~~

D.2. Prior to the construction of the building, applicant shall submit construction documents, calculations, and specifications that comply with the current Title 24 California Code of Regulation, as applicable and at time of application.

a. Based on the numbers normal parking stalls provided, additional accessible stalls shall be provided per CBC 11B-208.2, as a minimum of 2% needs to be provided.

E. ~~E.~~ Utilities Department Conditions of Approval

E.1. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:

a. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.

i. Design and sizing requirements shall comply with PCSWS Manual.

ii. Demand Management Areas must be clearly designated along with identification of pollutants of concern.

iii. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.

iv. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm.

v. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department~~(WaterResources@cityoftracy.org),~~(WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.

b. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections and design specifications such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

c. Develop and electronically submit to the Utilities Department for approval ~~(WaterResources@cityoftracy.org)~~(WaterResources@cityoftracy.org) a

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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.

~~c.~~

d. No later than two (2) months after approval notification of the submitted PSP, applicant shall electronically submit the following information to the Utilities Department (~~WaterResources@cityoftracy.org~~)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. o Property Address
   iii. o Exhibit A – legal property description
   iv. o Exhibit B – approved O & M Plan

E.2. Prior to issuance of a grading permit, applicant shall proof of permit coverage under the Construction General Permit shall be required and submittal of an electronic Stormwater Pollution Prevention Plan (SWPPP) shall be submitted to ~~WaterResources@cityoftracy.org~~WaterResources@cityoftracy.org.

E.3. Prior to Certificate of Occupancy, applicant shall:

a. Return to the City Clerk, a legally signed and notarized copy of the final maintenance access agreement including all exhibits and approved O & M plan received from the Utilities Department.
b. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP.
   i. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333
c. Upon completion, the project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

E.4. 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:

a. 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. Calculations submitted in a plan set is not acceptable for the LDP. 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;

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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.

b. A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

F. ~~F.~~ South San Joaquin County Fire Authority (SSJCFA) Conditions of Approval

F.1. Prior to construction, construction documents shall be submitted to the South San Joaquin County Fire Authority for review and approval prior to any construction. Construction documents shall include the following:

a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
b. Deferred submittals shall be listed on the coversheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
c. Fire protection water supply must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
d. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
e. 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. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC, in accordance with NFPA 14 §6.4.5.4. FDC locations shall be approved by the fire code official prior to issuance of construction permit.
g. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.
h. 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, this includes areas near the fire control room.

F.2. Applications received by this office are subject to the current fee schedule for South San Joaquin County Fire Authority.

a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
b. 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.
c. Permit holder is responsible for any additional inspection fees incurred, and

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shall be paid prior to final inspection.

F.3. Building is assumed it will be constructed as a 'speculative building'. Additional permits will be required for each separate tenant improvement. Construction documents shall be submitted to South San Joaquin County Fire Authority for review and approval prior to the start of construction or demolition.

a. Prior to occupancy of each 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. Each tenant shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such shall be secured in the key box.

F.7. Building and each tenant space shall be provided with approved address identification in accordance with CFC §505.

F.8. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.

a. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

G. ~~G.~~ Public Works and Finance Departments Conditions of Approval

Street/Streetlight~~/Landscaping~~ Replacement and Maintenance. (For Industrial/Commercial development)

~~No later than October 31, 2021, the~~The applicant shall make a written election, in a form approved~~,~~ by the City, of the funding mechanism by which the applicant will fund, in perpetuity, the costs of the operation ~~and~~, maintenance, and replacement of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), as reasonably determined by the City, and the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the~~,~~ "Infrastructure"), and the costs related to public landscaping maintenance costs. Developer must prepare ~~its~~ improvement plans and fund a landscaping budget analysis (to be performed by a consultant to the City) to establish the scope and cost estimates of the public landscaping maintenance costs. ~~Prior to October 31, 2021~~Upon final inspection or building occupancy, the applicant must have completed the process of the funding

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mechanism with the City to the satisfaction of the Finance Director. Prior to final inspection, the City and the applicant may negotiate additional details of the Infrastructure and the funding mechanism, which details may include, without limitation, (a) the scope of the Infrastructure; (b) the geographical scope of the applicant's funding obligation; (c) the costs; (d) the inclusion of third-party owners or developers in such funding mechanism; and (e) any other issues that arise during such negotiations.

The ultimate funding mechanism may include the following options or other options that may arise during the negotiations:

a. ~~a.~~ Community Facilities District (CFD) or other funding mechanism. An agreement with the City, to be signed by the Finance Director, which may, at the City's option, be recorded against the geographical scope negotiated in the agreement ("Project Site") which stipulates that prior to the City's acceptance of the Infrastructure, the Developer will either (i) form a CFD that includes the Project Site, (ii) annex the Project Site into an existing CFD or (iii) establish another lawful funding mechanism that is reasonably acceptable to the City. If a CFD is used, formation of the CFD must include, but not be limited to, compliance with the Mello – Roos Community Facilities Act of 1982 (Gov. Code, § 53311 et seq.), 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 the implementation of the other lawful funding mechanism.

Or

b. ~~b.~~ Direct funding. An agreement with the City, which shall be recorded against the Project Site, which stipulates that prior to the City's acceptance of the Infrastructure, Developer will deposit with the City such funds as are necessary to fund in perpetuity the long-term on-going costs of operation, maintenance and replacement of the Infrastructure, including all costs required to operate the streetlights and signals.

Or

c. ~~c.~~ POA. Developer shall, at its expense, form a Property Owner's Association (POA) for the entire Project Site that will fund the on-going operation, maintenance and replacement costs of the agreed-upon Infrastructure serving the Project Site, with CC&Rs reasonably acceptable to the City Attorney. If the POA is the chosen funding mechanism, Developer must also annex into an existing CFD in a "dormant" capacity, with the required funding to be triggered if the POA is not created prior to the City's acceptance of any Infrastructure, or if the POA becomes, in the City's reasonable determination, unable to continue to fund the on-going operation, maintenance and replacement of the Infrastructure. If a POA and dormant CFD are the chosen funding mechanism, the CFD tax or assessment must be disclosed to all prospective buyers of all or any portion of the Project Site.

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DIRECTOR'S DETERMINATION 2024-1

A DETERMINATION OF THE DIRECTOR
OF DEVELOPMENT SERVICES FOR THE CITY OF TRACY

Application Number D23-0020

A determination of the Director of Development Services for the City of Tracy:

(1) Finding that the Addendum to the Environmental Impact Report certified on September 3, 2013 for the Cordes Ranch Specific Plan is appropriate under the California Environmental Quality Act because, based on the 2023 Traffic Analysis and the facts described herein, there are no new or more severe impacts caused by the revisions to the mitigation measure TRANS-1 requiring a subsequent EIR;

(2) Approving and adopting the 2024 EIR Addendum provided in Exhibit 1 modifying Intersections to Mitigation Measure TRANS-1 in that certain Environmental Impact Report and Mitigation Measures Reporting Program (MMRP) certified on September 3, 2013 for the Cordes Ranch Specific Plan; and

(3) Approving and adopting Amendments to Conditions of Approval of Development Review Permit D20-0030 for a Light Industrial Building at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-07 (IPC Building 16) as provided in Exhibit 2.

WHEREAS, the City of Tracy as the lead agency**,** adopted the Environmental Impact Report (CRSP EIR) certified on September 3, 2013 for the Cordes Ranch Specific Plan in compliance with the California Environmental Quality Act ("CEQA"); and

WHEREAS, on April 8, 2021, the City's Development Services Director approved development review permit application number D20-0030 for an approximately 1,120,082 square foot industrial building and associated parking and landscape improvements on an approximately 66.7-acre site located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07, in the International Park of Commerce (IPC Building 16)(Project); The Project was determined to be consistent with the Cordes Ranch Specific Plan Environmental Impact Report (CRSP EIR), certified by the City Council on September 3, 2013; and

WHEREAS, the Project included a number of conditions of approval related to traffic and roadway improvements as identified in the mitigation monitoring and reporting program (MMRP) identified in the CRSP EIR; Mitigation Measure (MM) TRANS-1 included multiple intersection and roadway segment improvements, including New Schulte Road extension (i.e. Promontory Parkway Extension) and the New Schulte Road and Lammers Road intersection (MM Roadway Improvements); and

WHEREAS, as individual applications for development within the CRSP Area were received by the City of Tracy, transportation analyses of these applications have been performed, including identifying when CRSP EIR mitigation measures may be triggered; This includes the analysis of the construction of IPC Building 16 (as well as the application for IPC

Building 28, development review permit application number D22-0002), the *IPC 16 & 28 Transportation Technical Report* dated May 30, 2023 (2023 Traffic Analysis); Previously, development of New Schulte Road extension to Lammers Road, as described in MM TRANS-1, would be triggered by Buildings 16 and 28; Because development within CRSP has occurred at a different pace and density than was assumed in the CRSP EIR, the 2023 Traffic Analysis evaluated whether the provisions of MM TRANS-1 were triggered by Buildings 16 and 28, given current conditions on the roadway network; and

WHEREAS, the 2023 Traffic Analysis found that the MM Roadway Improvements of MM TRANS-1 were triggered by individual projects within the CRSP; however, the MM Roadway Improvements were not yet implemented because of several obstacles in obtaining right of way from private landowners for the New Schulte Road extension; Thus, achieving those MM Roadway Improvements of MM TRANS-1 on the original timeline was found to be impractical and unworkable; and

WHEREAS, the 2023 Traffic Analysis analyzed alternatives for achieving the objectives of MM TRANS-1; It considered updated traffic counts collected in May 2019 and March 2022 and found that the extension of the existing northbound left turn lane approaching the intersection of West Schulte Road and South Lammers Road (New Measure) would be sufficient to achieve acceptable level of service (LOS) at intersection 19, commensurate with the LOS reductions identified in the CRSP EIR with implementation of MM TRANS-1; In implementing the New Measure as mitigation measures, 2023 Traffic Analysis found that MM TRANS-1 could be triggered by Buildings 16 and 28 at a later date while immediately ensuring acceptable LOS standards at the intersections considered in the CRSP EIR. With the New Measure added to the revised MM TRANS-1 analyzed by the 2023 Traffic Analysis, the timing for completion of the New Schulte Improvements changed from 1,340 AM trips to 2,258 AM trips, and from 1,710 PM trips to 2,912 PM trips; and

WHEREAS, based on the 2023 Traffic Analysis, an EIR Addendum was prepared in January 2024 (Exhibit 1) (Addendum) to analyze the potential significant impacts of the New Measure and the corresponding proposed revisions to MM TRANS-1; and

WHEREAS, the Addendum analyzed and found that none of the conditions or circumstances exist in connection with the revised MM TRANS-1 would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines; No new significant environmental impacts were identified as a result of the revised MM TRANS-1; The Addendum found that the revised MM TRANS-1 would not avoid the significant and unavoidable impact identified in the CRSP EIR, and would therefore not substantially reduce the significant impacts of the CRSP; However, revised MM TRANS-1 would achieve the same levels of acceptable LOS as identified in the CRSP EIR; and

WHEREAS, the Director has carefully reviewed the Addendum to the CRSP EIR (Exhibit 1) and finds that some changes or additions are necessary to the EIR, but none of the conditions described in CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, the proposed revision to MM TRANS-1 the quality of the CRSP 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 based on the findings in the *IPC 16 & 28 Transportation Technical Report* dated May 30, 2023, new intersection improvements are

triggered by the construction of this project for efficient vehicular circulation throughout the Cordes Ranch Specific Plan area, and this project proposes to construct such improvements; and

WHEREAS, the Lammers Road and Western Pacific Way intersection and surrounding area were added to the City's SOI in 1993 and removed form the SOI in 2011; and

WHEREAS, the Cordes Ranch project traffic study and EIR were initiated prior to 2011, when this intersection was located within the SOI, and the Cordes Ranch project traffic study included improvements to this intersection included improvements to this intersection; and

WHEREAS, the Cordes Ranch project was approved in 2013 and included a condition of approval regarding improvements to this intersection even though in 2011 the intersection had been removed from the SOI; and

WHEREAS, since improvements to the Lammers Road and Western Pacific Way intersection were still included in the conditions of approvals from 2013, now is an appropriate time to correct this error by removing this inappropriate condition; and

WHEREAS, applicant HPA, Inc. and Property Owner is Prologis, Inc. (collectively "Applicant") submitted Application Number D23-0020 to amend Conditions of Approval to conform to the New Measure as applied to IPC Building 16; and

WHEREAS, staff revised the Conditions of Approval to reflect the New Measure, an updated trigger-date for provisions for funding Citywide services, and clarifications and updates to conditions pertaining to temporary retention of stormwater drainage (see revised Conditions of Approval attached as Exhibit 2); and

NOW, THEREFORE, THE DIRECTOR OF DEVELOPMENT SERVICES OF THE CITY OF TRACY DOES HEREBY FIND AND DETERMINE:

1. Recitals. All the recitals stated above are true and correct.

2. CEQA Compliance. The Director reviewed and considered the information contained in the Addendum to the EIR (Exhibit 1) and makes the following specific findings with respect thereto:

    a. That the Addendum to the EIR (Exhibit 1) prepared for the CRSP is a complete and accurate reporting of the environmental impacts associated with the Project as pertains to the subject matter contained therein;

    b. The Addendum to the EIR (Exhibit 1) for the Cordes Ranch Specific Plan is appropriate under the California Environmental Quality Act because, based on the 2023 Traffic Analysis and the facts described herein, the timing of certain components of MM TRANS-1 became impractical and unworkable, and no new significant impacts are created by the New Measure and revision to MM TRANS-1;

    c. That the Addendum to the EIR (Exhibit 1) is in accordance with CEQA and the State CEQA Guidelines;

d. That the Addendum to the EIR (Exhibit 1) reflects the independent judgment of the Administrative Director;

e. The Director hereby adopts the Addendum to the EIR (Exhibit 1).

3. Revised Conditions of Approval.

   a. Revisions to the Conditions of Approval are necessary for compliance with the Cordes Ranch Specific Plan, the Tracy Municipal Code, the City of Tracy General Plan, the Citywide Design Goals, Subdivision Map Act, and the California Environmental Quality Act;

   b. The Revisions to the Conditions of Approval (Exhibit 2) sufficiently implement the New Measure and revision to MM TRANS-1;
   c. The Director approves and adopts the amended Conditions of Approval for development review permit application number D20-0030 for the IPC building 16 project, subject to the attached Amended Conditions of Approval (Exhibit 2).

4. The proposal, as conditioned, conforms to the Cordes Ranch 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, building design, off-street parking and circulation, and landscaping design. The revised conditions of approval would allow the project to construct in accordance with the latest environmental and traffic analysis performed for the Cordes Ranch area as well as update the trigger for funding of the citywide services to a current date.

I HEREBY CERTIFY that the foregoing determination was duly approved on the _____ day of _____2024.

_____ _____
Karin Schnaider Date
Interim Director of Development Services

EXHIBITS

(1) 2024 Addendum to Cordes Ranch Specific Plan EIR
(2) Amended Conditions of Approval

ADDENDUM TO

CORDES RANCH SPECIFIC PLAN EIR

February 2024

IPC Building 28 and Revision of Mitigation Measure MM TRANS-1

Prepared For:

City of Tracy
Department of Development Services
333 Civic Center Plaza
Tracy, CA 95376

Prepared By:

Kimley-Horn and Associates, Inc.
10 South Almaden Boulevard, Suite 1250
San Jose, CA 95113

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PREVIOUS ENVIRONMENTAL ANALYSIS OF THE PROJECT SITE

The City approved the Cordes Ranch Specific Plan (CRSP) project and certified the corresponding environmental impact report (EIR) on September 3, 2013. The CRSP Area is located in the City of Tracy, San Joaquin County, California, between the crossroads of Interstate-205, Interstate-580, and Interestate-5 in west Tracy near the base of the Altamont Pass, approximately an hour and a half east of San Francisco as shown in Figure 1: Proposed Project Map.

The CRSP project involves the development of approximately 1,780 acres of land with commercial, office, business park industrial, and park and recreational uses. The CRSP project involves the adoption and implementation of a General Plan amendment and the CRSP; the approval and implementation of a development agreement covering a portion of the CRSP Area; pre-zoning and zoning for the CRSP Area; annexation of the CRSP Area into the City of Tracy; and development of the CRSP Area consistent with the CRSP. The CRSP contains land use, landscaping, circulation, sustainability, design, and infrastructure related development standards and design guidelines, to guide investment and development in the approximately 1,780-acre CRSP Area.

The CRSP EIR evaluates the potential environmental impacts resulting from the approval and implementation of the CRSP project. The CRSP EIR is a "Program EIR" as described in Section 15168 of CEQA's implementing regulations (the "CEQA Guidelines"). The CRSP EIR analyzed and documented the CRSP as a series of actions that constitute one large project that, in this case, are related:

- Geographically,
- As logical parts in the chain of contemplated actions,
- In connection with issuance of plans and other general criteria to govern the conduct of a continuing program, and;
- As individual activities utilized by same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Figure 1: Proposed Project Map

CRSP ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The CRSP EIR, certified in September 2013, found the potentially significant environmental effects of the CRSP to be as shown in Table 1: CRSP EIR Potentially Significant Environmental Impacts Table.

Table 1: CRSP EIR Potentially Significant Environmental Impacts Table

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
Aesthetics	• Visual aspect of and views in the Specific Plan Area (Project and Cumulative Impact); Adverse effects on a state-designated scenic highway; Adverse change in the character of the site	• New sources of light and glare;
Agriculture	Conversion of Prime Farmland and other Important Farmland (Project and Cumulative);	• Incompatible with adjacent agricultural activity;
Air Quality	Inconsistency with adopted Air Quality Management Plan; Cumulative construction emissions (ROG, NOx and PM10); Cumulative operational emissions (ROG, NOx, CO and PM10); Emission of ozone precursors and particulate matter; Exposure of sensitive receptors to pollutant concentrations;	• Exposure of sensitive receptors to substantial pollutant concentrations;
Biological Resources	Adverse impact on wildlife movement;	• Impact on special-status animal species • Construction during bird nesting season;
Cultural Resources	N/A	• Damage to cultural resources (buried archeological deposits); • Damage to paleontological resources; • Human remains encountered during construction;

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
Greenhouse Gas Emissions	Generation of GHG emissions during construction and operation;	N/A
Geology and Soils	N/A	• Erosion during construction and operation;
Hazards and Hazardous Materials	N/A	• Routine use, transport, and disposal of hazardous materials; • Exposure to hazardous materials sites;
Hydrology and Water Quality	N/A	• Storm water discharge requirements and water quality; • Soil erosion and sedimentation; • Storm water runoff volumes; • Pollutants (associated with non-residential storm water runoff);
Noise	Exposure of persons to noise levels in excess of established standards; Traffic noise level increases (Project and Cumulative);	Expose persons or generate excessive groundborne vibration; Excessive noise associated with construction;
Traffic	Freeway segments during construction (Phase 1); Impact to the existing roadway and freeway network (Build-out); Level of service at intersections during construction (Phase 1); Impact to the 2035 roadway and freeway network (Phase 1); Impact to the 2035 roadway and freeway network (Build-out); Inadequate emergency access (Build-out);	• Level of service at intersections (Phase I); • Level of service at intersections during construction (Phase 1); and
Utilities	Need for yet to be constructed City Wastewater Master Plan (WWMP) facilities; and	Need for yet to be constructed City Water System Master Plan (WSMP) facilities.

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
	Environmental impacts associated with construction of Specific Plan storm water drainage facilities.	

Implementation of mitigation measures identified in the CRSP EIR would reduce the severity of potentially significant and unavoidable impacts. Where applicable, mitigation measures stemming from the previously certified CRSP EIR would be incorporated into the proposed Project.

The CRSP Final EIR found that build-out of the CRSP would have a less than significant impact or no impact to remaining topical areas evaluated pursuant to the CEQA Guidelines.

PROPOSED PROJECT

Building 16

Building 16 comprises a 1,120,082 square foot industrial building. Building 16 was approved by the City of Tracy in April 2021. Building 16 obtained a Temporary Occupancy Permit without having implemented all the conditions of approval.

Building 28

Building 28 would comprise an approximately 524,081 square foot warehouse and associated parking located southeast of the current terminus of Promontory Parkway. Building 28 would have access from Promontory Parkway. The parking lot would accommodate both employee and visitor vehicle parking. The number of parking spaces would be consistent with the requirements of the CRSP and the City of Tracy Municipal Code and meet applicable Americans with Disability Act (ADA) requirements. The landscaping for the proposed buildings would be similar to the existing warehouse/distribution or manufacturing buildings in the area. Landscape plans would consist of low water use shrubs and trees and would include a fully automatic underground irrigation system designed to be water efficient.

Revised Mitigation Measure TRANS-1

Mitigation Measure (MM) TRANS-1 in the CRSP EIR includes multiple intersection and roadway segment improvements. New Schulte Road extension (i.e. Promontory Parkway Extension) and the New Schulte Road and Lammers Road intersection have been previously triggered by individual projects within the CRSP, but have not been implemented because of several obstacles in obtaining right of way from private land owners for the New Schulte Road extension.

MM TRANS-1 in the CRSP EIR states that, “In terms of when the above improvements would need to be constructed, as part of the application process for each individual, site-specific development under the

Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total. The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed." As such, when this Project application for development within the CRSP Area was received by the City of Tracy, a transportation analysis of this application was performed, including identifying if CRSP EIR mitigation measures may be triggered. Further, the *IPC 16 & 28 Transportation Technical Report* considered updated traffic counts collected in May 2019 and March 2022 to determine when specific improvements required by the CRSP EIR need to be constructed.

As individual applications for development within the CRSP Area have been received by the City of Tracy, transportation analyses of these applications have been performed, including identifying when CRSP EIR mitigation measures may be triggered. The analysis of the construction of Building 16 and Building 28, *IPC 16 & 28 Transportation Technical Report,* is included as Appendix A of this Addendum. The report in Appendix A identified that Mitigation Measure TRANS-1, New Schulte Extension and Intersection #18 and New Schulte Road/Lammers Road improvements would be triggered by Buildings 16 and 28. This Appendix A analysis concluded that the following revisions to Mitigation Measure TRANS-1 would be appropriate to ensure acceptable level of service (LOS) at the study intersections considered in the CRSP EIR. Added text is shown <u>underlined</u>, removed text is shown in ~~strikethrough~~.

> **Mitigation Measure TRANS-1**: The Project will construct the following improvements, in accordance with then-applicable engineering standards and requirements, and as determined by the City Engineer:
>
> - Intersection #1 (Mountain House Parkway/I-205 Westbound Ramps): Restripe westbound off-ramp to provide two left-turn lanes and one shared through/right lane, and optimize signal timings.
>
> - Intersection #2 (Mountain House Parkway/I-205 Eastbound Ramps): Convert the northbound right-turn lane to a free right with an acceptance lane on the eastbound on-ramp, and optimize signal timings.
>
> - Intersection #6 (Mountain House Parkway/I-580 Westbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.
>
> - Intersection #7 (Mountain House Parkway/I-580 Eastbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.
>
> - Intersection #10 (Old Schulte Road/Hansen Road): Signalize the intersection, and construct an additional westbound left turn lane, eastbound left-turn and right-turn lanes, and a southbound left-turn lane.

- New Schulte Road: Construct New Schulte Road from the eastern terminus of the Project Phase 1 network (east of Hansen Road) east to Lammers Road, as a two-lane road. At Intersection #18, New Schulte Road/Lammers Road, signalize the intersection and construct a left-turn lane on the eastbound approach, ~~and~~ a right-turn lane~~s~~ on the ~~northbound and~~ southbound approach~~es~~ and a left-turn lane on the northbound approach.

- New Schulte Road: Construct New Schulte Road between Hansen Road (the end of the Phase 1 proposed network) and Lammers Road as a two-lane road.

- Intersection #18 (New Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, a ~~and~~ right-turn lane~~s~~ on the ~~northbound and~~ southbound approach~~es~~ and a left-turn lane on the northbound approach.

- Intersection #19a (Old Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and eastbound approaches.

- Intersection #19b (Old Schulte Road/Lammers Road): Extend the northbound left turn lane required by Intersection #19a by 175 feet.

- Intersection #19c (Old Schulte Road/Lammers Road): Extend the northbound left turn lane required by Intersection #19a by an additional 75 feet beyond the 175 feet required by improvement Intersection #19b, for a total of a 250 foot turn lane extension.

- Intersection #20 (Valpico Road/Lammers Road): Signalize the intersection and construct a left-turn lane on the southbound approach.

- A "trigger" analysis, provided in Table 4.14-1~~2~~3 in Section E.1.a.i, provides the estimated timing for provision of each of the above mitigations, based on Project AM and PM peak hour trip generation. In terms of when the above improvements would need to be constructed, as part of the application process for each individual, site-specific development under the Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total.

- The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed. With construction of the required improvements at intersections 10, 18, 19, and 20, impacts to these identified intersections would be less than significant.

- Lengthen the northbound Mountain House Parkway right-turn lane to provide additional storage and access to the eastbound I-205 on-ramp.
- Ramp metering, with two mixed-flow and 1 HOV bypass lane for the eastbound I-205 diagonal on-ramp.

Because the improvements to the freeway interchange intersections require the approval of Caltrans, the impacts at intersections 1, 2, 6 and 7 remain significant and unavoidable.

In addition to the revision to Mitigation Measure TRANS-1 in the CRSP EIR, the following revisions to Table 4.14-3 Existing Plus Phase 1 Project – Mitigation Phasing would be appropriate to reflect the new improvement trigger phasing of Mitigation Measure TRANS-1.

Table 4.14-13 Existing Plus Phase 1 Project – Mitigation Phasing

Intersection	Peak Period	Percent of Project	Total Project Trips
1. I-205 Westbound Ramps/ Mountain House Parkway	**AM**	90%	**3,450**
	PM		4,400
2. I-205 Eastbound Ramps/ Mountain House Parkway	AM	95%	3,640
	PM		**4,640**
7. I-580 Eastbound Ramps/ Mountain House Parkway	AM	30%	1,150
	PM		**1,470**
10. Old Schulte Road/ Hansen Road	AM	20%	770
	PM		**980**
19a. Old Schulte Road/ Lammers Road	**AM**	5%	**190**
	PM		240
19b. Old Schulte Road/ Lammers Road	**AM**	35%	**1,340**
	PM		1,710
19c. Old Schulte Road/ Lammers Road	**AM**	40%	**1,558**
	PM		2,134
20. Valpico Road/Lammers Road	**AM**	100%	**3,830**
	PM		4,890
18. New Schulte Road/Lammers Road & New Schulte Road extension to Lammers	**AM**	~~35%~~ 60%	**~~1,340~~ 2,259**
	PM		~~1,710~~ 2,913

Notes: **Bold** indicates the peak period which produces an unacceptable LOS at the lowest percent buildout of Phase 1.
Source: Fehr & Peers, February 2013.

ENVIRONMENTAL EVALUATION

This section evaluates the potential environmental effects of the proposed Project, as compared to the CRSP EIR, using the environmental checklist from the State *CEQA Guidelines,* as amended. The definitions of the response column headings include:

A. "Potentially Significant Impact" indicates that an effect of the proposed Project may be significant and warrants additional analysis within a Subsequent or Supplemental EIR.

B. "Less than Significant With Mitigation Incorporated" indicates that an effect of the proposed Project can be reduced from "Potentially Significant Impact" to "Less Than Significant" by incorporating a new mitigation measure that was not identified in the CRSP EIR.

C. "Less Than Significant Impact" indicates that the effect of the proposed Project would be Less than Significant with implementation of the mitigation measures described in the CRSP EIR. The applicable CRSP EIR mitigation measures are cross-referenced when applicable.

D. "No Impact" indicates that the proposed Project would not create an environmental effect in that category.

E. "Reviewed Under Previous Document" indicates that an effect of the proposed Project would be substantially the same as the effect that was analyzed in the CRSP EIR for the corresponding threshold. In some cases, this applies to effects that were anticipated to be significant and unavoidable in the CRSP EIR, even after implementing specified mitigation measures. In other cases, it applies to effects that were anticipated to be less than significant after implementing specified mitigation measures. In all cases, the applicable CRSP EIR mitigation measures are cross-referenced.

I. AESTHETICS

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the Project have a substantial adverse effect on a scenic vista?

The CRSP Area does not include scenic vistas; however, the City's General Plan EIR listed the City's scenic resources and vistas considered to be local assets: (1) public views of the expansive agricultural lands from within and immediately adjacent to the existing CRSP Area; and (2) public views of the Diablo Range from the I-580. In addition, the public views of foothills and mountains are characteristic of San Joaquin County and exist throughout the region. The CRSP contains development standards and design guidelines that would help preserve views to the mountains to a greater degree. The development standards, design guidelines, and policies within the CRSP have been included to ensure the public views from transportation corridors would be of high quality. However, because the CRSP would overall change the visual aspect of and views from, to, and across the CRSP Area, as identified in the CRSP EIR, impacts related to scenic vistas were considered significant and unavoidable. The CRSP EIR concluded that even with implementation of Mitigation Measure AES-1 identified in the CRSP EIR, impacts to scenic vistas would remain significant and unavoidable. The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure AES-1****: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.*

The proposed Project would not result in the development of additional land compared to the previously approved CRSP. Similar to the previously approved CRSP, the proposed Project would still allow for development in a previously undisturbed area. The Project's pavement and striping would not obstruct any scenic vistas, however, construction of the two buildings would result in the conversion of undeveloped land to development as anticipated by the CRSP and CRSP EIR. Therefore, similar to the

CRSP, the proposed Project would have the potential to create a substantial adverse impact on a scenic vista. Even with implementation of Mitigation Measure AES-1, the impact would remain significant and unavoidable. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the CRSP EIR and would, therefore, be consistent with the impacts of implementation of the CRSP.

Threshold (b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

As noted in the CRSP EIR, some of the CRSP Area is within the viewsheds of I-580, a State-designated scenic highway. While the views from I-580 to the CRSP Area are limited because of small hills and commercial buildings along I-580 and given high speeds of travel, new development of the CRSP in the viewsheds would have the potential to adversely affect a State-designated route. As identified in the CRSP EIR, impacts related to scenic resources were considered significant and unavoidable. The CRSP EIR concluded that even with implementation of Mitigation Measure AES-2 identified in the CRSP EIR, impacts to scenic resources would remain significant and unavoidable. The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure AES-2****: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.*

Since the proposed Project is not located within a portion of the CRSP Area in the viewshed of I-580, development of the proposed Project would not impact scenic resources. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the CRSP EIR and would, therefore, be consistent with the impacts of implementation of the CRSP.

Threshold (c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

As identified in the CRSP EIR, impacts related to degradation of the existing visual character or quality of the site and its surroundings were considered significant and unavoidable. Development of the CRSP Area would transition the CRSP Area from generally rural and agricultural land to a range of urban development including office, commercial, and business park industrial uses. Implementation of the CRSP's development standards and design guidelines, and adherence to the Tracy General Plan goals, objectives, and policies, would reduce impacts associated with development within the CRSP Area. However, due to the size and scope of the CRSP Area, impacts to the visual character or quality of the CRSP Area would remain significant and unavoidable even with implementation of Mitigation Measure AES-3 identified in the CRSP EIR. The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure AES-3****: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.*

The proposed pavement and striping would not degrade any existing visual character or quality, however, construction of Building 28 would result in the conversion of undeveloped land to development as anticipated by the CRSP and CRSP EIR. Similar to the previously approved CRSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site as a new building would be constructed. Though the proposed Project would not result in the development of land beyond the CRSP Area, the Project would still change the character of the Project site from undeveloped to developed. With implementation of the above mitigation measure, the proposed Project's impact on the existing visual character or quality of the Project site would remain significant and unavoidable. This would not be a new specific impact nor would it increase the severity of the impact previously identified in the CRSP EIR and would, therefore, be consistent with the impacts of implementation of the CRSP.

Threshold (d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

As identified in the CRSP EIR, impacts related to light and glare, which would adversely affect day or nighttime views in the area, were considered potentially significant. Light and glare from the CRSP Area would come primarily from vehicle windshields, a number of single-family homes, and the Pacific Gas & Electric (PG&E) facility on South Patterson Pass Road. Other sources of light and glare within the CRSP Area would come from accessory buildings and the billboard located adjacent to I-205. Development of the CRSP Area would also introduce new sources of light and glare coming from new commercial, office, business park industrial buildings, windshields of vehicles on new roads, and on new surface parking lots. Impacts with respect to light and glare were determined to be less than significant with implementation of Mitigation Measure AES-4 in the CRSP EIR.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure AES-4****: To decrease light spillage and glare to the maximum extent practicable, all individual developments under the Specific Plan shall be required to:*
>
> - *Prior to 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 on to public rights of-way or adjacent residential property, consistent with City standards.*

Project implementation would neither result in new land use within the Project site nor allow development outside of the CRSP Area. Sources of light from the proposed uses would not be considered new light sources within the Project site compared to the assumptions in the CRSP EIR. Similar to the approved CRSP, compared to existing conditions, the proposed Project would have the potential to create a new source or light or glare which would adversely affect day or nighttime views in the area. With implementation of the above mitigation measure, the proposed Project's impact on light and glare would be reduced to less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would therefore be consistent with the impacts of the implementation of the CRSP.

Cumulative Impacts

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. While impacts are minimized with implementation of mitigation measures, impacts related to aesthetics across the CRSP Area were considered cumulatively significant and unavoidable in the CRSP EIR, with the exception of light and glare impacts which would be reduced to less than significant with implementation of same or similar measures. As identified in the CRSP EIR, the CRSP would change the visual aspect of and views from, to, and across the CRSP Area, add new development to viewsheds, and bring urban development to a rural and agricultural area resulting in cumulatively considerable contributions to significant impacts on scenic vistas, scenic resources within a State-scenic highway, and visual character. The CRSP EIR concluded that with Mitigation Measure AES-CUM-1, impacts would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> **Mitigation Measure AES-CUM-1:** *The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.*

As discussed above, the proposed Project would neither cause a new aesthetic impact to occur, nor an increase in the severity of an aesthetic impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

II. AGRICULTURAL AND FORESTRY RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	*Reviewed Under Previous Document*
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
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?	☐	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project 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?

As noted in the CRSP EIR, the California Department of Conservation Farmland Mapping and Monitoring Program shows that the CRSP Area contains approximately 100-acres of Prime Farmland as well as 1,600 acres of other Important Farmland.[1] The conversion is consistent with the City's overall planning vision, which assumes Urban Reserves, including the CRSP Area, would be developed with urban uses. The City currently uses the Agricultural Mitigation Fee Ordinance to collect in-lieu fees for impacts from

[1] CRSP EIR, Figure 4.2-1

development on agricultural land. Although the City employs supportive policies and programs to reduce the conversion of farmland, permanent loss of farmland would occur as a result of build-out of the CRSP, and impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) were considered significant and unavoidable by the CRSP EIR. The CRSP EIR concluded that even with implementation of Mitigation Measure AG-1, impacts would remain significant and unavoidable. The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

Mitigation Measure AG-1: As part of the development process for each individual site-specific development project under the Specific Plan, the applicable agricultural mitigation fee for each acre of farmland to be developed shall be paid, in compliance with Chapter 13.28, Agricultural Mitigation Fee, of the Tracy Municipal Code. The fees shall be collected by the City at the time that building permits are issued for such site-specific development project, or as otherwise required by City.

The City currently uses the Agricultural Mitigation Fee Ordinance to collect in-lieu fees for impacts from development on agricultural land. Impacts related to the conversion of prime farmland were considered significant and unavoidable in the CRSP EIR. Since the Project site contains Prime Farmland and Farmland of Local Importance where Building 28 is proposed, permanent loss of farmland would occur. With implementation of the above mitigation measure, the proposed Project's impact on the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) would remain significant and unavoidable. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the CRSP EIR and would, therefore, be consistent with the impacts of implementation of the CRSP.

Threshold (b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The CRSP determined that, with approval of the CRSP and annexation of the CRSP Area to the City, the CRSP Area was rezoned to allow for urban uses. The CRSP Area is not the subject of a Williamson Act contract, and neither are any of the adjacent agricultural parcels east of the CRSP Area. Therefore, development of the CRSP Area did not include properties zoned for agricultural use or under Williamson Act contract and the CRSP EIR found that buildout of the CRSP would have no impact related to a conflict with existing zoning for agricultural use or a Williamson Act contract.

The proposed Project would neither include properties zoned for agricultural use nor properties subject to a Williamson Act Contract. Therefore, no impact would occur. This would not be a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would be consistent with the impacts of implementation of the CRSP.

Threshold (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

As discussed in the CRSP EIR, full buildout of the CRSP would result in conversion of approximately 1,700 acres of the CRSP Area, including approximately 100 acres of Prime Farmland and approximately 1,600

acres of other Important Farmland, from agricultural uses to urban uses. The proposed land uses in the CRSP Area would be incompatible with adjacent agricultural land uses without appropriate buffer activities (e.g., setbacks, open space, parks, trails, and roads) from development of the CRSP. Impacts on the agricultural land east of the CRSP Area due to the development of the CRSP were considered less than significant in the CRSP EIR after implementation of Mitigation Measure AG-2. As no development is proposed along the eastern CRSP boundary, Mitigation Measure AG-2 is not applicable to the proposed Project.

The proposed pavement and striping would not result in conversion of nearby farmland, however, construction of Building 28 would result in the conversion of undeveloped land to development as anticipated by the CRSP and CRSP EIR. The proposed location for Building 28 is not along the eastern CRSP Area boundary, thus, Building 28 is also not anticipated to result in the conversion of farmland adjacent to the CRSP Area. Therefore, the proposed Project would not be incompatible with adjacent agricultural land uses, and impacts would be less than significant. The proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would, therefore, be consistent with the impacts of implementation of the CRSP.

Cumulative Impacts

Development of the CRSP would result in the loss of agricultural land, including approximately 100 acres of Prime Farmland. Other past, present, and reasonably foreseeable future projects in the Tracy area would also result in the permanent loss of Prime Farmland and Williamson Act lands, contributing to cumulative impacts to agricultural resources. Although the City's programs and policies would reduce impacts to the extent feasible, the permanent loss of agricultural land due to development of the CRSP and other cumulative projects would be cumulatively considerable. The CRSP EIR concluded that with Mitigation Measure AG-3, impacts would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

Mitigation Measure AG-3: *Implement Mitigation Measures AG-1 and AG-2.*

As discussed above, the proposed Project would neither cause a new agricultural and forestry resources impact to occur, nor an increase in the severity of an agricultural and forestry resources impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

III. AIR QUALITY

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to inconsistency with an adopted Air Quality Management Plan, cumulative construction emissions (ROG, NOx and PM10), cumulative construction emissions (ROG, NOx and PM10), emission of ozone precursors and particulate matter, and exposure of sensitive receptors to pollutant concentrations.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure AQ-1:*** *Implement Mitigation Measures AQ-2a and AQ-2b and Mitigation Measures GHG-1b through 1d.*
>
> ***Mitigation Measure AQ-2a:*** *Each applicant for individual, site-specific developments under the Specific Plan shall comply with the San Joaquin Valley Air Pollution Control District (SJVAPCD) rules*

and regulations, including, without limitation, Indirect Source Rule 9510. The applicant shall document, to the City's reasonable satisfaction, its compliance with this mitigation measure.

Mitigation Measure AQ-2b: *Prior to issuance of a grading permit by the City of Tracy, the applicant for an individual, site-specific development under the Specific Plan shall be required to develop and obtain approval of a fugitive dust and emissions control plan to mitigate, as feasible, the identified impacts, which satisfies the requirements set forth under then-applicable SJVAPCD Rules and Regulations, including, without limitation, Regulation VIII. Depending on the size, location and nature of the individual development at issue, the fugitive dust and emissions control plan shall consider the following mitigation measures, for example:*

- *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover;*
- *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant;*
- *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking;*
- *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inched of freeboard space from the top of the container shall be maintained;*
- *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.);*
- *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant;*
- *Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday; and*
- *Any site with 150 or more vehicle trips per day shall prevent carryout and trackout;*
- *Limit traffic speeds on unpaved roads to 15 mph;*
- *Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.*
- *Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the Specific Plan Area;*

- *Adhere to Regulation VIII's 20 percent opacity limitation, as applicable;*
- *Use of construction equipment rated by the United States Environmental Protection Agency (US EPA) as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are on-site for more than 5 days, if available and feasible. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. After January 1, 2015, encourage the use of equipment over 50 horsepower that are on-site for more than 5 days to meet the Tier 4 standards, if available and feasible. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site, which shall be available for City review upon request.*
- *Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and*
- *Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g. 5-minute maximum).*

Mitigation Measure AQ-3: *Adhere to Mitigation Measures GHG-1b through 1d, also included in Chapter 4.7 (Greenhouse Gas Emissions), repeated below:*

- ***Mitigation Measure GHG-1a:*** *Applicants for individual, site-specific developments shall conform to the then-applicable requirements of the California Building Code, including the Green Code's provisions relating to "solar readiness." Applicants will be encouraged to utilize or otherwise facilitate the use of alternative energy generation technologies, as feasible, to offset their energy consumption, by, for example, ensuring that roof structures are built such that they can accommodate the weight of solar panels in accordance with the California Building and Energy Standards; providing for energy storage within their buildings; and installing electrical switch gears to facilitate solar usage.*
- ***Mitigation Measure GHG-1b:*** *Prior to issuance of a building permit for an individual, site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug in of the anticipated number of refrigerated trailers to reduce idling time and emissions.*
- ***Mitigation Measure GHG-1c:*** *Applicants for individual, site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 §2485).*
- ***Mitigation Measure GHG-1d:*** *Applicants for individual, site-specific developments shall identify in the grading plans that non-essential idling of construction equipment and vehicles shall be restricted to no more than 5 minutes in accordance with California Air Resources Board Rule 2485 (13 CCR Chapter 10 §2485).*

Mitigation Measure AQ-4: *Adhere to Mitigation Measures AQ-2a and 2b.*

The proposed Project would develop Building 28 within the CRSP Area and extend and existing turn lane. Building 28 is proposed in conformance with the type and quantity of development anticipated to occur within the CRSP Area by the CRSP EIR. While construction of Building 28 would generate trips, these trips were accounted for the by the CRSP EIR. The proposed turn lane extension would not introduce new trips, rather, is intended to further mitigate the impact of the trips generated by the buildout of the CRSP Area. Given that the total number of trips generated by the CRSP is not changed by the proposed Project, the impact relative to an applicable air quality plan would be similar to what was identified in the CRSP EIR and no new impact or increase in the severity of a previously identified impact would occur.

Threshold (b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to inconsistency with an adopted Air Quality Management Plan, cumulative construction emissions (ROG, NOx and PM10), cumulative construction emissions (ROG, NOx and PM10), emission of ozone precursors and particulate matter, and exposure of sensitive receptors to pollutant concentrations.

Construction

Given that no change in net development within the CRSP Area is proposed by the Project, construction impacts from Building 28 would be the same as those identified in the CRSP EIR, which are significant and unavoidable. Additionally, the Project would not increase the amount of impervious surface within the CRSP Area through construction of buildings, parking areas, roadways, and other improvements compared to those accounted for in the CRSP EIR. Construction of the proposed left turn lane would contribute to construction emissions and increase the amount of impervious surface created by buildout of the CRSP by approximately 10,000 square feet. As the impact of the build out of the CRSP was determined to have a significant and unavoidable impact and Mitigation Measures AQ-1 through AQ-4 that require project specific measures are applicable to the proposed Project, the proposed Project impact would remain significant and unavoidable. Therefore, the proposed Project's impact relative to construction air emissions would be similar to those identified in the CRSP EIR. No new impact or increase in the severity of a previously identified impact would occur. Mitigation from the certified CRSP EIR is applicable to the proposed Project. However, even with mitigation incorporated, impacts would remain significant and unavoidable but would not be greater than the impact analyzed in CRSP EIR.

Operations

The proposed Project would result in vehicular trip generation and would have similar development intensity as what was anticipated in the CRSP EIR. Therefore, no new impact or increase in the severity of a previously identified impact would occur. Impacts would remain significant and unavoidable, similar to the CRSP EIR, and would not be greater than the impact analyzed in CRSP EIR.

Threshold (c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The CRSP EIR found that construction of the CRSP could emit significant levels of ROG, NOx and PM10, and would cumulatively contribute to the ozone and particulate matter non-attainment designations of the SJVAB, resulting in a significant and unavoidable impact. Additionally, operation of buildout of the CRSP could emit significant levels of ROG, NOx, CO, and PM10, and would cumulatively contribute to the ozone and particulate matter non-attainment designations of the SJVAB, resulting in a significant and unavoidable impact.

Similar to the previously approved CRSP, the proposed Project would contribute to these overall emissions. However, as discussed in Threshold (a) and (b) above construction and operational air quality impacts would be consistent with those identified in the CRSP EIR. Mitigation Measures AQ-1 through AQ-4 from the CRSP EIR would be applicable to the proposed Project. This would not be a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would therefore be consistent with the effects of implementation of the CRSP.

Threshold (d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to exposure of sensitive receptors to pollutant concentrations.

The following mitigation measures incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure AQ-5:*** *Applicants for industrial or warehousing land uses that: 1) are expected to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive receptor, as measured from the property line of the development at issue to the property line of the nearest sensitive receptor, shall adhere to applicable Best Available Control Technologies for Toxics (T-BACT), as set forth in CARB or SJVAQPD guidance (as applicable), for the purpose of reducing potential cancer and non-cancer risks to below the applicable thresholds, as feasible (e.g., restricting idling onsite, electrifying warehouse docks, requiring use of newer equipment and/or vehicles, restricting off-site truck travel through the creation of truck routes). Provided, however, that an applicant may submit a health risk assessment (HRA) to the City of Tracy prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (SJVAPCD); if this HRA demonstrates that the incremental cancer risk for the individual development at issue would not exceed ten in one million (10E-06) or the appropriate non-cancer hazard index would not exceed 1.0, then no further mitigation shall be required.*

> ***Mitigation Measure AQ-6:*** *No day care center shall be located within 1,000 feet of a major source of TACs (e.g. warehouses, industrial, or roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the development at issue to the property line of the source/edge of the nearest travel lane unless a health risk assessment (HRA) is submitted and approved by the City that demonstrates that the incremental cancer risk for the individual development at issue would not exceed ten in one million (10E-06) or the appropriate non-cancer hazard index would not exceed 1.0. Such HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (SJVAPCD), including the latest OEHHA guidelines that address age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years.*

The proposed Project would not result in an increase in development intensity or vehicle trips generated as compared to those anticipated by the CRSP EIR. Thus, the impact relative to exposure of toxic air contaminants would be similar to that identified in the CRSP EIR. Consistent with the CRSP EIR, with mitigation incorporated (Mitigation Measure AQ-5), the resulting impact from the proposed Project would remain significant and unavoidable. No new impact or increase in the severity of a previously identified impact in the certified CRSP EIR would occur as a result of the proposed Project.

The primary mobile-source pollutant of localized concern is carbon monoxide (CO). Localized CO concentrations near roadway intersections are a function of traffic volumes, speed, and delay. Under specific metrological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels with respect to sensitive receptors, often referred to as a "CO hotspot". CO hotspots are high, localized CO concentrations and are generally caused by congested intersections with a large volume of traffic.

CO hot spot modeling was performed for the CRSP EIR. As discussed above, the trips generated by the proposed Project would be similar to those considered in the CRSP EIR. Therefore, the proposed Project impacts related to ambient air quality CO concentrations would be similar. This would not be a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would therefore be consistent with the effects of implementation of the CRSP and no further analysis is required.

Threshold (e) Would the project create objectionable odors affecting a substantial number of people?

The CRSP EIR found impacts associated with odors to be considered less than significant. SJVAPCD has identified a list of common types of facilities that have been known to produce odors in the Basin along with a reasonable distance from the source within which, the degree of odors could be significant. These land uses include the following: wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refinery, asphalt batch plant, chemical manufacturing, fiberglass manufacturing, painting/coating operations, food processing facilities, feed lot/dairies and rendering plants. The proposed Project would not include the development of these uses beyond those anticipated in the CRSP EIR and does not propose to include any odor inducing uses on the site. The proposed Project would not be a source of objectionable odors; therefore, no impact would occur. This would not be a new

specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would therefore be consistent with the effects of implementation of the CRSP and no further analysis is required.

Cumulative Impacts

A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_X and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SJVAPCD, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

As discussed above, the proposed Project would not cause a new air quality impact to occur, nor an increase in the severity of an air quality impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, air quality impacts would not be greater than those previously analyzed. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

IV. BIOLOGICAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project 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?

Special Status Species (Plant species, Animal Species, Nesting Birds)

<u>Plant Species</u>

As determined in the CRSP EIR, no specific occurrences of special-status plant species have been reported from the CRSP Area, according to the records maintained by the California Natural Diversity Database (CNDDB), and the proposed development of the CRSP is not expected to affect any populations of special-status plant species. Participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) would address any potential impacts on special-status plant species in the remote instance that one or more occurrences are present in the CRSP Area. Therefore, the CRSP EIR found that development of the CRSP would result in a less than significant impact on special-status plant species.

Animal Species

Development of the CRSP Area would result in the conversion of an estimated 1,728 acres of existing grassland and agricultural habitat to urban development, eliminating its suitability for numerous special-status animal species. This includes foraging habitat for Swainson's hawk, burrowing owl and numerous other bird species, possible nesting habitat for burrowing owl, and possible foraging and dispersal habitat for San Joaquin kit fox, among others. Suitable grassland and agricultural habitat occurs for all of these species in the CRSP Area. The CRSP Area is located within Central/Southwest Transition Zone of the SJMSCP. 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. All of the special-status animal species known or suspected to possibly occur on the CRSP Area are covered under the take and compensatory mitigation provisions of the SJMSCP. Mitigation Measure BIO-1 in the CRSP EIR would ensure that the CRSP's impacts on special-status animal species are reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure BIO-1:*** *To mitigate the potential adverse impacts on special-status species, and provide for the incidental take of State and/or federally listed species, the applicant shall either: 1) participate in the SJMSCP and comply with all required Incidental Take Minimization Measures or 2) secure incidental take authorizations for State and/or federally-listed species directly from the CDFW and USFWS, respectively. Participation in the SJMSCP shall include compliance with all relevant Incidental Take Minimization Measures pertinent to the Specific Plan Area, including pre-construction surveys for covered species to confirm presence or absence and provide for their relocation, if necessary. Issuance of grading and construction permits shall be contingent on providing evidence of either 1) compliance with the SJMSCP or 2) a 2081 Permit from the CDFW and Biological Opinion from the USFWS to the City of Tracy Development Services Director to ensure compliance with applicable regulations and ensure adequate compensatory mitigation has been provided.*

Nesting Birds

No evidence of any tree nesting activity was observed during the surveys conducted during preparation of the CRSP EIR, but new nests could be established in trees and dense scrub vegetation, or in burrows for burrowing owl. If nests are established in the future, ground disturbance or vegetation removal could

inadvertently result in the destruction of a nest in active use, which would be a violation of the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code. Mitigation Measure BIO-2 in the CRSP EIR would ensure that the CRSP's impacts on nesting birds are reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure BIO-2****: To avoid the potential for disturbance of nesting birds on or near the Specific Plan Area, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds according to the following guideline:*
>
> - *The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of* vegetation *removal or initiating project grading.*
> - *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*
> - *Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.*
> - *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and* approval *prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP.*

Project implementation would result in the conversion of undeveloped land to urban uses through the development of Building 28, eliminating potential suitable habitat for special-status species. The paving and striping for the left turn pocket would also convert some previously undeveloped land immediately adjacent to the existing road that is not anticipated to be used as species habitat. The locations of Building

28 was included in the original CRSP development footprint analyzed by the CRSP EIR. Similar to the existing CRSP Area, the Project site has low likelihood of special-status plant species occurrence.

The Project site where Building 28 is proposed could potentially support Swainson's Hawk, burrowing owl and numerous other bird species, possible nesting habitat for burrowing owl, and possible foraging and dispersal habitat for San Joaquin kit fox, among others. The paving and striping for the left turn pocket would be unlikely to impact these special status animal species as the undeveloped land immediately adjacent to the existing road that would be impacted is not anticipated to be used as species habitat. Similar to the approved CRSP, the proposed Project would have the potential to result in impacts on special-status animal species. With implementation of the above Mitigation Measure BIO-1, the proposed Project's impact on special-status animal species would be reduced to less than significant.

Implementation of the Project would potentially result in the destruction of a nest in active use should any be present on site at the time of Project construction, which would be a violation of the MBTA and CDFW Code. Similar to the approved CRSP, the proposed Project would have the potential to result in impacts on nesting birds. With implementation of the above Mitigation Measure BIO-2, the proposed Project's impact on nesting birds would be reduced to less than significant.

Accordingly, with the incorporation of the mitigation measures recommended in the CRSP EIR, Project implementation would not result in any new biological impacts. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (b) Would the project 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?

As determined in the CRSP EIR, no well-developed riparian habitat or other areas that qualify as sensitive natural communities occur on the CRSP Area. The scattered areas of jurisdictional waters are regulated by State and/or federal resource agencies, but are not considered sensitive natural communities as defined by the CNDDB. The CRSP EIR determined CRSP implementation would have no impact with regards to riparian habitat or other sensitive natural communities.

The proposed location for Building 28 is within the CRSP Area and the turn lane would be constructed within and immediately adjacent to an existing roadway. Thus, the proposed Project would not have an impact on any riparian habitat or other sensitive natural community beyond what was previously analyzed in the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As identified in the CRSP EIR, development of the CRSP Area would develop structures and parking over the potential two-acre seasonal wetland in the northwestern portion of the CRSP Area, and a reconstructed series of detention basins and redesign of stormwater flows that would eliminate the potential seasonal wetlands in the man-made basin at the southwest corner of the I-205 and Hansen Road overcrossing. An estimated 2.86 acres of jurisdictional wetlands and other waters of the US would be filled or modified as a result of CRSP buildout. Proposed modifications to jurisdictional wetlands and waters would require authorization from the United States Army Corp of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW. Mitigation Measure BIO-3 in the CRSP EIR would ensure that the CRSP's impacts on jurisdictional wetlands and waters be reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure BIO-3****: To mitigate potential impacts on jurisdictional wetlands and other waters, the following measures shall be implemented:*
>
> - *An applicant proposing to construct improvements that may affect potential wetlands or other jurisdictional features, as discussed in the EIR, shall cause a formal wetlands delineation to be prepared by a qualified wetland consultant and submitted to the Corps for verification to confirm the extent of jurisdictional wetlands and other waters on the specific site at issue (if any).*
>
> - *Where verified waters of the US are present and cannot be avoided, authorization for modifications to these features shall be obtained from the Corps through the Section 404 permitting process. Similarly, a Section 401 Certification shall be obtained from the RWQCB where waters of the US are directly affected by the Project. All conditions required as part of the authorizations by the Corps and RWQCB shall be implemented as part of the Project.*
>
> - *A CDFW Streambed Alteration Agreement shall also be obtained where necessary under applicable laws and regulations, for any proposed Project activities that would affect the bed or banks of the central drainage and other features regulated by the CDFW in the Specific Plan Area. The applicant who is proposing to construct these improvements as part of an individual site-specific development proposal shall submit a notification form to the CDFW, shall obtain all legally-required agreements, and implement any conditions contained within that agreement.*
>
> - *The acreage of waters of the US and any riparian scrub habitat along the central drainage that would be removed by the Project shall be replaced or restored/enhanced on a "no-*

net loss basis" in accordance with Corps, RWQCB, and CDFW regulations, to the extent required by applicable laws and regulations.

- *In connection with any individual, site-specific proposal that will impact wetlands or other jurisdictional features as documented by a formal wetlands delineation prepared in accordance with this Mitigation Measure BIO-3, a detailed mitigation plan shall be prepared by a qualified wetland consultant for any jurisdictional wetlands or waters of the US affected by the proposed development at issue, with replacement provided at a minimum 1:1 ratio or as required by the regulatory agencies. The plan shall clearly identify the total wetlands and other jurisdictional areas affected by proposed improvements, as well as wetlands to be created, restored, or enhanced as part of the wetland mitigation. This shall preferably be accomplished on-site through adjustments to the proposed limits of grading, with any replacement wetlands consolidated to the degree possible to improve existing habitat values. The plan shall specify performance criteria, maintenance and long-term management responsibilities, monitoring requirements, and contingency measures, and shall adhere to all applicable requirements and conditions imposed by the regulatory agencies.*

- *Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts (as discussed above under Mitigation Measures BIO-1). To the extent required under applicable laws and regulations, an applicant for an individual site-specific development shall obtain all legally required permits or other authorizations from the USFWS and CDFW for the potential "take" of protected species under the Endangered Species Acts, either though participation in the SJMSCP or through separate incidental take authorizations.*

- *Temporary orange construction fencing shall be installed around the boundary of all delineated jurisdictional waters to the extent they are being preserved so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if construction and/or restoration activities are to be conducted within this area. Grading, trail construction and restoration work within the wetland buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands to be preserved in accordance with any mitigation measures imposed by the regulatory agencies.*

- *Written evidence shall be provided to the City of Tracy Development Services that the applicant has secured all authorizations required by the Corps, RWQCB, and CDFW in connection with the individual, site-specific development proposal prior to issuance of a grading permit for that individual development at issue to ensure compliance with applicable regulations.*

There are no protected wetlands identified by the CRSP EIR located within or adjacent to the Project site. However, Mitigation Measure BIO-3 would be applicable to proposed Project. Should any jurisdictional

waters be found during the implementation of Mitigation Measure BIO-3, the balance of Mitigation Measure BIO-3 would apply. Thus, the proposed Project would not impact protected wetlands. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (d) Would the project 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?

As determined in the CRSP EIR, buildout of the CRSP would have a substantial impact on the existing agricultural and grassland cover on the CRSP Area and the associated wildlife habitat functions and values. Opportunities for terrestrial wildlife movement beyond the CRSP Area are currently limited by I-205 to the north and the California Aqueduct to the west, and the Delta-Mendota Canal and existing industrial and commercial development to the southwest. Wildlife was found to have only limited obstructions for movement within the CRSP Area itself and in undeveloped lands to the east and southeast of the CRSP Area.

CRSP development would encompass all but the central drainage channel and around the detention basins along the northern edge of the CRSP Area. Due to the extent of development and changes in habitat conditions on the CRSP Area, the CRSP would permanently alter the suitability of much of the CRSP Area as a movement corridor for a number of terrestrial wildlife species, such as coyote, gray fox, long-tailed weasel, black-tailed jackrabbit, burrowing owl, and Swainson's hawk, among many other species. Mitigation Measure BIO-1 in the CRSP EIR would ensure that the CRSP's impacts on the loss of suitable habitat for special-status species would be less than significant. However, due to the size of the CRSP, no feasible mitigation measures are available to mitigate adverse impacts on wildlife movement opportunities without a substantial reduction in the extent of development and retention of existing grassland and agricultural cover on the CRSP Area. Impacts to wildlife movement opportunities were found to be significant and unavoidable.

Implementation of the proposed Project would result in the conversion of undeveloped land to urban uses through the construction of Building 28, eliminating the suitability of natural habitat and movement corridor for a number of terrestrial wildlife species. No feasible mitigation measures were identified to mitigate the adverse impacts of the CRSP on wildlife movement opportunities. The paving and striping for the left run lane would occur within an existing roadway and would not impact wildlife movement corridors. Similar to the previously approved CRSP, the proposed Project's impact from Building 28 would remain significant and unavoidable. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (e) Would the project conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance?

The CRSP EIR concluded that the CRSP and its effects on biological and wetland resources could be viewed as conflicting with certain aspects of the City of Tracy General Plan Objective OSC-1.1, which focuses on preserving habitat for special-status species. However, while habitat would be impacted, the CRSP otherwise generally conforms to the General Plan policies by: (1) incorporating sustainability measures that help reduce transportation-related energy use and impacts on the environment; (2) incorporating native, drought-tolerant vegetation into landscape plans; (3) adhering to all federal, State, and local laws and regulations for species protection; and (4) facilitating species preservation efforts by participating in the SJMSCP. Development of the CRSP Area would require implementation of Mitigation Measure BIO-1 and BIO-2 to ensure that the CRSP's impacts on special-status animal species and nesting birds are reduced to less than significant.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

See Mitigation Measures BIO-1 and BIO-2 above.

Project implementation would result in urbanized development within the Project site consistent with the types of development that were analyzed in the CRSP EIR and paving and striping within and existing roadway. With implementation of the above mitigation measure, the impact of the proposed Project on all federal, State, and local regulations regarding sensitive species would be reduced to less than significant. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would an impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The CRSP Area is located within the sphere of influence of the SJMSCP. As set forth in Mitigation Measure BIO-1 of the CRSP EIR, applicants pursuing site-specific development under the CRSP would have the option of participating in the SJMSCP to address potential impacts on special-status species associated with conversion of existing habitat to urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur as a result of the CRSP.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

See Mitigation Measures BIO-1 above.

The Project site is located within the sphere of influence of the SJMSCP. Therefore, the Project would be covered by the SJMSCP. As such, the proposed Project's potential impacts would be less than significant and not different than those included in the CRSP EIR for the previously approved CRSP. By participating in the SJMSCP, the Project Applicant would be required to comply with all relevant conditions of the use agreement. While the project is not anticipated to impact habitat for or individuals of special status plant and animal species, measures of the SJMSCP like the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP will be required as needed should species be discovered on-site. Accordingly, the proposed Project would have no impact relative to conservation plans. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Cumulative Impacts

Cumulative development could result in adverse impacts either directly or indirectly to special-status species, and impact other biological and wetlands resources. As discussed above and similar to other cumulative developments, the CRSP EIR requires mitigation of identified impacts. While impacts related to biological resources are minimized with implementation of mitigation measures, impacts related to wildlife habitat and movement opportunities were considered cumulatively significant and unavoidable by the CRSP EIR. Further development of the CRSP Area would contribute to the substantial conversion of existing habitat to urban uses as is occurring elsewhere in the surrounding area with implementation of other cumulative development considered as part of this cumulative impact analysis on biological resources. Accordingly, impacts resulting form build out of the CRSP would be cumulatively considerable.

As discussed above, the proposed Project would neither cause a new biological resources impact to occur, nor an increase in the severity of a biological impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

V. CULTURAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Since certification of the CRSP EIR, the topic Tribal Cultural Resources was added to the Appendix G checklist of CEQA thresholds. On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52 into law, which requires tribal cultural resources to be considered during the CEQA process. AB 52 is applicable to projects for which a Notice of Preparation (NOP) is filed on or after July 2015. Because the CRSP EIR filed a NOP in 2011, tribal cultural resources are not required to be analyzed under the Section 15164 standards because it was not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the Project is consistent. However, mitigation measures related to potential impacts to historic and archeological resources in the CRSP Area are described in this section.

Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

The CRSP Area does not contain any sites that are listed on National Register or California Register, are State Landmarks, or are California Points of Interest. A site-specific field assessment of the CRSP Area also found that extant buildings and building complexes on-site lack the potential for inclusion on the California Register of Historical Resources. One historic resource was previously located on-site but has since been removed. There is one historic resource in the vicinity of the CRSP Area, but the CRSP does not include that resource nor does it propose any changes to the resource. The CRSP EIR determined that the CRSP would not impair this historic resource, and buildout of the CRSP would result in a less than significant impact on historical resources.

The Project would not include new land uses beyond those analyzed in the CRSP EIR. The proposed Project would not be located adjacent to or within the viewshed of the identified historic resource in the vicinity of the CRSP, the Delta Mendota Canal. Therefore, the proposed Project is not anticipated to impair the identified historic resource. The proposed Project's impact on historic resources would be less than significant. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would

result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The CRSP EIR identified 32 cultural resource sites within the City limits and its sphere of influence, per the Central California Information Center. The CRSP Area includes territory that was controlled by the Northern Valley Yokuts at the time of European settlement. Although no ethnographic camps or villages have been reported within the CRSP Area, there is potential that additional prehistoric sites may exist in the CRSP Area or vicinity. As such, build-out of the CRSP has the potential to impact unknown archaeological resources during grading and construction activities. However, all site-specific individual development projects under the CRSP would be required to comply with federal and State regulations and the existing Tracy General Plan policies, which would reduce any potential impacts to archaeological resources should any be discovered during the implementation. The CRSP EIR concluded that implementation of the CRSP with mitigation measures would have a less than significant impact on archaeological resources. The procedures and provisions of Mitigation Measure CUL-1 would ensure that impacts to unique buried archaeological deposits are reduced to less than significant levels.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure CUL-1:*** *If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations.*
>
> *If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the Specific Plan Area while mitigation for historical resources or unique archaeological resources is being carried out.*

As the proposed Project will require grading for construction of Building 28 and may require grading prior to paving, Project implementation has the potential to impact unknown archaeological resources. Impacts to unknown archaeological resources during ground disturbance activities would be similar to what was previously analyzed in the CRSP EIR. With implementation of the above mitigation measure, the proposed

Project's impact on archaeological resources would be less than significant. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result nor would the impact previously identified be any more severe because of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Several fossils were found in the CRSP Area in 1948 during construction of the Delta Mendota Canal. As such, CRSP development has the potential to impact unknown paleontological resources during grading and construction activities. However, all site-specific individual development projects under the CRSP would be required to comply with applicable federal and State regulations and the existing Tracy General Plan Policies, which would reduce any potential impacts to paleontological resources, if any paleontological resources were discovered during construction. The CRSP EIR concluded that implementation of the CRSP with mitigation measures would have a less than significant impact on paleontological resources. The procedures and provisions of Mitigation Measure CUL-2 would ensure that impacts to unique paleontological resources are reduced to less than significant levels.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure CUL-2:*** *In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, the Project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project proponent shall implement the approval plan.*

As the proposed Project will require grading for construction Building 28 and may require grading prior to paving, Project implementation has the potential to impact unknown paleontological resources. Impacts to unknown paleontological resources during ground disturbance activities would be similar to what was previously analyzed in the CRSP EIR. With implementation of the above mitigation measure, the proposed Project's impact on paleontological resources would be less than significant. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result nor would the impact previously identified be any more severe because of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

As discussed in the CRSP EIR, four Native American burial sites were recorded in the Tracy area in 1939. While these burial sites were not located in the CRSP Area or vicinity, there is still the possibility that as of yet undiscovered human remains may exist in the CRSP Area. As such, CRSP grading and construction activities have the potential to impact unknown human remains. However, construction of the CRSP would be required to comply with California law and the Tracy General Plan, which would reduce any potential impacts to undiscovered human remains. The CRSP EIR concluded that implementation of the CRSP with Mitigation Measure CUL-3 would ensure impacts would be reduced to less than significant levels.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure CUL-3:*** *If human skeletal remains are uncovered during construction, the contractor (depending on the Project component) shall immediately halt work within 50 feet of the find, contact the San Joaquin County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the county coroner determines that the remains are Native American, the Project proponent shall contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the human remains are located, is not damaged or disturbed by further development activity until the contractor has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.*

As discussed in the CRSP EIR, there is the potential for the inadvertent discovery of human remains outside of the boundaries of an established cemetery within the CRSP Area. As the proposed Project will require grading for construction of Building 28 and may require grading prior to paving , the proposed Project has the potential to impact unknown human remains. With implementation of the above mitigation measure, the proposed Project's impact on human remains would be reduced to less than significant. This is consistent with the impact conclusions of the CRSP EIR for the previously approved CRSP. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Cumulative Impacts

Other past, present, and reasonably foreseeable projects would be required to comply with the federal, State, and local regulations and policies to mitigate impacts to cultural resources within and around Tracy. As discussed above, the proposed Project would not cause a new cultural resources impact to occur, nor

an increase in the severity of a cultural resources impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VI. GEOLOGY, SOILS, AND SEISMICITY

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
Would the project:					
a. Expose people or structures to 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.	☐	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☒	☐

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Expose people or structures to 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.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

The CRSP EIR found that the CRSP Area is not located within an Alquist-Priolo Earthquake Fault Zone, nor have any such zones been identified in the vicinity. No active earthquake faults have been identified in the CRSP Area, and fault rupture is unlikely to occur. Strong seismic ground shaking could still occur within the CRSP Area during a major seismic event. Ground shaking notwithstanding, the City's existing building permit process, together with adherence to the California Building Code requirements (adopted by reference in the City's Municipal Code), would ensure that any new buildings within the CRSP Area would incorporate appropriate seismic design criteria, thereby affording the building occupants an added measure of safety. The CRSP EIR determined that the City and the CRSP Area are not located in any seismically-induced liquefaction zones. Lastly, the CRSP Area is generally flat with minimal topographic relief, and land sliding and/or slumping is not expected to occur. CRSP implementation would result in less than significant impacts with regards to fault rupture, seismic ground shaking, liquefaction, and landslides.

Building 28 would be located within the CRSP Area and is consistent with the type of development analyzed in the CRSP EIR. The paving and striping for the left turn lane would occur adjacent to the CRSP Area and would not be located within any identified seismic risk areas. Thus, the proposed Project would not be located near any sources of seismic hazard not analyzed by the CRSP EIR. Impacts on humans associated with seismic hazards and landslides would not be any greater than previously analyzed in the CRSP EIR. Further, with implementation of the requirements of the City, California Building Code, and the General Plan, Project implementation would not expose persons or structures to seismic hazards. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (b) Result in substantial soil erosion or the loss of topsoil?

Construction activities for the CRSP could result in loss of topsoil and soil erosion. Construction activities in the CRSP Area would be required to adhere to the applicable grading requirements in the then-current California Building Code. The CRSP EIR found that construction would be regulated under a construction-related stormwater control permit, generally administered by the State Water Resources Control Board (SWRCB). The SWRCB's Construction General Permit (CGP) requires the development and implementation

of a Storm Water Pollution Prevention Plan (SWPPP) that describes the best management practices (BMPs) that would be used to prevent erosion and protect storm water runoff. The CRSP would also be subject to the City's Storm Water management Program and the City's Stormwater Quality Control Standards. Mitigation Measure GEO-1 in the CRSP EIR would ensure that the CRSP's impacts on soil erosion and loss of topsoil are reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure GEO-1:*** *Implement Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c as described in Chapter 4.9, Hydrology and Water Quality, of the Draft EIR.*

Similar to the approved CRSP, Project implementation would potentially result in impacts on soil erosion and loss of topsoil as a result of ground disturbing activities. With implementation of the above Mitigation Measure GEO-1, the proposed Project's impact on soil erosion and loss of topsoil would be reduced to less than significant.

Accordingly, with the incorporation of the mitigation measure recommended in the CRSP EIR, Project implementation would not result in any new impacts on soil erosion and loss of topsoil. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project 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?

The CRSP EIR determined that landslide and liquefaction potential for the CRSP Area is considered low due to the soils underlying the CRSP Area not being compressible or otherwise prone to settlement. Therefore, the CRSP EIR concluded that implementation of the CRSP would have a less than significant impact related to geologically unstable soils.

Since the proposed location for Building 28 are within the CRSP Area and the proposed turn lane is located on the same soil type as the CRSP Area, the proposed Project would have low potential for geologically unstable soils. Impacts from the Project would be less than significant, similar to the impacts for the previously approved CRSP. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

As discussed in the CRSP EIR, the CRSP Area contains soils that are highly expansive and subject to significant volume changes due to moisture fluctuations. The CRSP EIR concluded that, with compliance

with California Building Code requirements (adopted by the City Municipal Code) and the City's building permit program, implementation of the CRSP would have a less than significant impact related to expansive soils.

Since the Project site is located within the CRSP Area and on the same type of soils adjacent to the CRSP Area, the proposed Project would have the potential to be located in highly expansive soils. However, with implementation of above regulatory requirements, the proposed Project's impact as a result of expansive soils would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (e) Would the project 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?

The CRSP EIR concluded that no septic tanks or alternative wastewater disposal systems would be required to serve new development in the CRSP Area, and there would be no impact as a result of the CRSP.

No septic tanks would be used as part of the proposed Project. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed Project's implementation.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new geologic impact to occur, nor an increase in the severity of a geologic impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VII. GREENHOUSE GAS EMISSIONS

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to the generation of GHG emissions during construction and operation.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure GHG-1a:*** *Applicants for individual, site-specific developments shall conform to the then-applicable requirements of the California Building Code, including the Green Code's provisions relating to "solar readiness." Applicants will be encouraged to utilize or otherwise facilitate the use of alternative energy generation technologies, as feasible, to offset their energy consumption, by, for example, ensuring that roof structures are built such that they can accommodate the weight of solar panels in accordance with the California Building and Energy Standards; providing for energy storage within their buildings; and installing electrical switch gears to facilitate solar usage.*
>
> ***Mitigation Measure GHG-1b:*** *Prior to issuance of a building permit for an individual, site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an* ***adequate*** *number of electrical service connections at loading docks for plug in of the anticipated number of refrigerated trailers to reduce idling time and emissions.*
>
> ***Mitigation Measure GHG-1c:*** *Applicants for individual, site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of* ***vehicles*** *while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 §2485).*

> ***Mitigation Measure GHG-1d:*** *Applicants for individual, site-specific developments shall identify in the grading plans that non-essential idling of construction equipment and vehicles shall be restricted to no more than 5 minutes in accordance with California Air Resources Board Rule 2485 (13 CCR Chapter 10 §2485).*

The proposed Project would not change the type of development, nor result in a substantial change in the development intensity within the CRSP Area. Thus, the impact of the proposed Project would be similar to the impact identified in the CRSP EIR, which is significant and unavoidable even with mitigation measures incorporated. Thus, the proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the CRSP EIR and would therefore be consistent with the effects of implementation of the CRSP.

Threshold (b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

According to the CRSP EIR, buildout of the CRSP Area would not conflict with or otherwise interfere with achievement of CARB's Scoping Plan or the City's Sustainability Action Plan given the design features incorporated into the CRSP. The CRSP EIR found this to be a less than significant impact.

The as the proposed Project would incorporate the design features included in the CRSP as applicable and would not result in a potentially significant conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, the proposed Project would not conflict or interfere with the achievement of an applicable GHG emissions reduction plan. With implementation of the above mitigation measure, impacts would not be altered any greater than what was previously analyzed and remain less than significant.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new greenhouse gas impact to occur, nor an increase in the severity of a greenhouse gas impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VIII. HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	*Reviewed Under Previous Document*
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
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 for people residing or working in the project area?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The CRSP EIR determined that implementation of the CRSP would include land uses that would likely require the routine use, transport, and disposal of hazardous material and waste within the CRSP Area. Additionally, implementation of the CRSP would result in an intensification of land use throughout the CRSP Area and a corresponding increase in the amount of hazardous materials stored, transported, and disposed of in the CRSP Area. The City has numerous goals, objectives, and policies addressing the transport and use of hazardous materials. CRSP implementation would require compliance with federal, State, and local regulations regarding use, transport, and disposal of hazardous materials. Mitigation Measure HAZ-1 in the CRSP EIR would ensure that the CRSP's impacts on the routine transport, use, and disposal of hazardous materials be reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure HAZ-1:*** *The project applicant shall fully implement the provisions of the San Joaquin County Hazardous Material Area Plan and the Tracy General Plan, including but not limited to:*
>
> - *Ensuring that any business locating in the Specific Plan Area which stores particular quantities of hazardous materials (e.g. larger than 55 gallons of liquid, 500 pounds of solid or 200 cubic feet of some compressed gases) as stipulated under Chapter 6.95 of the California Health and Safety Code annually files a hazardous materials business plan establishing incident prevention measures, hazardous material protocols, and emergency response and evacuation procedures;*
> - *Providing adequate separation between areas where hazardous materials are present and sensitive uses; and*
> - *Submitting an emergency response plan for any large generators of hazardous waste located or proposed to be located in the Specific Plan Area.*

The proposed Project would not introduce new land uses beyond those analyzed in the CRSP EIR. Upon development of the proposed Project, specifically Building 28, hazardous materials used on-site would be limited to those associated with common household fertilizers, pesticides, paint, solvent, and petroleum products. Because these materials would be used in very limited quantities, they are not considered a significant hazard to the public. With implementation of the above mitigation measure, the proposed Project's impact on the public or the environment as a result of the routine transport, use, or disposal of hazardous materials would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

As identified in the CRSP EIR, there are four natural gas pipelines and one crude oil pipeline that traverse the CRSP Area. There is a danger of upset or accident, such as pipeline explosion or rupture, associated with natural gas and oil transmission lines. With compliance with federal, State, regional, and local regulations, the risk of upset and accident conditions involving the release of hazardous materials into the environment can be reduced to a manageable level. There is also potential for electrocution or exposure to electric and magnetic fields (EMFs) with electrical transmission lines. With proper implementation of Certified Unified Program Agencies (CUPA) programs, in conjunction with industry monitoring and safety programs and compliance with applicable State and federal regulations and General Plan policies, the potential environmental impacts related to reasonably foreseeable accidents and/or upset conditions involving the release of hazardous materials would be less than significant.

The proposed Project would not be located near the existing pipelines within the CRSP Area and would comply with all applicable regulations. Consistent with the previously approved CRSP, together with the CUPA programs, industry monitoring and safety programs and compliance with applicable State and federal regulations and General Plan policies, the Project's impacts on reasonably foreseeable upset and accident conditions would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As identified in the CRSP EIR, the nearest existing schools to the CRSP Area are all located more than one-quarter mile away. The only proposed schools in or around the City are located more than one mile north of the CRSP Area. Therefore, development of the CRSP Area would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, the proposed Project would similarly have no impact. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (d) Would the project 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 create a significant hazard to the public or the environment?

The CRSP EIR identified seven hazardous materials sites in the CRSP Area and immediate vicinity (within one-half mile), five of which would have minimal risks. The two remaining cases are active cleanup sites that are currently under review by the appropriate regulatory agencies. Both sites would be subject to various State and federal laws and regulations. Nevertheless, it is possible that development of a

hazardous material site with existing contamination could potentially pose a significant hazard to the public or environment through releases of hazardous materials into the environment. Regarding pesticides, development of hot spot areas where persistent organochlorine pesticides were historically used could also potentially pose a significant hazard. Regarding asbestos containing building materials (ABCM) and lead based paint (LBP), impacts from demolition of ABCM or LBP material during implementation of the CRSP would be significant. Mitigation Measures HAZ-2a through HAZ-3d in the CRSP EIR would ensure that the CRSP's impacts on creating a significant hazard to the public or the environment be reduced to less than significant.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure HAZ-2a:*** *A Soil Management Plan and companion Sampling and Analysis Plan, as well as a Health and Safety Plan (HASP), shall be prepared and implemented during and following any soil excavation and compaction associated with implementation of the Project where such activities may encounter residual soil, soil vapor, or groundwater contamination that exceeds risk-based levels established by the RWQCB or Cal-EPA. As part of the Soil Management Plan, the applicant shall retain an experienced, independent environmental monitor to observe all significant earth-moving activities. The monitor shall observe the operations, remaining watchful for stained or discolored soil that could represent residual contamination. The monitor shall also be empowered to alert the City and regulatory agencies, when appropriate, and provide direction to the grading contractor. The monitor shall confirm the location of the one plugged and abandoned well in consultation with the Division of Gas, Oil, and Geothermal Resources, and shall comply with any remedial measures that may be required in connection therewith under applicable law and regulations. In addition, in the event that a previously unknown abandoned well is discovered, construction activities that are proximate to said abandoned well shall stop and the Division of Gas, Oil, and Geothermal Resources shall be contacted. No structures shall be built on a discovered abandoned well until it is deemed safe by the State Oil and Gas Supervisor in accordance with applicable laws and regulations.*
>
> ***Mitigation Measure HAZ-2b:*** *A plan shall be developed for installation of a vapor barrier and venting system beneath buildings to be constructed at the site in those areas where residual petroleum hydrocarbons in soil vapor exceed risk-based levels established by the RWQCB or Cal-EPA, where exposure pathways are considered potentially complete. The system shall be designed to eliminate potentially significant indoor air quality health risks associated with subsurface contaminant vapor intrusion. The Plan shall be prepared by a California professional engineer experienced in vapor intrusion mitigation and who shall certify the installation.*
>
> ***Mitigation Measure HAZ-2c:*** *Soil sampling shall occur within the portions of the Specific Plan Area that have historically been utilized for mixing or storing pesticides and that may contain pesticide residues in the soil, prior to issuance of grading permits in such areas. The sampling will be performed in accordance with a Sampling and Analysis Plan and Soil Management Plan prepared by a qualified Environmental Professional and/or California professional engineer experienced in*

Phase II site characterization. The sampling shall be conducted in accordance with applicable guidance from DTSC and San Joaquin County Environmental Health Department, and shall determine if pesticide concentrations exceed established regulatory thresholds. Should pesticide contaminated soil be identified as a result of the evaluation, further site characterization and remedial activities, if necessary, will be implemented in accordance with the Soil Management Plan.

Mitigation Measure HAZ-2d: *Existing structures shall be evaluated for the presence of ACBM and lead-based paints prior to their renovation or demolition. The evaluation shall be conducted by a Cal-OSHA certified ACBM and lead-based paint contractor. Any ACBM or lead identified as a result of the evaluation shall be removed by a Cal-OSHA certified ACBM and lead-based paint contractor and be transported and disposed off-site in accordance with regulatory requirements.*

Building 28 would be constructed with the CRSP Area, thus Project implementation related to Building 28 has the potential to impact the same hazardous materials sites and materials analyzed in the CRSP EIR. As the left turn lane would be constructed further than 0.5 mile from the CRSP Area, the search radius used by the CRSP EIR for listed hazardous material sites, Geotracker and Envirostor searches were conducted for the proposed turn lane location in May 2023. There is one additional Geotracker record adjacent to the proposed turn lane location compared to what was considered by the CRSP EIR. However, the record is for a closed leaking underground storage tank case that is considered closed as of 06/17/2023. With implementation of the above mitigation measures, the proposed Project's impact on creating significant a significant hazard to the public or the environment would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (e) Would the project be 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, result in a safety hazard for people residing or working in the project area?

As analyzed in the CRSP EIR, the CRSP Area is not located within an Airport Land Use Plan nor is it within two miles of a public airport. Therefore, development of the CRSP Area would not result in impacts on public airport safety hazards. Further, the left turn lane would also not be located within an Airport Land Use Plan or within two miles of a public use airport. As such, the proposed Project would similarly have no impact. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (f) Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

As analyzed in the CRSP EIR, the nearest private airstrip to the CRSP Area is located five miles to the southeast of the City. Therefore, development of the CRSP Area would not result in impacts on private airstrip safety hazards. As such, the proposed Project would similarly have no impact. No new specific

impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As analyzed in the CRSP EIR, implementation of the CRSP would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The City's General Plan Safety Element includes policies that require the City to provide the fire and emergency response facilities and personnel necessary to meet residential and employment growth in the City. Development of the CRSP Area would include adding industrial streets with shoulders on each side to provide for emergency vehicle parking, thereby increasing emergency access in the CRSP Area. There are no physical components proposed in the CRSP that would interfere with the ability to implement emergency response. With compliance with the City's General Plan and the California Fire Code, the potential environmental impacts related to emergency response plans or emergency evacuation plans would be less than significant.

Building 28 would be constructed within the CRSP Area and would not introduce new land uses beyond those analyzed in the CRSP EIR. Construction of the proposed left turn lane would also be subject to the requirements of the City's General Plan and the California Fire Code. Consistent with the previously approved CRSP, with compliance with the City's General Plan and the California Fire Code, the Project's impacts on emergency response plans or emergency evacuation plans would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas?

The CRSP EIR found that the CRSP Area consists of areas of moderate wildland fire risk and areas which are unzoned for wildland fire risk. Unzoned areas are somewhat developed areas considered to be physically distant from wildland fire areas and primarily extending to the north central and northeast corner of the CRSP Area. Since there is only a limited fire threat to the CRSP Area, the CRSP EIR found that implementation of the CRSP would not increase the risk of wildland fires, and impacts would be less than significant.

Building 28 would be constructed within the CRSP Area. Building 28 would not introduce a new land use within the CRSP Area beyond what was analyzed in the CRSP EIR. Construction of the left turn pocket would also occur within an existing road and right of way and would not introduce any new use or development in the area. Additionally, as identified in the CRSP EIR, there is only a limited fire threat to the CRSP Area. The left turn pocket would also be located within an area designated as unzoned for wildland fire risk, similar to the CRSP Area. The proposed Project's impact in regard to exposing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands

are adjacent to urbanized areas would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new hazardous materials impact to occur, nor an increase in the severity of a hazardous material impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

IX. HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☐	☒
e. 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?	☐	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project violate any water quality standards or waste discharge requirements?

The CRSP EIR determined that implementation of the CRSP would include grading and construction within the CRSP Area, and grading and vegetation removal would increase erosion potential and could negatively affect water quality and lead to downstream sedimentation in receiving waters. However, as required in the CRSP, all development projects in the CRSP would be regulated under the National Pollutant Discharge Elimination System (NPDES) CGP and be required to prepare a SWPPP to address stormwater management. Development projects in the CRSP would also be required to implement stormwater control measures, such as low impact development (LID) and BMPs, to reduce water quality impacts. Mitigation Measures HYDRO-1a and HYDRO-1b during CRSP construction and Mitigation Measures HYDRO-2a through HYDRO-2e during CRSP operation in the CRSP EIR would ensure that the CRSP's impacts on water quality standards or waste discharge requirements be reduced to less than significant.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure HYDRO-1a:*** *Grading and ground disturbance on the Specific Plan Area shall be implemented in accordance with each individual development's approved grading plans and related grading permit. For the required treatment of urban pollutants and application of pesticides in the Specific Plan Area, each Project developer shall comply with the approved grading plan and related permit and conditions of approval.*
>
> ***Mitigation Measure HYDRO-1b:*** *In accordance with the then-applicable regulations, as part of the application process for each individual development under the Specific Plan, each applicant shall file a Notice of Intent with the SWRCB to obtain coverage under the construction general permit (CGP) and shall comply with all of the requirements associated with the CGP, as necessary to mitigate those impacts that would result from the specific development proposed by that applicant. In addition, as part of the application process for each individual development under the Specific Plan, each applicant shall prepare and obtain City approval of a SWPPP, which shall adequately address stormwater management during each construction phase of the Project. The SWPPP shall be consistent with the then-applicable RWQCB standards and NPDES permit requirements, and shall be designed to protect water quality during the course of construction. Said BMPs may include, without limitation, the following:*
>
> - *Schedule earthwork to occur primarily during the dry season to prevent most runoff erosion.*
> - *Protect drainages and storm drain inlets from sedimentation with berms or filtration barriers, such as filter fabric fences, hay bales, or straw wattles.*

- *Divert runoff from exposed slopes to on-site sediment basins before the runoff is released off-site.*
- *Install gravel construction entrances to reduce tracking of sediment onto adjoining streets.*
- *Sweep on-site paved surfaces and surrounding streets daily to collect sediment before it is washed into the storm drains or the Old River.*
- *After construction is completed, clean all drainage culverts of accumulated sediment and debris.*
- *Stabilize stockpiles of topsoil and fill material by watering daily, or by the use of chemical agents.*
- *Store all construction equipment and material in designated areas away from waterways and storm drain inlets. Surround construction staging areas with earthen berms.*
- *Wash and maintain equipment and vehicles in a separate bermed area, with runoff directed to a lined retention basin.*
- *Collect construction waste daily and deposit in covered dumpsters.*

Mitigation Measure HYDRO-2a: *As part of the application process for each individual development under the Specific Plan, each applicant shall prepare and obtain approval of a grading plan and related permit in accordance with Mitigation Measure HYDRO-1(a).*

Mitigation Measure HYDRO-2b: *As part of the application process for each individual development project under the Specific Plan, each applicant shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site measures consistent with the Cordes Ranch Conceptual Drainage Plan, the Cordes Ranch Specific Plan, the Citywide Stormwater Master Plan, and other applicable stormwater standards and requirements that shall be designed to control and treat stormwater for the storm events in compliance with the then-applicable City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment, including those dealing with capacity design of the facilities and contour grading. All such measures shall be implemented as part of the development and operation of the individual development at issue.*

Each developer shall construct drainage improvements and other required stormwater retention/detention facilities as necessary to serve the specific development proposed by that applicant in conformance with the approved drainage plan, the Specific Plan and the then-applicable City standards including those set forth in the City's Storm Drainage Master Plan. These drainage facilities shall accommodate events up to and including a 100-year 24-hour storm.

Any impacts on the operations of Mountain House CSD facilities, including the alteration of cleaning velocities, will require coordination and agreement between Mountain House CSD and

the City of Tracy prior to issuance of building permit for any development west of Mt. House Parkway.

Mitigation Measure HYDRO-2c: *As part of the development of each individual project under the Specific Plan, each developer shall implement the following measures:*

- *Shall not utilize chemical pesticides in the maintenance of common landscaped areas, open space areas, or parks. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure.*
- *Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to:*
    - *Hazardous material use controls;*
    - *Hazardous materials exposure controls;*
    - *Hazardous material disposal and recycling.*
- *Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system.*
- *To the extent feasible, direct stormwater runoff to percolation swale and basin areas rather than directing stormwater to storm drain pipes.*
- *Use biotreatment (natural pollutant filtering) where stormwater runs off paved surfaces onto pervious surfaces.*
- *Utilize sediment traps, evaporation basins, flow dissipaters, and other methods to reduce the volume and speed of stormwater runoff and reduce pollutant loads.*

Mitigation Measure HYDRO-2d: *The City shall impose, as a condition of approval of development of the first 85 net (developable) acres in the Mountain House Watershed Area located in the western portion of the Specific Plan Area as defined in the City's Storm Drain Master Plan and shown in Figure 4.9-1a (which acreage comprises approximately one-half (1/2) of the full net (developable) acreage of the Mountain House Watershed Area within he Specific Plan Area) that the applicant:*

(1) Facilitate the preparation of an agreement between the City and the MHCSD establishing a fair share fee, in accordance with applicable laws, to fund future improvements to downstream storm drain facilities which may be constructed by MHCSD in the future to accommodate flows from the Patterson Run (located in the water shed south of the Specific Plan Area) and flows from the Mountain Watershed Area within the Specific Plan

Area by funding the City's and MHCSD's costs to prepare such agreement, and to provide for reimbursements to contributing property owners in appropriate circumstances.

(2) Enter into an agreement with the City to pay its proportionate fair share of the proposed fee after it has been adopted; and

(3) Deposit with the City appropriate security, as determined by the City, to ensure the payment of such fees.

Until such time as this fee has been established, the City will not permit any downstream increases to volume or peak storm water flows from any development in the Mountain House Watershed Area located within the western portion of the Specific Plan Area. No development will be permitted in the Mountain House Watershed Area of the Specific Plan Area beyond the first 85 net acres described above until the foregoing conditions have been satisfied.

***Mitigation Measure HYDRO-2e:** Until such time as adequate downstream drainage facilities have been constructed by the MHCSD, all new development in the Mountain House Watershed Area of the Specific Plan Area will be required to provide adequate on-site detention of storm water flows, as determined by the City. This amounts to 0.4 square miles of the 8.53 square mile watershed.*

The proposed Project would not introduce a new land use within the CRSP Area compared to what was previously analyzed in the CRSP EIR. Potential water quality impacts associated with the proposed Project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations. To minimize water quality impacts associated with the proposed Project, construction activities would be required to comply with a SWPPP, consistent with the NPDES. With implementation of the above mitigation measures, the proposed Project's impact on water quality standards and waste discharge requirements would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (b) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

As identified in the CRSP EIR, implementation of the CRSP would not have an adverse impact on groundwater recharge. The Water Supply Assessment (WSA) prepared for the CRSP EIR concluded that the City's existing and additional planned future water supplies are sufficient to meet the City's existing and projected future water demands, including those future water demands associated with the CRSP to the year 2035 under all hydrologic conditions. Because the projected water demand of the CRSP would not substantially deplete the City's groundwater supplies, the CRSP would not result in a net deficit in aquifer volume or a significant lowering of the local groundwater table level. The CRSP would increase

impervious surfaces in the CRSP Area, which could impact groundwater recharge. However, the CRSP's parks and open space, including detention basins and other stormwater management features, would facilitate groundwater recharge and would not substantially interfere with groundwater recharge such that it would result in a net deficit in aquifer volume or a significant lowering of the local groundwater table level. The CRSP's potential environmental impacts related to groundwater would be less than significant.

Construction of Building 28 would not introduce new land uses to the CRSP Area beyond what was analyzed in the CRSP EIR. Construction of the left turn pocket, similarly, would not introduce a new use nor increase water demand as no water using facilities would be constructed. Therefore, the proposed Project would not change the demand on water supplies anticipated in the CRSP EIR. Further, development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the CRSP EIR. However, as identified in the CRSP EIR, stormwater management features would still be included to facilitate groundwater recharge as part of buildout of the CRSP Area in accordance with BMPs set forth in the City's Manual of Stormwater Quality Control Standards. Therefore, similar to the approved CRSP, implementation of the proposed Project would neither deplete groundwater supplies nor interfere with groundwater recharge beyond what was analyzed in the CRSP EIR. This impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

As identified in the CRSP EIR, with mitigation, implementation of the CRSP would have a less than significant impact with respect to substantial erosion or siltation on- or off-site. The Citywide Storm Drainage Master Plan (SDMP) was prepared as a guidance document to identify the primary framework of storm drainage facilities needed to serve future land development under the buildout condition for the CRSP Area. Individual development projects within the CRSP would be required to provide site-specific or project-specific storm drainage solutions that would be consistent with the overall infrastructure approach within the Citywide SDMP. The CRSP EIR determined that construction and operation of the CRSP would substantially alter the CRSP Area's existing drainage pattern in a manner that may result in substantial erosion or siltation on or off-site. Implementation of Mitigation Measure HYDRO-3 in the CRSP EIR would reduce potential impacts on erosion and sedimentation to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

Mitigation Measure HYDRO-3: *Implement Mitigation Measure HYDRO-1b.*

Development of the proposed Project would have the potential to alter drainage patterns as compared to existing conditions. Drainage patterns would be altered as a result of increased erosion and

sedimentation resulting from the removal of vegetation during construction activities. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, and roadways. With implementation of the above mitigation measure, the proposed Project's impact on the existing drainage pattern of the Project site would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding?

As identified in the CRSP EIR, development of the CRSP would increase impervious surfaces, which would substantially alter the existing drainage pattern of the CRSP Area. To prevent substantial increases in the rate of surface runoff, the CRSP proposes several stormwater drainage facilities to reduce existing condition flooding for several downstream properties and reduce downstream maintenance requirements. Implementation of Mitigation Measure HYDRO-4 in the CRSP EIR would reduce potential impacts on increasing the rate or amount of surface runoff in a manner which would result in flooding to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

Mitigation Measure HYDRO-4: *Implement Mitigation Measure HYDRO-2b.*

Development of the proposed Project would have the potential to alter the drainage pattern through the introduction of streets, buildings, parking areas, and other impervious surfaces. Project implementation would not introduce any new land uses compared to what was analyzed in the CRSP EIR or the existing use as an existing road and right of way. As a result, the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the CRSP EIR. With implementation of the above mitigation measure, the proposed Project's impact on surface runoff would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

As identified in the CRSP EIR, with mitigation, implementation of the CRSP would have a less than significant impact in respect to runoff water that exceeds the capacity of existing or planned storm water drainage systems. The CRSP is designed to include storm drainage solutions as part of its land plan to adequately accommodate the CRSP's drainage as well as drainage from certain other existing surrounding

uses in adherence to all applicable standards and requirements as set forth in the City's SDMP, which has planned for improvements that accommodate development proposed under the CRSP as well as other planned growth. As discussed in Chapter 4.8, Hazards and Hazardous Materials of the CRSP EIR, CRSP construction and operation would introduce constituents into stormwater that are typically associated with urban runoff, which could lead to temporary impacts on surface water quality for downstream areas due to the increase in sediments and other pollutants. With implementation of Mitigation Measure HYDRO-5, potential impacts from polluted runoff would be reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure HYDRO-5:*** *Implement Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c.*

Project implementation would have the potential to increase local runoff volumes, frequency, and flow rates compared to existing conditions. The proposed Project would have the potential to contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the CRSP EIR. With implementation of the above mitigation measure, the proposed Project's impact on increased runoff water would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (f) Would the project otherwise substantially degrade water quality?

As identified in the CRSP EIR, with mitigation, the implementation of the CRSP would have a less than significant impact on degradation of water quality. As discussed above in Threshold (e), with implementation of Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c, implementation of the CRSP would not substantially degrade water quality.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***See Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c above.***

The proposed Project would have the potential to degrade water quality through erosion or siltation from construction and operation activities. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the CRSP EIR. With implementation of the above mitigation measures, the proposed Project's impact on water quality would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the

proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

As determined in the CRSP EIR, the CRSP Area is not located within a 100-year flood hazard area, and no housing is proposed as part of the CRSP. Thus, the CRSP EIR identified that no impact would occur.

Building 28 would be constructed entirely within the CRSP Area. As such, construction would not occur within the 100-year floodplain. The left turn lane is similarly not located within a 100-year floodplain. Thus, no new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (h) Would the project place structures within a 100-year flood hazard area, which would impede or redirect flood flows?

As determined in the CRSP EIR, the CRSP Area is not located within a 100-year flood hazard area. Thus, the CRSP EIR identified that no impact would occur.

Building 28 would be constructed within the CRSP Area. The left turn lane would also be constructed within an area classified as Zone X, area of minimal flood hazard, outside of the 100-year floodplain. As such, the Project site is not located within the 100-year flood hazard area and there would be no impact associated with placing structures within a 100-year flood hazard area. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

As identified in the CRSP EIR, the CRSP Area is not located within the 100-year floodplain or in the dam inundation risk areas. As a result, no impacts would occur as a result of the failure of a levee or dam.

Building 28 would be constructed within the CRSP Area. The left turn lane would also be constructed within an area classified as Zone X, area of minimal flood hazard, outside of the 100-year floodplain. As such, the Project site is not located within the 100-year flood hazard area or dam inundation risk area, and there would be no impact associated with flooding. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (j) Would the project result in inundation by seiche, tsunami or mudflow?

As identified in the CRSP EIR, the CRSP Area is not located in close proximity to the areas subject to flooding due to tsunamis or seiches resulting in levee failure, and would not be subject to mudflows as a result of a seiche. Therefore, there is no risk of exposure to inundation by seiche or tsunami, and no impact would occur.

Since the proposed Project would be constructed within or adjacent to the CRSP Area, the proposed Project would not result in inundation by seiche, tsunami or mudflow. Similar to the previously approved CRSP, there would be no impact. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new hydrological impact to occur, nor an increase in the severity of a hydrological impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

X. LAND USE AND PLANNING

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
Would the project:					
a. Physically divide an established community?	☐	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project physically divide an established community?

The CRSP EIR determined that buildout of the CRSP would not physically divide an established community, and impacts would be less than significant.

Building 28 would be located within the CRSP Area and would not introduce new land uses within the CRSP Area beyond those analyzed in the CRSP EIR. The left turn lane would be constructed within an existing road and right of way. Therefore, the proposed Project would not physically divide an existing community and would allow the development of the previously approved CRSP. Impacts would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the previously approved CRSP.

Threshold (b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As identified in the CRSP EIR, implementation of the CRSP Area, upon approval of the requested entitlements and amendments, would not conflict with land use plans, policies, or regulations. Implementation of the previously approved CRSP required a General Plan Amendment to amend the General Plan land use designation for the CRSP Area to Commercial, Office, Industrial, and Park from Urban Reserve 6. The CRSP Area contains goals and guidelines that would support, promote, and implement the General Plan policies described in Section A.2.a of the CRSP EIR. Implementation of the

CRSP would be consistent with the applicable land use plans, policies, and regulations, and impacts would be less than significant.

The proposed Project would not allow different types of development beyond what was analyzed in the CRSP EIR in the case of Building 28 or is existing in the case of the left turn lane. The proposed Project's impact on land use plans, policies, or regulations would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Threshold (c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed in Section IV, Biological Resources, the CRSP Area is located within Central/Southwest Transition Zone of the SJMSCP. See discussion under Threshold IV.f.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new land use impact to occur, nor an increase in the severity of a land use impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XI. MINERAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project 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?

Threshold (b) Would the project 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?

The CRSP Area is not located within any mineral resource zones as determined by the California Department of Conservation. Therefore, the CRSP would have no impact on known mineral resources.

Building 28 would be constructed within the CRSP Area and would not introduce new land uses within the CRSP Area beyond those analyzed in the CRSP EIR. Further, the left turn lane would be constructed within and existing road and right of way. Thus, the proposed Project would not have the potential for new impacts to mineral resources. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new mineral impact to occur, nor an increase in the severity of a mineral impact previously disclosed in the CRSP EIR. Therefore, the proposed Project would cause neither a new cumulative impact to occur nor an increase in the severity of a cumulative impact previously disclosed.

XII. NOISE

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Reviewed Under Previous Document
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The CRSP EIR found that buildout of the CRSP could result in potentially significant impacts related to the applicable standards from the City of Tracy General Plan noise Element and significant and unavoidable impacts related to the applicable standards from the City of Tracy Noise Ordinance. Even with implementation of Mitigation Measure NOISE-1, this impact would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure NOISE-1:*** *As part of the development process for each individual, site-specific project under the Specific Plan, the development at issue shall adhere to all applicable Building Code and Municipal Code provisions and standards and other requirements, as noted in the above Regulatory Framework discussion. Regarding mitigation of impacts relating to mobile sources for an individual, site-specific project, the City will consider, as appropriate and feasible, a variety of*

techniques to reduce noise, which may include, for example, building setbacks, berms, walls, fences of various materials, and rubberized asphalt, taking into account relevant General Plan policies (as they relate to sound walls) and the nature and location of sensitive receptors at issue.

Given that the Project has land uses consistent with the development previously analyzed in the CRSP EIR, stationary noise impacts would be consistent with stationary noise impacts analyzed in the CRSP EIR. Additionally, the Project would result in a similar number of vehicle trips generated as anticipated by the CRSP EIR; and therefore, the mobile source noise would be similar to that anticipated by the CRSP EIR. Similar to the CRSP EIR, even with implementation of the above mitigation measure, impacts related to noise levels would remain significant and unavoidable. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the CRSP.

Threshold (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

According to the CRSP EIR, neither the City of Tracy nor the County of San Joaquin establishes thresholds for excessive vibration. Therefore, the United States Department of Transportation (Federal Transit Administration [FTA]) criteria of 2.0 inch-per-second PPV for the evaluation of potential human annoyance and potential for structural damage to result from vibration is used. The CRSP EIR found that vibration related impacts from build out of the CRSP would be potentially significant. However, with implementation of Mitigation Measures NOISE-2a and NOISE-2b, impacts from buildout of the CRSP would be less than significant.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

***Mitigation Measure NOISE-2a**: The following measures, in addition to the best practices for construction activities (as specified in Mitigation Measure NOISE-4), are recommended to reduce groundborne noise and vibration from construction activities:*

1. Avoid impact pile driving process, when feasible. The use of a pre-drilling pile installation process shall be utilized when feasible, where geological conditions permit their use, so as to reduce vibration levels at adjacent receptors.

2. Avoid using vibratory rollers and vibratory tampers near vibration-sensitive uses.

***Mitigation Measure NOISE-2b**: Before any individual, site-specific development conducts any high vibration-generating activities (such as pile driving or vibratory compacting) within one hundred (100) feet of existing structures, the following mitigation measures shall apply:*

1. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document

before- and after-construction conditions. Construction contingencies would be identified for when vibration levels approached the limits. Vibration limits shall be applied to all vibration-sensitive structures located within 100 feet of each individual, site-specific development that is subject to this mitigation measure. Limits shall be based on Table 4.11-5 to preclude architectural damage and on Table 4.11-4 to preclude vibration annoyance. For the Specific Plan Area proposed development types (i.e. "institutional land uses with primarily daytime use"), the Table 4.11-4 Category 3 land uses would indicate a threshold of 83 VdB. For future developments that have special, vibration-sensitive operations or equipment, the criteria in the FTA Guideline Manual, Table 8-3 should be implemented. The monitoring and construction contingency plan shall include the following contents described in Numbers 2 through 4 below.

2. At a minimum, monitor vibration during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.

3. When vibration levels approach the above limits, construction should be suspended and contingencies should be implemented to either lower vibration levels or to secure the affected structures.

4. Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

Construction of the proposed Project has the potential to produce short-term construction vibration effects and operational vibration as a result of traffic and mechanical equipment operations. Construction of the both Building 28 and the left turn lane would generate short-term construction vibration during site preparation, construction, paving, and related activities. Vibration from construction activities rarely reaches the levels that can damage structures, but ground-borne vibration and noise can reach perceptible and audible levels in buildings that are very close to the construction site. Similar to the CRSP, this would a potentially significant impact. However, with implementation of Mitigation Measures NOISE-2a and NOISE-2b, impact would eb reduced to a less-than-significant level. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the CRSP.

Threshold (c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The CRSP EIR found that impacts related to a permanent increase in ambient noise as a result of traffic from the buildout of the CRSP would be significant and unavoidable. Even with implementation of Mitigation Measure NOISE-3, this impact remains significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

Mitigation Measure NOISE-3: *Implement Mitigation Measure NOISE-1.*

The proposed Project would include the same types of land uses as those analyzed in the CRSP EIR, and would result in an anticipated number of overall vehicle trips generated. However, similar to the previously approved CRSP, mitigation measures would not reduce the potentially significant impact to a less-than-significant level and the proposed Project would also result in a significant and unavoidable impact related to future ambient noise. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the CRSP EIR and would therefore be consistent with the effects of implementation of the CRSP.

Threshold (d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The CRSP EIR found that impacts related to a temporary increase in ambient noise as a result of buildout of the CRSP would be potentially significant. However, with implementation of Mitigation Measure NOISE-4, this impact can be reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure NOISE-4****: The following measures, when applicable and feasible, shall be required to reduce noise from construction activities:*
>
> *1. Ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good operating condition and appropriate for the equipment.*
>
> *2. Utilize "quiet" models of air compressors and other stationary noise sources where such technology exists.*
>
> *3. Locate stationary noise-generating equipment as far as reasonable from sensitive receptors when sensitive receptors adjoin or are near a construction Project area.*
>
> *4. Prohibit unnecessary idling of internal combustion engines (i.e. in excess of five minutes).*
>
> *5. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.*
>
> *6. Erect temporary noise control blanket barriers and/or temporary solid plywood fences around construction sites adjacent to operational businesses or noise-sensitive land uses. This mitigation would only be necessary if (a) potential conflicts could not be resolved by proper scheduling and (b) the temporary barrier could demonstrate a benefit at the façade of the receptor building of at least 10 dB.*
>
> *7. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.*
>
> *8. Notify businesses and noise-sensitive land uses adjacent to construction sites of the construction schedule in writing. Designate a "Construction Liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the*

noise complaints (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the Liaison should be conspicuously posted at the construction site.

With implementation of the above mitigation measure, the proposed Project would reduce the potential for a substantial temporary or periodic increase in ambient noise levels to occur by demonstrating compliance with construction-related policies to the satisfaction of the City of Tracy Engineering and Building Division. With mitigation, the impact is less than significant. This is consistent with the impact conclusions of the CRSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the CRSP.

Threshold (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 expose people residing or working in the project area to excessive noise levels?

The CRSP EIR found that the CRSP Area is not located within an airport land use plan. Therefore, there would be no impact. As Building 28 would be constructed within the CRSP AREA and the left run lane would be constructed more than 2 miles northeast of the nearest airport, the proposed Project would also have no impact. No further analysis is required.

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

According to the CRSP EIR, the CRSP Area is not located within two miles of a private airstrip. Therefore, the proposed Project is not located within a distance of two miles from a private airstrip. Due to the distance separation, the proposed Project would not expose persons to excessive airport-related noise levels. Similar to the CRSP, there would be no impact and no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new noise impact to occur, nor an increase in the severity of a noise impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XIII. POPULATION, HOUSING, AND EMPLOYMENT

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Induce substantial 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)?	☐	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project induce substantial 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)?

The CRSP EIR found that development of the CRSP would not introduce any housing to the CRSP Area, but would add approximately 592,000 square feet of commercial development, 2.47 million square feet of office development, and 27.29 million square feet of manufacturing and distribution development to the CRSP Area, resulting in approximately 36,708 additional employees at full buildout. The CRSP would be developed in phases, and the growth is accounted for in the City General Plan and the Citywide infrastructure master plans. Further, it is anticipated that a majority of CRSP employees would already be Tracy residents. The CRSP EIR determined that buildout of the CRSP Area would have a less than significant impact on substantial population growth.

Building 28 would comprise an approximately 524,081 square foot warehouse and associated parking located southeast of the current terminus of Promontory Parkway. No changes to the existing zoning are proposed and the construction of Building 28 would not change the amount of commercial land use proposed within the CRSP Area. Further, construction of the left turn lane would not introduce any new housing or employment opportunity and would not increase population beyond what was analyzed by the CRSP EIR. Thu, the proposed Project would result in a similar number of employees as what was analyzed in the CRSP EIR. Since the proposed Project would not allow for development within the CRSP Area beyond what was analyzed in the CRSP EIR and the CRSP EIR found the buildout of the CRSP to be consistent with the General Plan, the growth associated with the Project would not exceed the growth planned for the CRSP Area in the 2011 General Plan. The proposed Project would, similar to the CRSP, result in a less than significant impact on substantial population growth. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project.

Therefore, the proposed Project would be consistent with the effects of implementation of the previously approved CRSP.

Threshold (b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Threshold (c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As determined in CRSP EIR, there are 12 existing residences along Mountain House Parkway and Hansen Road within the CRSP Area. The CRSP EIR anticipated that the existing residences would be redeveloped in accordance with the CRSP (e.g., the redesignation for GO or BPI uses under the CRSP). However, given the relatively few number of residences and the substantial numbers of existing and planned units anticipated in the City, the displacement of these residences would not necessitate construction of replacement housing elsewhere, and impacts would be considered less than significant.

Development of the proposed Project is consistent with the types of development analyzed in the CRSP EIR and existing uses. Thus, impacts related to displacement of people and housing would be similar to the impacts from the buildout of the previously approved CRSP. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new population and housing impact to occur, nor an increase in the severity of a population and housing impact previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XIV. PUBLIC SERVICES AND RECREATION

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
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?	☐	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☐	☒
b. 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?	☐	☐	☐	☐	☒
c. 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?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (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

The CRSP EIR determined that the existing South County Fire Authority (SCFA) Station 94/California Department of Forestry and Fire Protection Station 26 would primarily serve the CRSP Area. The SCFA determined that in order to maintain the level of service within adopted performance objectives, new facilities, staff, and equipment (including potentially specialized equipment to address specific site conditions such as confined spaces, high angles, and hazardous materials) would be required to serve the

new working population for the CRSP. To address the increase in service population, the Citywide Public Safety Master Plan (CPSMP) has provided for a new fire station, which has been evaluated by the City and that would be funded by the CRSP's development impact fees. Because buildout of the CRSP would not exceed the City's planned growth level (see Chapter 4.12 of the CRSP EIR), the CRSP would not require additional fire protection facilities beyond what has been planned in the CPSMP. Individual development projects under the CRSP would be required to pay the applicable impact fees. Mitigation Measure PS-1 and Improvement Measure PS-1 in the CRSP EIR would ensure that the CRSP's impacts on fire protection are reduced to less than significant.

The following mitigation measure and improvement measure incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure PS-1:*** *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fee as set forth in an adopted Cordes Ranch FIP.*
>
> ***Improvement Measure PS-1:*** *As part of the Development Review process for each individual development under the Specific Plan, each Project applicant shall adhere to all conditions of approval that are related to fire protection and emergency response services, such as those relating to fire flows, hydrants and other design and safety features (including any necessary and specialized fire protection equipment to service to individual uses proposed).*

The proposed Project would not allow for development within the CRSP Area beyond what was analyzed in the CRSP EIR or the existing use and the CRSP EIR found the buildout of the CRSP to be consistent with the General Plan, the proposed Project's growth would be addressed by the CPSMP and would not result in the need for additional fire stations beyond those identified in the CRSP EIR. With implementation of the above mitigation measure and improvement measure, the proposed Project would not create substantial adverse physical impacts associated with construction of a new fire station, and impacts would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

ii. Police Protection

As identified in the CRSP EIR, upon annexation, the CRSP would be served by the City's police department. According to the CPSMP, in order to maintain the level of service within adopted performance objectives, new facilities, staff, and equipment would be required to serve the new working population for the CRSP. Because buildout of the CRSP would not exceed the City's planned growth level (see Chapter 4.12 of the CRSP EIR), the CRSP would not require additional law enforcement facilities beyond what has been planned in the CPSMP. Individual development projects under the CRSP would be required to pay the

applicable impact fees. Mitigation Measure PS-2 and Improvement Measure PS-2 in the CRSP EIR would ensure that the CRSP's impacts on police protection are reduced to less than significant.

The following mitigation measure and improvement measure incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure PS-2:*** *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fee as set forth in an adopted Cordes Ranch FIP.*
>
> ***Improvement Measure PS-2:*** *As part of the Development Review process for each individual development under the Specific Plan, each Project applicant shall adhere to all conditions of approval that are related to police protection services, such as safety features, emergency access, and physical improvements to the proposed site plan and/or to police facilities and equipment to ensure adequate service is maintained.*

The proposed Project would result in similar employment growth in the CRSP Area as compared to the CRSP and no new employment or population growth as a result of construction of the left turn lane. Since the proposed Project would not allow for development within the CRSP Area beyond what was analyzed in the CRSP EIR and the CRSP EIR found the buildout of the CRSP to be consistent with the General Plan, the proposed Project's growth would be addressed by the CPSMP and would not result in the need for additional law enforcement facilities beyond those identified in the CRSP EIR. With implementation of the above mitigation measure and improvement measure, the proposed Project would not create substantial adverse physical impacts associated with construction of a new law enforcement station, and impacts would be reduced to less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved CRSP.

iii. Schools

As identified in the CRSP EIR, implementation of the CRSP would bring up to approximately 36,000 daytime employees at full buildout, and some portion would become Tracy residents and have school-age children. Because buildout of the CRSP would not exceed the City's planned growth level (see Chapter 4.12 of the CRSP EIR), the City would have planned for residential growth to accommodate future job growth, including the service population anticipated in the CRSP Area. As described in the CRSP EIR, the Tracy Unified School District (TUSD) schools are currently operating near to or over capacity, and adding substantial number of students may result in the need for the construction of additional facilities. The CRSP EIR determined that the CRSP would not result in a substantial number of school-age children. The TSUD's updated Facilities Master Plan would also increase the total capacity of the TUSD to accommodate future growth. Additionally, each individual development application within the CRSP Area would be subject to the requirement to pay applicable impact fee in accordance with SB 50 or pay applicable fee subject to school mitigation agreements with the TUSD. Under Section 65996 of the California

Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, CRSP impacts in this regard were determined to be less than significant.

The proposed Project would result in similar employment growth in the CRSP Area as compared to the CRSP and no new employment or population growth as a result of construction of the left turn lane. Since the proposed Project would not allow for development within the CRSP Area beyond what was analyzed in the CRSP EIR and the CRSP EIR found the buildout of the CRSP to be consistent with the General Plan, the proposed Project's growth would be addressed by the TUSD Facilities Master Plan. Furthermore, each individual development application, including the proposed Project, would be subject to the requirement to pay the applicable impact fee in accordance with SB 50. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Given that the CRSP EIR did not identify the number or location of schools to be constructed to accommodate the CRSP-associated growth, and that the proposed Project would pay the applicable impact fees, new students associated with the proposed Project could potentially be accommodated by the schools that have been planned for construction during the rest of the buildout of the approved CRSP. In such a case, no new schools would need to be constructed beyond those identified in the CRSP EIR and as such no physical impacts associated with constructing additional schools would occur. Therefore, this impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

iv-v. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks and other recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Threshold (b) 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?

Threshold (c) 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?

As identified in the CRSP EIR, development of the CRSP would include approximately 88.6 acres of parks and recreational facilities. Additionally, the CRSP proposes to construct a comprehensive trail network to enhance connectivity throughout the CRSP and to the various recreational facilities and open space features within the CRSP Area. The CRSP would not include residential population, but would still provide more than 88 acres of on-site parks and recreational facilities. Buildout of the CRSP would not exceed the City's planned growth level (see Chapter 4.12 of the CRSP EIR), and the City would have planned for the growth as part of the City's General Plan. Therefore, implementation of the CRSP would result in a less than significant impact with regard to the substantial physical deterioration of existing facilities.

The proposed Project would result in similar employment growth in the CRSP Area as compared to the CRSP and no new employment or population growth as a result of construction of the left turn lane. Since

the proposed Project would not allow for development within the CRSP Area beyond what was analyzed in the CRSP EIR and the CRSP EIR found the buildout of the CRSP to be consistent with the General Plan, the proposed Project's growth would be addressed by the Parks Master Plan and the CPFMP, which identifies necessary facilities to serve the City. The proposed Project would be required to comply with the requirements of the CRSP. As such, this impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new public services or recreation impacts to occur, nor an increase in the severity of any public services or recreation impacts previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XV. TRANSPORTATION AND TRAFFIC

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The CRSP EIR found that buildout of the CRSP would result in less than significant impacts related to bicycle facilities, pedestrian facilities, transit service, the City of Tracy's Sustainability Action Plan and the City of Tracy traffic Demand Management Plan. However, significant and unavoidable impacts would occur related to intersection and freeway segment performance. Even with implementation of Mitigation Measures TRANS-1 and TRANS-2, these impacts were found to remain significant and unavoidable.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure TRANS-1****: The Project will construct the following improvements, in accordance with then-applicable engineering standards and requirements, and as determined by the City Engineer:*
>
> - *Intersection #1 (Mountain House Parkway/I-205 Westbound Ramps): Restripe westbound off-ramp to provide two left-turn lanes and one shared through/right lane, and optimize signal timings.*
> - *Intersection #2 (Mountain House Parkway/I-205 Eastbound Ramps): Convert the northbound right-turn lane to a free right with an acceptance lane on the eastbound on-ramp, and optimize signal timings.*
> - *Intersection #6 (Mountain House Parkway/I-580 Westbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.*
> - *Intersection #7 (Mountain House Parkway/I-580 Eastbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.*
> - *Intersection #10 (Old Schulte Road/Hansen Road): Signalize the intersection, and construct an additional westbound left turn lane, eastbound left-turn and right-turn lanes, and a southbound left-turn lane.*
> - *New Schulte Road: Construct New Schulte Road from the eastern terminus of the Project Phase 1 network (east of Hansen Road) east to Lammers Road, as a two-lane road. At Intersection #18, New Schulte Road/Lammers Road, signalize the intersection and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches.*
> - *New Schulte Road: Construct New Schulte Road between Hansen Road (the end of the Phase 1 proposed network) and Lammers Road as a two-lane road.*
> - *Intersection #18 (New Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches.*
> - *Intersection #19 (Old Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and eastbound approaches.*
> - *Intersection #20 (Valpico Road/Lammers Road): Signalize the intersection and construct a left-turn lane on the southbound approach.*

- *A "trigger" analysis, provided in Table 4.14-12 in Section E.1.a.i, provides the estimated timing for provision of each of the above mitigations, based on Project AM and PM peak hour trip generation. In terms of when the above improvements would need to be constructed, as part of the application process for each individual, site-specific development under the Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total.*

- *The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed. With construction of the required improvements at intersections 10, 18, 19, and 20, impacts to these identified intersections would be less than significant.*

- *Lengthen the northbound Mountain House Parkway right-turn lane to provide additional storage and access to the eastbound I-205 on-ramp.*

- *Ramp metering, with two mixed-flow and 1 HOV bypass lane for the eastbound I-205 diagonal on-ramp.*

Because the improvements to the freeway interchange intersections require the approval of Caltrans, the impacts at intersections 1, 2, 6 and 7 remain significant and unavoidable.

***Mitigation Measure TRANS-2:** The Project will contribute to capacity improvements in San Joaquin County through payment of the RTIF in accordance with applicable laws and regulations. However, because neither full funding for the Interstate 205 capacity project, nor prioritization of such improvements above others in the RTIF can be assured, the payment of regional traffic fees does not guarantee to fully mitigate this impact.*

A traffic memorandum was prepared by Kimley-Horn to evaluate the Project's potential for traffic impacts (see Appendix A). This memorandum evaluated the development of Building 28 and the revision of Mitigation Measure TRANS-1. Prior to the construction of Building 16,which was the the most recently approved project within the CRSP Area prior to the proposed Project, the CRSP Area was generating 1,413 AM and 1,965 PM trips. Construction of Building 28 would result in 2,195 AM and 2,839 PM trips from the CRSP Area. As identified in Appendix A, development of New Schulte Road extension to Lammers, per Mitigation Measure TRANS-1, would be triggered by Buildings 16 and 28. Because development within CRSP has occurred at a different pace and density than was assumed in the CRSP EIR, Appendix A evaluates whether the provisions of Mitigation Measure TRANS-1 are triggered by Buildings 16 and 28, given current conditions on the roadway network. Appendix A found that the extension of the existing northbound left turn lane approaching the intersection of West Schulte Road and South Lammers Road would be sufficient to achieve acceptable LOS at intersection 19, commensurate with the LOS reductions identified in the CRSP EIR with implementation of Mitigation Measures TRANS-1. Specifically, Appendix A found that extending the existing left turn lane by 250 feet would result in capacity sufficient to accommodate 2,258

AM and 2,912 PM trips. This expanded capacity would accommodate the 2,195 AM and 2,839 PM trips from the CRSP Area that would result post-construction of Building 28 As such, Mitigation Measure TRANS-1 is being revised to include the extension of the existing northbound left turn lane approaching the intersection of West Schulte Road and South Lammers Road and an updated mitigation phasing schedule. See Figure 2: Revised Mitigation Measure TRANS-1 Left Turn Lane for design of the proposed turn lane.

The following revisions to Mitigation Measure TRANS-1 and Table 4.14-3 Existing Plus Phase 1 Project – Mitigation Phasing from the CRSP EIR are proposed and have been analyzed by this initial study. Added text is shown underlined, removed text is shown in ~~strikethrough~~.

> **Revised Mitigation Measure TRANS-1**: The Project will construct the following improvements, in accordance with then-applicable engineering standards and requirements, and as determined by the City Engineer:
>
> - Intersection #1 (Mountain House Parkway/I-205 Westbound Ramps): Restripe westbound off-ramp to provide two left-turn lanes and one shared through/right lane, and optimize signal timings.
>
> - Intersection #2 (Mountain House Parkway/I-205 Eastbound Ramps): Convert the northbound right-turn lane to a free right with an acceptance lane on the eastbound on-ramp, and optimize signal timings.
>
> - Intersection #6 (Mountain House Parkway/I-580 Westbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.
>
> - Intersection #7 (Mountain House Parkway/I-580 Eastbound Ramps): Signalize the intersection with eastbound/westbound split phasing, or install a roundabout.
>
> - Intersection #10 (Old Schulte Road/Hansen Road): Signalize the intersection, and construct an additional westbound left turn lane, eastbound left-turn and right-turn lanes, and a southbound left-turn lane.
>
> - New Schulte Road: Construct New Schulte Road from the eastern terminus of the Project Phase 1 network (east of Hansen Road) east to Lammers Road, as a two-lane road. At Intersection #18, New Schulte Road/Lammers Road, signalize the intersection and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches.
>
> - New Schulte Road: Construct New Schulte Road between Hansen Road (the end of the Phase 1 proposed network) and Lammers Road as a two-lane road.
>
> - Intersection #18 (New Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches.

- Intersection #19 (Old Schulte Road/Lammers Road): Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and eastbound approaches.

- Intersection #19b (Old Schulte Road/Lammers Road): Extend the existing northbound left turn lane by 175 feet.

- Intersection #19c (Old Schulte Road/Lammers Road): Extend the existing northbound left turn lane by an additional 75 feet beyond the 175 feet required by improvement Intersection #19b, for a total of a 250 foot turn lane extension.

- Intersection #20 (Valpico Road/Lammers Road): Signalize the intersection and construct a left-turn lane on the southbound approach.

- A "trigger" analysis, provided in Table 4.14-1~~2~~3 in Section E.1.a.i, provides the estimated timing for provision of each of the above mitigations, based on Project AM and PM peak hour trip generation. In terms of when the above improvements would need to be constructed, as part of the application process for each individual, site-specific development under the Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total.

- The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed. With construction of the required improvements at intersections 10, 18, 19, and 20, impacts to these identified intersections would be less than significant.

- Lengthen the northbound Mountain House Parkway right-turn lane to provide additional storage and access to the eastbound I-205 on-ramp.

- Ramp metering, with two mixed-flow and 1 HOV bypass lane for the eastbound I-205 diagonal on-ramp.

Because the improvements to the freeway interchange intersections require the approval of Caltrans, the impacts at intersections 1, 2, 6 and 7 remain significant and unavoidable.

Revised Table 4.14-13 Existing Plus Phase 1 Project – Mitigation Phasing

Intersection	Peak Period	Percent of Project	Total Project Trips
1. I-205 Westbound Ramps/ Mountain House Parkway	**AM**	90%	**3,450**
	PM		4,400
	AM	95%	3,640

2. I-205 Eastbound Ramps/ Mountain House Parkway	**PM**		**4,640**
7. I-580 Eastbound Ramps/ Mountain House Parkway	AM	30%	1,150
	PM		**1,470**
10. Old Schulte Road/ Hansen Road	AM	20%	770
	PM		**980**
19. Old Schulte Road/ Lammers Road	**AM**	5%	**190**
	PM		240
19b. Old Schulte Road/ Lammers Road	AM	35%	1,340
	PM		1,710
19c. Old Schulte Road/ Lammers Road	AM	40%	1,555
	PM		2,131
20. Valpico Road/Lammers Road	**AM**	100%	**3,830**
	PM		4,890
New Schulte Road extension to Lammers	AM	~~35%~~ 60%	~~1,340~~ 2,258
	PM		~~1,710~~ 2,912
Notes: **Bold** indicates the peak period which produces an unacceptable LOS at the lowest percent buildout of Phase 1. Source: Fehr & Peers, February 2013.			

Similar to the CRSP, the proposed Project would generate trips that would result in significant impacts to intersection and freeway segment performance. With implementation of Mitigation Measure TRANS-1, as revised, and Mitigation Measure TRANS-2, the impacts would remain significant and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to conflict with an applicable congestion management plan. Even with implementation of Mitigation Measures TRANS-7, TRANS-8, TRANS-9, and TRANS-10, these impacts were found to remain significant and unavoidable. Mitigation Measures TRANS-8, TRANS-9, and TRANS-10 are not applicable to the proposed Project.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure TRANS-7:*** *Each Project applicant will pay the applicable TMP Program Fee, the RTIF, and any other applicable transportation fees that may be in place when individual projects are processed under the Specific Plan in accordance with applicable laws and regulations.*

Similar to the CRSP, the proposed Project would introduce new trips from the CRSP Area resulting in significant impacts related to an applicable congestion management plan. Even with implementation of the above mitigation measure, this impact would remain significand and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Similar to the CRSP, the proposed Project does not include any aviation components or structures where height would be an aviation concern. Additionally, no substantial new air traffic would be generated at the local airports in San Joaquin County as a result of the proposed Project. No associated traffic impacts would occur.

Threshold (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The CRSP EIR found that the buildout of the CRSP would not result in an increase in hazards due to a design feature. Impacts were found to be less than significant.

As discussed in the CRSP EIR, the City reviews each development project, and would require conformance with City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements. Since roadway and intersection designs would be required to meet the City of Tracy roadway design criteria requirements, hazard impacts are considered less than significant. The proposed Project roadway system, including any facilities for vehicles (autos, trucks and buses), bicyclists and pedestrians, would also be required to be designed in conformance with the City of Tracy Transportation Master Plan, including all design guidelines contained therein, as well as in conformance with the City's standard plans. With conformance with the City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements, the proposed Project's impact as a result of design features would be less-than-significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (e) Result in inadequate emergency access?

The CRSP EIR found that buildout of the CRSP would result in significant and unavoidable impacts related to inadequate emergency access. Even with implementation of Mitigation Measures TRANS-7 and TRANS-10, these impacts were found to remain significant and unavoidable. Mitigation Measure TRANS-10 is not applicable to the proposed Project.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

See Mitigation Measures TRANS-7 above.

Similar to the CRSP, the proposed Project would introduce new trips from the CRSP Area resulting in significant impacts related to emergency access. Even with implementation of the above mitigation measures, this impact would remain significand and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The CRSP EIR did not separately analyze the CRSP for conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Rather, this analysis was incorporated into the analysis of Threshold (a). See the above discussion under Threshold (a).

Cumulative Impacts

Under Cumulative Conditions the City of Tracy Transportation Master Plan (TMP) Roadway improvements are assumed to be in place. Project applicants would also pay the City of Tracy Traffic Impact Fees to fund the Cumulative Improvements identified in the City Transportation Master Plan to offset potential cumulative impacts.

Project applicants would also be required to implement the Mitigation Measures identified above from the certified CRSP EIR. Cumulative Project impacts would be considered Significant and Unavoidable since the proposed Project would contribute to the cumulative significant and unavoidable impacts previously identified in the CRSP EIR. Additional environmental review is not required since this impact was addressed and would not exacerbate the previously identified impacts in the CRSP EIR.

Figure 2: Revised Mitigation Measure TRANS-1 Left Turn Lane

XVI. UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City's Wastewater Treatment Plant (WWTP) releases effluent into surface waters; therefore, the City is subject to NPDES permitting requirements as implemented by the RWQCB. To accommodate future planned growth, the City plans to implement a wastewater treatment system upgrade in accordance with the Citywide Wastewater Master Plan (WWMP) and as evaluated in the related environmental documentation. Anticipated wastewater generated by the CRSP is not expected to result in any wastewater treatment requirements of the applicable RWQCB. CRSP implementation would result in less than significant impacts with regards to wastewater treatment requirements.

Construction of Building 28 would be consistent with development which was analyzed by the CRSP EIR and the left turn lane would be constructed within an existing road and right of way. Therefore, the

proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB beyond what was previously analyzed in the CRSP EIR. As a result, impacts would be considered less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water Facilities

The CRSP EIR determined that new water facilities would be required to serve the CRSP, including additional transmission and distribution, water storage facilities, pumping stations, and pressure reducing stations throughout the CRSP Area. The CRSP would utilize a proportionate share of the facilities detailed in the CRSP EIR. As described in the CRSP EIR, the CRSP's water system demands would not exceed the City's existing and planned water system facilities described in the Urban Water Management Plan and Citywide Water System Master Plan (WSMP), but the CRSP would require the construction of certain infrastructure improvements described in the WSMP. The potential environmental impacts from construction and operation of the WSMP improvements were evaluated and mitigated through the environmental review process for the WSMP. Mitigation Measure UTIL-1 in the CRSP EIR would ensure that the CRSP's impacts on water facilities would be reduced to less than significant.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure UTIL-1:*** *To ensure the construction of the necessary WSMP facilities, the Project shall be required to pay appropriate development impact fees as contemplated by WSMP.*

The City plans to implement new water facilities to serve the CRSP in addition to other planned development throughout the City. Since the portion of the proposed Project that would result in water demand, Building 28, is located within the CRSP Area, development as a result of the proposed Project would also be serviced by the water facility upgrades. With implementation of the above mitigation measure, the proposed Project's impact on new water facilities would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Wastewater Facilities

The CRSP EIR determined that the CRSP would require expanded wastewater treatment facilities. However, each of the improvements necessary to serve the CRSP are also required to serve other developments within the City to accommodate planned growth under the City's General Plan. Conveyance facilities for the CRSP Area would be sized in accordance with the Citywide Wastewater Master Plan (WWMP) and applicable City requirements. These improvements have been evaluated in the WWMP and

its related environmental documentation to support future development in the west catchment area, which includes the CRSP Area. The CRSP EIR concluded that even with implementation of Mitigation Measures UTIL-2a through UTIL-2c identified in the CRSP EIR, impacts to wastewater facilities would remain significant and unavoidable due to the uncertainty around funding for the necessary improvements.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

> ***Mitigation Measure UTIL-2a:*** *At no cost to the City, flow monitoring equipment shall be installed in the Hansen Sewer Line, as approved by the City, prior to the issuance of the certificate of occupancy for the first (1st) building constructed as part of the Project. Flow monitoring shall be used to determine available capacities to serve site-specific developments proposals under the Specific Plan. In monitoring flows for purposes of determining available capacity, the initial 0.145 shall be attributable to those lands within the Specific Plan identified in the proposed development agreement.*
>
> ***Mitigation Measure UTIL-2b:*** *As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits.*
>
> ***Mitigation Measure UTIL-2c:*** *As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City.*

The City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Since the portion of the proposed Project that would require water, Building 28, is located within the CRSP Area, development as a result of the proposed Project would also be serviced by the wastewater treatment system upgrades. However, as determined in the CRSP EIR, given the Citywide nature of the necessary improvements, which would require significant funding from other developments, the construction of such improvements cannot be guaranteed when the need is triggered by the CRSP. With implementation of the above mitigation measures, the proposed Project's impact on new wastewater facilities would remain significant and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The CRSP EIR determined that the CRSP proposes to provide significant storage, attenuation, and storm water quality treatment through temporary retention basins, permanent detention basins, and implementation of various LID measures. The CRSP would build stormwater drainage facilities to accommodate the CRSP's drainage, as well as to address some existing drainage issues on properties adjacent to the CRSP Area. The CRSP EIR concluded that even with implementation of Mitigation Measure UTIL-3 identified in the CRSP EIR, construction-related impacts to stormwater drainage facilities would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified CRSP EIR is applicable to the proposed Project:

> ***Mitigation Measure UTIL-3:*** *See Mitigation Measures AQ-2a, AQ-2b, AQ-4, CUL-1, CUL-2, CUL-3, GEO-1, HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c.*

The construction of the stormwater drainage facilities to serve Building 28 would not be beyond what was previously analyzed in the CRSP EIR. With implementation of the above mitigation measure, the proposed Project's construction-related impacts would remain significant and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described in the WSA prepared for CRSP EIR, the CRSP Area would be served by the City from its existing and future portfolio of water supplies. The WSA concluded that the City's existing and planned water supplies would be sufficient to meet the water demand for any hydrologic conditions through the year 2035. No water supply shortages are anticipated for any hydrologic conditions based on Year 2035 water demands. Therefore, the CRSP EIR found that implementation of the CRSP would have no impact on water supply.

As discussed above, the proposed Project would not change the amount of development anticipated within the CRSP Area. Thus, the proposed Project would not result in a change in potable water demand as compared to the demand anticipated by the CRSP. As the proposed Project would utilize a similar amount of potable water to what was analyzed in the CRSP EIR and its associated WSA, no new impact on water supply would occur. No new specific impact would result, nor would the impact previously

identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As explained in Threshold (b), the City would provide wastewater services to the CRSP Area. Buildout of the CRSP Area would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, but not as a result of implementation of the CRSP Area solely. Environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's WWMP and for the Tracy WWTP expansion. However, because there would be insufficient treatment capacity available to serve the full buildout of the CRSP, impacts would be potentially significant. The CRSP EIR concluded that even with implementation of Mitigation Measures UTIL-2a through UTIL-2c identified in the CRSP EIR, impacts to wastewater treatment facilities would remain significant and unavoidable due to the uncertainty around funding for the necessary improvements.

The following mitigation measures incorporated herein from the previously certified CRSP EIR are applicable to the proposed Project:

See Mitigation Measures UTIL-2a through UTIL-2c above.

Building 28, which would require wastewater systems, would be constructed within the CRSP Area analyzed in the CRSP EIR. The left turn lane would not require wastewater systems. As discussed in the CRSP EIR, the City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Development requiring wastewater services as a result of the proposed Project would also be serviced by the wastewater treatment system upgrades. However, as determined in the CRSP EIR, given the Citywide nature of the necessary improvements, which would require significant funding from other developments, the construction of such improvements cannot be guaranteed when the need is triggered by the CRSP. With implementation of the above mitigation measures, the proposed Project's impact on new wastewater treatmentfacilities would remain significant and unavoidable. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The CRSP Area would be served by the Foothill Sanitary Landfill, which has sufficient capacity to serve the City through the year 2082. As determined in the CRSP EIR, the buildout of the CRSP Area is considered a small addition (approximately 0.01 tons per day, or 0.04 percent) to the overall tons per day the currently generates. For these reasons, solid waste disposal needs from implementation of the CRSP can be met and existing landfill, and impacts are less than significant.

Solid waste generated by construction and operation of Building 28 and construction of the left turn lane would be sent to the Foothill Sanitary Landfill. As the Project does not propose development beyond what was considered by the CRSP EIR and the CRSP EIR found that solid waste disposal needs from implementation of the CRSP can be met by Foothill Sanitary Landfill, impacts would be less than significant. Given the small addition to the overall tons the CRSP and the City currently generates, the landfill would have capacity to serve the proposed Project and this impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Threshold (g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

As detailed in the CRSP EIR, the City has implemented 43 waste diversion programs and is currently exceeding its State residential disposal rate target by over 50 percent. The CRSP EIR determined that the waste diversion programs, together with adherence to the CALGreen Code, are sufficient to ensure that implementation of the CRSP would comply with applicable statutes and regulations and the impact was found to be less than significant.

Similar to the CRSP, the proposed Project would comply with applicable statutes and regulations, including the City's waste diversion programs and the CALGreen Code, and the impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the CRSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new utilities impact to occur, nor an increase in the severity of any utilities impacts previously disclosed in the CRSP EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
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?	☐	☐	☐	☐	☒
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)?	☐	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

a – c. As described throughout the analysis above, the proposed Project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied development policies and/or standards that were not already anticipated in the CRSP EIR. The proposed Project is required to implement a range of standard and uniformly applied development policies and standards, as well as any previously identified mitigation measures, all of which are identified in the previously certified CRSP EIR, which would reduce the majority of potentially significant impacts to a less than significant level. The cumulative impacts associated with development of the proposed Project were considered and found not to be cumulatively considerable. Further, cumulative impacts of the proposed Project would be consistent with those analyzed and disclosed in the previously certified CRSP EIR. The proposed Project would not result in any cumulative impacts that were not contemplated in the previously certified CRSP EIR. The proposed Project would not result in any peculiar site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources that were not contemplated in the previously certified CRSP EIR. The proposed Project would not result in any of the conditions or circumstances described in Section 15162(a) of the CEQA Guidelines.

DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

Section 15162 – Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The City of Tracy proposes to implement the Project within the context of the CRSP, as described in this Addendum. As discussed herein, the proposed Project would result in changes to the project evaluated in the CRSP EIR, specifically approval of a proposed plan for construction within the CRSP Area and a revised mitigation measure. No new or substantially more severe significant environmental impacts beyond what was evaluated in the CRSP EIR would occur and Project implementation would not trigger any of the criteria identified in Section 15162(a) of the CEQA Guidelines. No major revisions to the CRSP EIR are required.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, no circumstances associated with the location, type, setting, or operations of the proposed Project have substantively changed beyond what was evaluated in the CRSP EIR; and none of the proposed Project elements would result in new or substantially more severe significant environmental impacts than previously identified. No major revisions to the CRSP EIR are required.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration; and

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

No new significant environmental impacts beyond those addressed in the CRSP EIR were identified. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified CRSP EIR. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The proposed Project includes a revised Mitigation Measure TRANS-1, which is not considerably different from the mitigation in the previous EIR. The revised Mitigation Measure TRANS-1 would not avoid the significant and unavoidable impact identified in the CRSP EIR, and would therefore not substantially reduce the significant effect of the CRSP. However, revised Mitigation Measure TRANS-1 would achieve the same levels of acceptable LOS as identified in the CRSP EIR. No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the proposed Amendment. No subsequent EIR is required.

Section 15164 – Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration would occur as a result of the proposed Project. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, an Addendum to the certified Final EIR is the appropriate CEQA document for the proposed Project.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

This Addendum will be attached to the Final EIR and maintained in the administrative record files at the City of Tracy.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The City of Tracy will consider this Addendum with the Final EIR prior to making a decision on the proposed Project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Tracy records to support the preparation of this Addendum for the proposed Project.

CONCLUSION

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State *CEQA Guidelines*, exist in connection with the proposed Project. No major revisions would be required to the CRSP EIR prepared for the City of Tracy as a result of the proposed Project. No new significant environmental impacts have been identified. Since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the CRSP EIR that the City declined to adopt. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed

Project is this Addendum to the City of Tracy CRSP EIR. No additional environmental analysis or review is required for the proposed Project. This document will be maintained in the administrative record files at City of Tracy City Hall.

CITY OF TRACY

CONDITIONS OF APPROVAL

March 5, 2024
Cordes Ranch/IPC Building 16
Application Number D20-0030

A. General Provisions and Definitions

1. These Conditions of Approval shall apply to the real property located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07, Application Number D20-0030, an approximately 1,120,082 square foot industrial building and associated site area improvements on approximately 66.7 acres of land (hereinafter "Project").

2. 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" 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, Cordes Ranch Specific Plan, ordinances, resolutions, policies, procedures, and City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans), and the California Building Code and California Fire Code.

   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 the approximately 1,120,082 square foot industrial building, Application Number D20-0030. The Conditions of Approval shall specifically include all City of Tracy conditions set forth herein, including South San Joaquin County Fire Authority conditions, set forth herein.

   f. "Project" means Application Number D20-0030, an 1,120,082 square foot industrial building with associated site area improvements on the real property located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07, a site of approximately 66.7 acres in size.

   g. "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.

3. 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 Subdivision Map Act (Government Code sections 66410, 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").

4. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City Regulations.

5. 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 of Approval

B.1. Except as otherwise modified herein, the project shall be developed in accordance with the plans and color elevations received by the Development Services Department on December 28, 2020. Prior to the issuance of any building permits, any deviations from the approved site plan or elevations shall be evaluated for substantial compliance with the approved plans to the satisfaction of the Development Services Director. Should any deviations be determined not to be in substantial compliance with the approved plans, they shall be reviewed in a new Development Review application process.

B.2. No roof-mounted or through-roof equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way, including I-205 and I-580, to the satisfaction of the Development Services Director. Prior to the issuance of a building permit, the construction plans shall demonstrate compliance with this requirement, such as details for the construction of a parapet wall adequately sized to fully screen the equipment and no less than six feet in height.

B.3. All exterior lighting shall be directed downward, onto the parking and maneuvering surface and away from the public rights-of-way.

B.4. All PG&E transformers, phone company boxes, trash enclosures or compactors, 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.

B.5. 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.

B.6. All improvements shall be consistent with the Tracy Municipal Code, Cordes Ranch Specific Plan, Standard Plans, and other applicable City Regulations.

B.7. All vents, gutters, downspouts, flashing, electrical conduit, etc. shall be internal to the buildings when feasible, and any improvement necessary to be installed on the exterior of the building shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior to the satisfaction of the Development Services Director.

B.8. Where landscape planters are parallel and adjacent to the side of vehicular parking spaces, a 12” wide concrete curb shall be placed adjacent to the parking space to allow for pedestrian access to vehicles without damage to the landscape areas.

B.9. Prior to issuance of a building permit, detailed plans demonstrating compliance with onsite landscaping standards as established in the Cordes Ranch Specific Plan and the Tracy Municipal Code Off-Street Parking ordinance. Such plans shall demonstrate that all landscape areas, including bioswales, are appropriately comprised of a combination of trees, shrubs, groundcover, and irrigation to the satisfaction of the Development Services Director.

B.10. Prior to issuance of a building permit, an Agreement for Maintenance of Landscape and Irrigation Improvements shall be executed, and financial security submitted 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.11. Prior to final inspection or certificate of occupancy, all landscaping and irrigation substantially conforming with the development review permit plans dated December 28, 2020, and the approved building permit construction plans shall be installed to the satisfaction of the Development Services Director.

B.12. Prior to issuance of a building permit, bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510 to the satisfaction of the Development Services Director.

B.13. Prior to final inspection or certificate of occupancy, carpooling/ridesharing and electric vehicle parking spaces shall the clearly marked, per the requirements of the Natural Resources and Sustainability section of the CRSP.

B.14. Prior to final inspection of certificate of occupancy, on-site circulation signs shall be installed to the satisfaction of the Development Services Director.

B.15. No outdoor storage of materials is permitted on the site.

B.16. Prior to the erection of any light poles with a height in excess of 40 feet, the developer shall gain the approval of the Conditional Use Permit from the Planning Commission. Should a Conditional Use Permit not be approved, any freestanding light poles shall not exceed a height of 40 feet.

B.17. No chain link fence is permitted on site where it would be visible from the public right-of-way. Electronically charged, razor wire, barbed wire, integrated corrugated metal, or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric fences are not permitted anywhere on site.

B.18. Prior to approval of a building permit, the applicant shall submit detailed plans that demonstrate the truck loading areas, dock doors, storage areas, and above-ground utilities will be substantially screened from view from the public right-of-way, which includes, but is not limited to, Promontory Parkway, Capital Parks Drive, and Pavilion Parkway, to the satisfaction of the Development Services Director.

B.19. Trash collection exterior of the building shall be done within either trash compactor(s) or trash enclosure(s). Trash compactors shall be screened from view by the building, screen walls, or landscape screens to the satisfaction of the Development Services Director. Trash enclosures shall be designed and appropriately sized for this project, including allowance for recycling collection. The trash and recycling collection enclosure shall include a solid roof structure, solid metal doors, and solid walls sufficiently sized to fully screen the dumpsters. The enclosure, including the roof, shall be architecturally compatible with the building, which includes but is not limited to, design, materials, and colors. A six-inch concrete curb and/or bollards may be installed on the interior of the enclosure for the protection and durability of the enclosure walls. A building permit is required prior to construction of such enclosures for the evaluation of design and location to the satisfaction of the Development Services Director.

B.20. Before the approval of a building permit, the applicant shall submit detailed plans that show the location and improvements for a high-quality outdoor employee break area to the satisfaction of the Development Services Director. Such area shall be incorporated as part of site design and should include special paving, tables, benches, shade trees and other amenities that support employee events and serve as an informal gathering space.

B.21. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all mitigation measures identified in the CEQA 15183 environmental analyses dated April 2020 and February 2021, the Cordes Ranch Specific Plan Environmental Impact Report (EIR), approved by the City Council on September 3, 2013, the Cordes Ranch Specific Plan EIR Addendum dated January 2024, and the General Plan EIR approved by the City Council on February 1, 2011.

B.22. Prior to issuance of a building permit, the developer shall provide documentation of compliance with the San Joaquin Valley Air Pollution Control District Rule 9510, Indirect Source Review to the Development Services Department.

B.23. The Developer shall comply with all applicable provisions of the San Joaquin County

Multi-Species Habitat Conservation and Open Space Plan, including Incidental Take Minimization Measures applicable at the time of permit, a pre-construction survey prior to ground disturbance, and payment of all applicable fees, to the satisfaction of San Joaquin Council of Governments.

C. Engineering Division Conditions of Approval

C.1. General Conditions

C.1.1. Developer shall comply with the applicable requirements of the technical analyses and reports prepared for the Project listed as follows:

a) Cordes Ranch Specific Plan" prepared by David Babcock & Associates, dated September 3, 2013 ("Specific Plan").

b) "Cordes Ranch Specific Plan Final Environmental Impact Report", prepared by The Planning Center | DC&E, dated September 3, 2013 ("FEIR"), adopted by City Council on September 3, 2013 (Resolution No. 2013-143).

c) "Mitigation Measures and Monitoring Program for the Cordes Ranch Specific Plan" adopted by the City Council September 3, 2013 (Resolution No. 2013- 143).

d) "Cordes Ranch Specific Plan – Storm Drainage Technical Report" prepared by Storm Water Consulting, Inc. and Stantec, Inc., dated December 2012, and any subsequent amendments or updates.

e) "Cordes Ranch Specific Plan Tier 2 Infrastructure Evaluation of Potable and Recycled Water Systems" prepared by West Yost Associates, Inc. dated July 7, 2014, and any amendments or updates.

f) "Wastewater Master Plan Tier 2 – Cordes Ranch Specific Plan Application Review" prepared by CH2MHill, Inc. dated January 2013, and any subsequent amendments or updates.

g) "IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated January 25, 2024, and any subsequent amendments or updates.

h) "Traffic Study for IPC Building 16" Technical Memorandum prepared by Kimley Horn, dated March 9, 2021, and subsequent amendments, or updates.

i) "Hydraulic Evaluation of International Park of Commerce (IPC) Building 16" prepared by West Yost Associates, Inc., January 29, 2021, ("Water System Analysis"), and any subsequent amendments or updates.

j) "Addendum to Cordes Ranch Specific Plan EIR - IPC Building 28 and Revision of Mitigation Measure MM TRANS-1" prepared by Kimley-Horn, dated January 2024, and subsequent amendments or updates.

C.1.2. Developer shall comply with applicable requirements of the Development

Agreement by and between the City of Tracy and Prologis, L.P., approved by City Council September 3, 2013 (Ordinance Number 1188).

C.2. 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. The City will not accept a Grading Permit application for the Project until Developer provides 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.2.1. Developer has completed all requirements set forth in this section.

C.2.2. 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 PG&E or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit.

C.2.3. Developer has obtained a demolition permit to remove any existing structure located within the project's limits.

C.2.4. 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.2.5. 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 (TMC Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, and these Conditions of Approval.

C.2.6. On-site Grading/Drainage Plans and Improvement Plans shall be prepared on a 24-inch x 36-inch size 4-millimeter-thick polyester film (mylar).

a) These plans shall use the City's Title Block.

b) Improvement Plans shall be prepared under the supervision of, stamped and signed by a Registered Civil Engineer and Registered Geotechnical Engineer.

c) 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.

d) 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.2.7. 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.2.8. 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).

C.2.9. 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, slope recommendations, and elevation of the highest observed groundwater level.

C.2.10. Two (2) sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

C.2.11. Minor Retaining — Developer shall use reinforced or engineered masonry blocks for retaining soil when the grade differential exceeds 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 and if adjacent and affected property(s) owner(s) grants said easements.

a) 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.

b) If required, 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.

c) 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.2.12. 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.2.13. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Measure AQ-1 and AQ-2 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Specific Plan Final Environmental Impact Report (CRSP EIR).

C.2.14. Documentation of any necessary authorizations from Regional Water Quality Control Board (RWQCB) as required in the applicable mitigation measures identified in the Cordes Ranch Specific Plan EIR.

C.2.15. 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.2.16. Documentation of construction easement(s) or agreement(s) from owners of adjacent properties for any grading work within their parcels, or for grading work impacting their property.

C.3. Encroachment Permit - No applications for encroachment permit will be accepted by the City as complete until the Developer provides all relevant documents related to said encroachment 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.3.1. Improvement Plans prepared on a 24" x 36" size 4-mil thick polyester film (mylar) and these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the

relevant work.

C.3.2. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.3.3. Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA. The Developer's obligations in the OIA shall be deemed to be satisfied upon City Council's acceptance of the public improvements and release of the Improvement Security.

C.3.4. 12.36.080 of the TMC. Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval.

C.3.5. Traffic Control Plan signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.4. Improvement Plans - Improvement Plans shall contain the design, construction details and specifications of public improvements that are necessary to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 4-mil thick polyester film (mylar) and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work. The Improvement Plans shall be completed to comply with City Regulations, these Conditions of Approval, and the following requirements:

C.4.1. Grading and Storm Drainage Plans

Site Grading

Include all proposed erosion control methods and construction details to be employed and specify materials to be used. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Geotechnical Engineer. A copy of the Project's Geotechnical

Report must be submitted with the Grading and Storm Drainage Plans.

a) When the grade differential between the Project Site and adjacent property(s) exceeds 12 inches, a reinforced concrete or masonry block, or engineered retaining wall is required for retaining soil. The Grading Plan shall show construction detail(s) of the retaining wall or masonry wall. The entire retaining wall and footing shall be constructed within the Project Site. A structural calculation shall be submitted with the Grading and Storm Drainage Plans.

b) An engineered fill may be accepted as a substitute of a retaining wall, if any, subject to approval by the City Engineer. The Grading and Storm Drainage Plans must show the extent of the slope easement(s). The Developer shall be responsible for obtaining permission from owner(s) of the adjacent and affected property(s). The slope easement must be recorded, prior to the

issuance of the final building certificate of occupancy.

c) Grading for the site shall be designed such that the Project's storm water can overland release to either a public street or to a public storm drainage facility.

d) Prior to approval of a grading permit for the Project, the Developer shall submit a drainage report and drainage calculations for the project site based on the Master Plan criteria and starting water surface elevation for review by City's consultant. The Developer shall be responsible to pay for the review.

C.4.2. Storm Drainage

f) As shown in the *City of Tracy Storm Drain Master Plan*, *Supplement No. 3*, the IPC Building 16 parcel is located within the L20 Watershed boundary, which is intended to drain to (future) Detention Basin LW3, which is intended to be located within the Westside Ranch Specific Plan Area. In the interim, prior to the construction of the future Detention Basin LW3, the Developer may construct an on-site Temporary Retention Basin as a temporary solution for the disposal of storm drain run-off from the Project in accordance with City Regulations and Standards.

(i) All costs of design and construction of improvements required for temporary storage shall be paid for by the Developer. No fee credits or reimbursements will be applicable for these improvements.

(ii) The Developer shall be responsible for the construction and maintenance of the Temporary Retention Basin until the downstream drainage facilities are constructed and accepted by the City. The Developer shall sign 1) an On-site Improvement Agreement (OIA), and 2) a Maintenance Agreement to assure completion of the Developer's obligation to maintain and repair the temporary retention basin and to remove or modify the basin into a storm water treatment facility when the future Detention Basin LW3 is constructed by other applicants and becomes operational and available for connection. Prior to the final inspection of the IPC Building 16, the Developer shall submit signed and notarized OIA and Maintenance Agreement as guarantees for the performance of Developer's responsibilities towards the construction, repair and maintenance of the temporary on-site retention basin.

(iii) The Developer shall record a temporary storm drainage easement to the City to grant rights to the City to access the temporary basin for any necessary emergency repair or maintenance work that the City may have to perform within the basin site. The temporary storm drainage easement shall include a sunset clause for automatic termination of the easement at such time as the Master Plan permanent storm drainage improvements are completed and operational.

g) As shown in the *City of Tracy Storm Drain Master Plan*, *Supplement No. 3*, the 265 Trailer Stall parking parcel located between Road 'H' and the WSID channel is located within the L14 Watershed boundary, which is intended to drain into Detention Basin LW6; Temporary retention is required to serve this parcel until DET LW6 and the downstream outfall system is completed and operational.

(i) The Project will utilize a portion of DET LW6 to satisfy the requirements for temporary retention as set forth in the City Design Standards. Developer shall provide calculations to demonstrate that adequate capacity in DET LW6 is available to serve the Project. All costs of design and construction of improvements required for temporary storage shall be paid for by the Developer. No fee credits or reimbursements will be applicable for these improvements.

(ii) Developer shall be responsible for maintenance of the Retention Basin at DET LW6 until the downstream drainage facilities are installed and accepted by the City. The Developer shall sign an improvement agreement to assure completion of the Developer's obligation to repair and maintain said basin while the storm drainage retention basin is in service and then, if required, to modify storm drainage retention basin to conform to Master Plan requirements at such time they are no longer needed due to the construction of the permanent facilities per the Storm Drainage Master Plan. Prior to the final inspection of the first building to be constructed on the Property, the Developer shall submit a signed and notarized Improvement Agreement / Maintenance Agreement as a guarantee for the performance of Developer's responsibilities towards the repair and maintenance of the retention basin at DET LW6.

(iii) Layout and design of access easements to be dedicated to the City shall be per the requirements of Engineering Division and as approved by the City Engineer.

h) Parcel maps, Grant Deed documents or other instruments for dedication of the storm drainage basin parcel to the City shall be prepared and executed by the Developer. Acceptance of the basin parcel by the City will be upon completion of the downstream facilities as listed in Condition C.4.1.f and C.4.1.g above.

i) As detailed in the Cordes Ranch Specific Plan Tier 2 Storm Drainage Technical Report, the public street system serving the project site will need to include storm water quality treatment provisions. Storm water runoff from Pavilion Parkway and Capital Parks Drive shall be treated in conformance with the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015. For the interim, prior to the construction of Det LW3 and associated downstream storm drain facilities, the Developer shall design and install a Filterra stormwater treatment unit (or other similar water quality treatment device) to provide storm water quality treatment for public street storm water runoff from the portions of Capital Parks Drive and Pavilion Parkway that is tributary to future Detention Basin LW3.

j) Calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans and approved by City's Stormwater Coordinator prior to issuance of the Grading Permit for the Project.

k) The design and construction details of the Project's storm drainage system and treatment facilities shall meet City Regulations and shall comply with the applicable requirements of the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015, and any subsequent amendments.

l) Prior to the final inspection of the building to be constructed on the Property, the Developer shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee for the performance of Developer's responsibility towards the repair and maintenance of on-site storm water treatment facilities.

C.4.3. Sanitary Sewer Improvement Plans

a) At the time of application for building permit for the Project, the improvements identified in the Wastewater Master Plan – namely, the sewer lines in Capital Parks Drive, in Pavillion Parkway, and Masterplan trunk sewer line from Node 6W at the intersection of Pavillion Parkway and Eleventh Street to Node 7W at the intersection of Eleventh Street and Lammers Road must be constructed as necessary to provide the conveyance capacity required.

b) The Developer shall pay all impact fees for Wastewater Treatment and Wastewater Conveyance.

c) Prior to the issuance of Building Permit for the Project, Developer shall submit improvement plans and secure approval of plans from the City's Building Division, for the design of on-site sewer improvements. The Developer shall design and install sanitary sewer facilities including the Project's sewer connection in accordance with City Regulations and utility improvement plans approved by the City Engineer.

C.4.4. Water Distribution System

a) Developer shall comply with the recommendations for on-site and off-site infrastructure including storage requirements triggered by the Project as identified in the Water System Analysis for IPC Building 16. If additional improvements beyond the proposed improvements shown on the preliminary plans submitted with the Development Review Application are identified in the Water System Analysis and approved by the City Engineer, the Developer shall comply with the recommendations in the Water Analysis. Developer shall prepare improvement plans and construct required improvements identified in the Water System Analysis.

b) During the construction phases 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 South San Joaquin County Fire Authority (SSJCFA) Fire Marshal.

c) The Developer shall design and install fire hydrants at the locations approved by the SSJCFA Fire Marshal. Prior to the issuance of a Building Permit, the Developer shall submit calculations and plans as required by the SSJCFA and obtain written approvals for the proposed fire system for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

d) Prior to issuance of temporary certificate of occupancy (or final certificate of occupancy, if TCO is not requested), the Developer shall demonstrate to the

satisfaction of the Fire Marshal that all applicable fire flow parameters are met.

e) All costs associated with the installation of the Project's permanent water connection(s) as identified in the Water System Analysis including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the water connection(s), and other improvements shall be paid by the Developer.

f) Interruption to the water supply to the existing businesses and other users within International Park of Commerce or Patterson Pass Business Park will not be allowed to facilitate construction of on-site or off-site improvements related to the Project. The Developer shall be responsible for notifying business owner(s) and users, regarding construction work that involves traffic rerouting or other traffic related and access impacts to the existing businesses. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least 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 offsite water mains and connections.

g) The Developer shall design and install domestic and irrigation water service connection, including a remote-read master water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type backflow protection device in accordance with City Regulations. The domestic and irrigation water service connection(s) must be completed before the final inspection of the building. Sub-metering will be allowed within private property. The City will not perform water consumption reading on submeters. The Developer will be responsible for relocating or reinstalling water sub-meters. The City shall maintain water lines from the master water meter to the point of connection with the water distribution main (inclusive) only. Repair and maintenance of all on-site water lines, laterals, sub-meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.

h) As noted in the ***Water Analysis***:

(i) The domestic service lateral to serve the Project shall be at least 4-inch diameter based on the City’s maximum velocity criteria of 8 feet per second (fps) during a peak hour demand condition.

(ii) The on-site fire loop be supplied by two fire service laterals of at least 12-inch diameter based on the City’s maximum velocity criteria of 12 fps during a maximum day demand condition.

C.4.5. Roadway Improvements

a) The Developer shall prepare and submit improvement plans for frontage improvements on Promontory Parkway, Pavillion Parkway, Capital Parks Drive, and Road ‘H’ in compliance with the Specific Plan, City of Tracy Master Plans and Design Standards. The frontage improvements shall

include curb, gutter, sidewalk, driveways, landscape with automatic irrigation, streetlights, fire hydrants and associated improvements between the curb and the street right-of-way.

(i) The ultimate right-of-way for Pavillion Parkway shall be 102 feet wide to provide for an 8-foot-wide modified Class 1 Bikeway on the west side of the street.

b) Within thirty calendar days from the date of approval of the related Offsite Improvement Agreement (OIA) by the City Council, the Developer shall record Irrevocable Offer(s) of Dedication (IOD) for rights of way and easements for Promontory Parkway, Pavillion Parkway, Capital Parks Drive, and Road 'H' in favor of the City to the satisfaction of the City Engineer and as shown on the Phase 1K improvement plans and in compliance with the Specific Plan, City of Tracy Master Plans and Design Standards.

(i) Prior to acceptance of the improvements and IODs by the City, the Developer shall enter into agreement(s) with the City that address the maintenance of the landscaping improvements and access rights to the Developer for maintaining the aforementioned landscaping improvements. The Developer shall also enter into an agreement to install, operate, maintain, repair and replace the private utilities (i.e., fiber optic communications lines and appurtenances) within the City's right-of-way and easements.

C.4.6. Offsite Improvements

As noted in the "IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated January 25, 2024, the following off-site improvements specified in Table ES-1 shall be completed, prior to issuance of final occupancy; these Conditions will be deemed satisfied with execution of Offsite Improvement Agreement(s) and posting of security as acceptable to City:

(i) International Pkwy / Promontory Pkwy intersection

(ii) International Pkwy / Old Schulte Rd intersection

(iii) Lammers Rd / Old Schulte Rd intersection

(iv) Lammers Rd / Valpico Rd intersection

(v) Road H / Capital Parks Dr intersection

C.4.7. Offsite Improvements – Impact Fees

Developer shall pay applicable City of Tracy development impact fees and/or RTIF fees.

C.4.8. Project Driveways and Traffic Circulation

The Developer shall install six driveways to serve the site in accordance with the recommendations of the Traffic Study for IPC Building 16" Technical Memorandum prepared by Kimley Horn, dated March 9, 2021, and City Regulations. Two driveways will be constructed along Pavilion Parkway, two driveways will be constructed on Capital Parks Drive, one driveway on

Promontory Parkway and one driveway will be constructed on Road H. Project driveways shall be designed for STAA truck access and provide adequate safe sight distances.

All improvements for construction of the project driveways, including modifications to striping and signage, shall be completed at Developer's expense.

All recommended improvements for driveways and improvements on Capital Parks Drive, Promontory Parkway and Pavilion Parkway shall be completed prior to issuance of Certificate of Occupancy, or as otherwise required per these Conditions of Approval.

a) Project Driveway 1: This driveway will provide a signalized full access from the north side of the site to Capital Parks Drive for the ultimate conditions once Capital Parks Drive is widened beyond two lanes.

   (i) The Developer shall prepare an intersection concept layout for cost estimating purposes prior to issuance of final Certificate of Occupancy for the Project Prior to issuance of Final Certificate of Occupancy, the Developer shall pay a 50% fair share for design, construction and inspection for the traffic signal as approved by the City Engineer.

   Developer may elect to complete the improvement instead of paying its fair share. In such case, if the Developer completes the design and construction of the signalized intersection, the Developer may request formation of Benefit District for payment of 50% of the total cost from future benefiting property in the northside of Capital parks Drive. Developer shall pay for costs of formation of the Benefit District by the City.

   (ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

   (iii) The internal intersection at Driveway 1 shall be a two-way (east and west) stop, with no south leg to auto parking lot and no stop for inbound traffic.

b) Project Driveway 2: This driveway will provide interim full access until Capital Parks Drive is widened beyond two lanes, at which time, it will be limited to right-in, right-out side-street stop control access for trucks to Capital Parks Drive.

   (i) If this driveway is gated, then entry movement will be prohibited, and only exit movements are permissible.

c) Project Driveway 3: While Pavillion Pkwy is two lanes, this driveway can be full access. When Pavillion Pkwy is widened beyond two lanes and is at the ultimate condition, this driveway will be limited to right-in, right-out with side-street stop control access for passenger cars to Pavillion

Pkwy. Furthermore, at the Pavilion Pkwy ultimate width, this driveway will be limited to passenger cars.

(i) The internal intersection at Driveway 3 shall be a three-way (east, north, and south) stop controlled intersection.

(ii) Project Driveway 4: When Pavillion Pkwy is widened beyond two lanes, is at the ultimate condition, and is controlled by a traffic signal, this driveway will provide full access except for EBT, WBT or WBL for trucks and passenger cars to Pavilion Parkway.

- Prior to issuance of temporary or final Certificate of Occupancy, the Developer shall prepare an intersection concept layout for cost estimating purposes for the Project.
- Prior to issuance of temporary or final Certificate of Occupancy, the Developer shall pay a 50% of the cost to design, construct, and inspect for the driveway-intersection, traffic signal, and ancillary improvements to the satisfaction of the City Engineer.

d) Developer may elect to complete the improvement instead of paying its fair share. In such case, if the Developer completes the design and construction of the signalized intersection, the Developer may request formation of Benefit District for payment of 50% of the total cost from future benefiting property in the eastside of Pavilion parkway. Developer shall pay for costs of formation of the Benefit District by the City.

(i) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

(ii) The internal intersection at Driveway 4 shall be a one-way (south) stop controlled intersection.

e) Project Driveway 5: This driveway will provide full access for trucks only to Promontory Parkway.

(i) The Developer shall design and complete installation of the traffic signal prior to issuance of temporary or final Certificate of Occupancy for the Project. The Developer shall pay for all costs relating to design, construction, and inspection for the traffic signal

(ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

(iii) The Developer shall enter into an Offsite Improvement Agreement and post required security to guarantee installation of the traffic signal.

(iv) No entry is allowed, if driveway is gated, and only exit movements will be allowed.

f) Project Driveway 6: This driveway will provide full access for trucks only to Road H. No entry is allowed, if driveway is gated, and only exit movements will be allowed.

g) Design truck court entries to accommodate two guard shacks and two lanes for queuing, where necessary.

C.4.9. The Developer shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

C.4.10. The Developer shall prepare joint trench plans in compliance with utility companies' requirements and City regulations and obtain approval of the plans. All private utility services to serve Project such as electric, telephone and cable TV to the building must be installed underground, and to be installed at the location approved by the respective owner(s) of the utilities.

C.4.11. The Developer shall submit Joint Utility Trench Plans for the installation of electric, gas, telephone and TV cable main and service lines that are necessary to be installed to serve the Project. These utilities shall be installed within the 10feet wide Public Utility Easement (PUE) that will be offered for dedication to the City. The Developer shall coordinate, as feasible, with the respective owner(s) of the utilities for the design of these underground utilities to ensure they can be installed within the 10-feet wide PUE to the extent feasible (and except in the event, that additional space beyond the 10-feet PUE is required, as determined by the utilities owner(s)).

C.4.12. Pavement cuts or utility trench(s) on existing street(s) for the installation of water distribution main, storm drain, sewer line, electric, gas, cable TV, and telephone will require the application of 2" asphalt concrete overlay and replacement of pavement striping and marking that are disturbed during construction. The limits of asphalt concrete overlay shall be 25 feet from both sides of the trench and shall extend over the entire width of the adjacent travel lane(s) if pavement excavation encroaches to the adjacent travel lane or up to the street centerline or the median curb. If the utility trench extends beyond the street centerline, the asphalt concrete overlay shall be applied over the entire width of the street (to the lip of gutter or edge of pavement, whichever applies).

C.5. Building Permit - No building permit will be approved by the City until the Developer demonstrates, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

C.5.1. Check payment of the applicable Citywide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees (adopted by Resolution 2017-098) as these relate to the Project, and as otherwise required by the Cordes Ranch Development Agreement and these Conditions of Approval.

C.5.2. Check payment of any applicable Regional Transportation Impact Fees (RTIF) as required in Mitigation Measure TRANS-7 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.5.3. Check payment of any applicable Agricultural Conversion or Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG-I of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.6. Acceptance of Public Improvements - Public improvements, Public Right-of-Way dedications, and Public Easements will not be accepted by the City Council until after the Developer completes construction of the relevant public improvements, and also demonstrates to the City Engineer satisfactory completion of the following:

C.6.1. Correction of all items listed in the deficiency report prepared by the assigned Engineering Inspector relating to public improvements subject to City Council's acceptance.

C.6.2. Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Developer, the City shall temporarily release the originals 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.6.3. Reasonable written permission from irrigation district or affected owner(s), if applicable, as required in Condition C. 10.4, below. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.

C.7. Final Building Certificate of Occupancy - No Final Building Certificate of Occupancy will be issued by the City until after the Developer provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

C.7.1. The Developer has satisfied all the requirements set forth in Condition C.6 above.

C.7.2. The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested and all the improvements required in these Conditions of Approval. 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.8. Improvement Security — The Developer shall provide improvement security for all public facilities, as required by the OIA, and these Conditions of Approval. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with section 12.36.080 of the TMC and the Development Agreement. The amount of improvement security shall be as follows:

C.8.1. Faithful Performance (100% of the estimated cost of constructing the public

facilities),

C.8.2. Labor & Materials (100% of the estimated cost of constructing the public facilities), and

C.8.3. Warranty (10% of the estimated cost of constructing the public facilities)

C.9. Release of Improvement Security - Improvement Security(s) described herein shall be released to the Developer after City Council's acceptance of public improvements, and after the Developer demonstrates, to the satisfaction of the City Engineer, compliance of these Conditions of Approval, and completion of the following:

C.9.1. Improvement Security for Faithful Performance, Labor & Materials, and Warranty shall be released to the Developer in accordance with Section 12.36.080 of the TMC.

C.9.2. Written request from the Developer and a copy of the recorded Notice of Completion.

C.10. Special Conditions

C.10.1. AII streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Design Standards and the City's Facilities Master Plan for storm drainage, roadway, wastewater and water adopted by the City, or as otherwise specifically approved by the City.

C.10.2. Prior to beginning of construction, the Developer shall be responsible to obtain any easements, rights-of-way and/or agreements with property owners as applicable for all improvements.

C.10.3. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the existing well(s) including the cost of permit(s) and inspection. The 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.10.4. The 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. The Developer shall submit report for a site sub-surface investigation for determining the presence of irrigation and drainage tile drains within and around the Project Site, if any, and submit a report prepared and signed by a Geo-technical Engineer. In the event that tile drains exist within and around the Project Site, the Developer has the option to either relocate or abandon the on-site tile drains as required for the proposed development. All existing tile drains and proposed improvements for the relocation or removal of tile drains must be shown on the Grading and Storm Drainage Plans. Any tile drains under the proposed buildings shall be abandoned or relocated as may be required, to the satisfaction of the City. The Developer or the property owner(s) will be

responsible for maintenance of tile drains to remain or the relocated tile drains and associated improvements. Additionally, the Developer will be responsible for monitoring the groundwater levels, and for the mitigations, if any, that may be required, by any applicable laws and regulations.

C.10.5. Any damages to existing improvements within the street right-of-way due to construction related activities shall be repaired or replaced as directed by the City at Developer's cost.

C.10.6. 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. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Developer's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

C.10.7. Developer shall comply with the requirements relating to Fire Apparatus Access Roads and other Fire Code requirements to the satisfaction of the South San Joaquin County Fire Authority.

C.10.8. Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the Grading Permit, Encroachment Permit, Building Permit, Improvement Plans, OIA, and DIA, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The 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.

D. Building Safety Division Conditions of Approval

D.1. Prior to building permit issuance, applicant must adjust or eliminate all interior lot lines (if any) per City of Tracy Municipal Code Title 12 sub-section 12.04.080- Lot line adjustment procedure (for the construction of the bridge).

D.2. Prior to the construction of the building, applicant shall submit construction documents, calculations, and specifications that comply with the current Title 24 California Code of Regulation, as applicable and at time of application.

a. Based on the numbers normal parking stalls provided, additional accessible stalls shall be provided per CBC 11B-208.2, as a minimum of 2% needs to be provided.

E. Utilities Department Conditions of Approval

E.1. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:

a. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.
   i. Design and sizing requirements shall comply with PCSWS Manual.
   ii. Demand Management Areas must be clearly designated along with identification of pollutants of concern.
   iii. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.
   iv. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm.
   v. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department(WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.

b. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections and design specifications such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

c. Develop and electronically submit to the Utilities Department for approval (WaterResources@cityoftracy.org) a preliminary Operations and Maintenance (O & M) Plan that identifies the operation, maintenance, and inspection requirements for all stormwater treatment and baseline hydromodification control measures identified in the approved PSP.

d. No later than two (2) months after approval notification of the submitted PSP, applicant shall electronically submit the following information to the Utilities Department (WaterResources@cityoftracy.org) for development of a draft stormwater maintenance access agreement, in accordance with the MAPCSWS;
   i. Property Owner(s) name and title report; or Corporate name(s) and binding documents (resolutions, etc.) designating ability to sign agreement
   ii. Property Address
   iii. Exhibit A – legal property description
   iv. Exhibit B – approved O & M Plan

E.2. Prior to issuance of a grading permit, applicant shall proof of permit coverage under the Construction General Permit shall be required and submittal of an electronic Stormwater Pollution Prevention Plan (SWPPP) shall be submitted to WaterResources@cityoftracy.org.

E.3. Prior to Certificate of Occupancy, applicant shall:

a. Return to the City Clerk, a legally signed and notarized copy of the final maintenance access agreement including all exhibits and approved O & M plan received from the Utilities Department.

b. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP.

   i. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333

c. Upon completion, the project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

E.4. 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:

a. 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. Calculations submitted in a plan set is not acceptable for the LDP. 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.

b. A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

F. South San Joaquin County Fire Authority (SSJCFA) Conditions of Approval

F.1. Prior to construction, construction documents shall be submitted to the South San Joaquin County Fire Authority for review and approval prior to any construction. Construction documents shall include the following:

a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
b. Deferred submittals shall be listed on the coversheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
c. Fire protection water supply must be submitted separately from construction

permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.

d. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
e. 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. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC, in accordance with NFPA 14 §6.4.5.4. FDC locations shall be approved by the fire code official prior to issuance of construction permit.
g. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.
h. 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, this includes areas near the fire control room.

F.2. Applications received by this office are subject to the current fee schedule for South San Joaquin County Fire Authority.
   a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
   b. 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.
   c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

F.3. Building is assumed it will be constructed as a 'speculative building'. Additional permits will be required for each separate tenant improvement. Construction documents shall be submitted to South San Joaquin County Fire Authority for review and approval prior to the start of construction or demolition.
   a. Prior to occupancy of each 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. Each tenant shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such shall be secured in the key box.

F.7. Building and each tenant space shall be provided with approved address identification in accordance with CFC §505.

F.8. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.

a. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

G. Public Works and Finance Departments Conditions of Approval

Street/Streetlight Replacement and Maintenance. (For Industrial/Commercial development)

The applicant shall make a written election, in a form approved by the City, of the funding mechanism by which the applicant will fund, in perpetuity, the costs of the operation, maintenance, and replacement of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), as reasonably determined by the City, and the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), and the costs related to public landscaping maintenance costs. Developer must prepare improvement plans and fund a landscaping budget analysis (to be performed by a consultant to the City) to establish the scope and cost estimates of the public landscaping maintenance costs. Upon final inspection or building occupancy, the applicant must have completed the process of the funding mechanism with the City to the satisfaction of the Finance Director. Prior to final inspection, the City and the applicant may negotiate additional details of the Infrastructure and the funding mechanism, which details may include, without limitation, (a) the scope of the Infrastructure; (b) the geographical scope of the applicant's funding obligation; (c) the costs; (d) the inclusion of third-party owners or developers in such funding mechanism; and (e) any other issues that arise during such negotiations.

The ultimate funding mechanism may include the following options or other options that may arise during the negotiations:

a. Community Facilities District (CFD) or other funding mechanism. An agreement with the City, to be signed by the Finance Director, which may, at the City's option, be recorded against the geographical scope negotiated in the agreement ("Project Site") which stipulates that prior to the City's acceptance of the Infrastructure, the Developer will either (i) form a CFD that includes the Project Site, (ii) annex the Project Site into an existing CFD or (iii) establish another lawful funding mechanism that is reasonably acceptable to the City. If a CFD is used, formation of the CFD must include, but not be limited to, compliance with the Mello – Roos Community Facilities Act of 1982 (Gov. Code, § 53311 et seq.), 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 the implementation of the other lawful funding mechanism.

Or

b. Direct funding. An agreement with the City, which shall be recorded against the Project Site, which stipulates that prior to the City's acceptance of the Infrastructure, Developer will deposit with the City such funds as are necessary to fund in perpetuity the long-term on-going costs of operation, maintenance and replacement of the Infrastructure, including all costs required to operate the streetlights and signals.

Or

c. POA. Developer shall, at its expense, form a Property Owner's Association (POA) for the entire Project Site that will fund the on-going operation, maintenance and replacement costs of the agreed-upon Infrastructure serving the Project Site, with CC&Rs reasonably acceptable to the City Attorney. If the POA is the chosen funding mechanism, Developer must also annex into an existing CFD in a "dormant" capacity, with the required funding to be triggered if the POA is not created prior to the City's acceptance of any Infrastructure, or if the POA becomes, in the City's reasonable determination, unable to continue to fund the on-going operation, maintenance and replacement of the Infrastructure. If a POA and dormant CFD are the chosen funding mechanism, the CFD tax or assessment must be disclosed to all prospective buyers of all or any portion of the Project Site.

March 5, 2024

DEVELOPMENT SERVICES DIRECTOR PUBLIC HEARING
CITY OF TRACY
AGENDA ITEM 2

Date of Public Hearing:	March 5, 2024
Date of Public Notice:	February 23, 2024
Applicant:	HPA, Inc. and Property Owner is Prologis, Inc.

REQUEST

Application D22-0002: A Development Review Permit for an approximately 524,081 square foot light industrial building and associated site area improvements on an approximately 26.5-acre site located at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-28, in the International Park of Commerce.

Applicant is HPA, Inc. and Property Owner is Prologis, Inc.

PROJECT BACKGROUND AND DESCRIPTION

On January 10, 2022, the City received a development review permit application for an approximately 524,081 square foot industrial building and associated parking and landscape improvements, on an approximately 26.5-acre site located at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-28, in the International Park of Commerce.

This project is located within the Cordes Ranch Specific Plan, designated Business Park Industrial within the Specific Plan, and designated Industrial in the General Plan. The proposed project is consistent with these use designations.

As designed, the project meets the Cordes Ranch Specific Plan and the City's design goals and standards for commercial development. The building consists of a variety of horizontal and vertical elements for visual interest, including large areas of glazing at building corners and long expanses of glazing throughout the side elevations of the building, metal canopies, colored concrete accents, and building façade popouts and recesses every few hundred feet or less. The site is well landscaped on the perimeter and throughout the parking area. The truck and trailer areas are oriented such that they will not face the public right-of-way, and evergreen landscaping is planned along the lengths of these aeras so that they will not be readily visible from public view.

ENVIRONMENTAL ANALYSIS

The proposed project is consistent with the Cordes Ranch Specific Plan Environmental Impact Report (CRSP EIR), approved by the City Council on September 3, 2013, the CRSP Addendum dated January 2024, and the General Plan EIR approved by the City Council on February 1, 2011. Pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, no conditions or circumstances of the proposed project exist that would require preparation of a subsequent EIR in connection with the proposed project. No new significant environmental impacts have been identified with the proposed project.

Since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects.

Since adoption of the CRSP EIR, a traffic analysis of the traffic impacted by the CRSP, including this Project and related project known as "IPC 16." As extensively discussed in the staff report for a concurrent item on the agenda for this public hearing, this "IPC 16 & 28 Transportation Technical Report dated May 30, 2023," found alternative roadway improvements would more effectively achieve the objectives of certain mitigation measures, without creating new significant impacts.

Pursuant to Item 1 of this Director's Hearing, Director has approved and adopted the 2024 Addendum to CRSP EIR, which contains revised mitigation measures for traffic impacts resulting from IPC 16 and IPC 28. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed Project is this Addendum to the City of Tracy CRSP EIR. No additional environmental analysis or review is required for the proposed Project.

RECOMMENDATION

Staff recommends that the Development Services Director approve Development Review Permit application number D22-0002 for an approximately 524,081 square foot light industrial building and associated site area improvements at 5390 Promontory Parkway, based on the findings and inclusive of the conditions of approval attached to the Director's Determination attached hereto as (Attachment C).

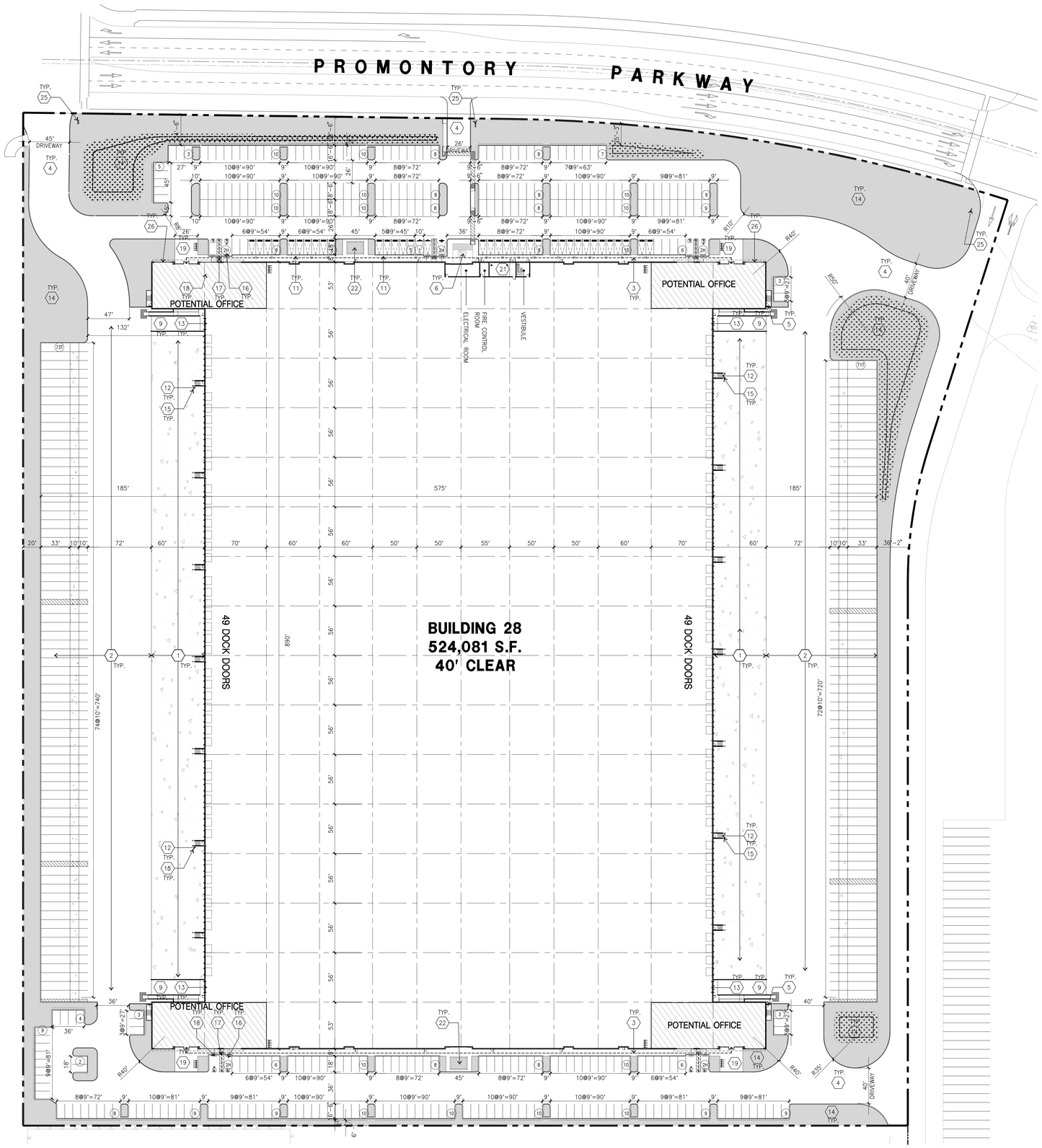
Prepared by: Kimberly Matlock, Associate Planner

Reviewed by: Alan Bell, Senior Planner

ATTACHMENTS

A: Proposed Development Plans dated August 17, 2022
B: Proposed Colored Elevations and Materials dated August 17, 2022
C: Development Services Director Determination
    Exhibit 1 – Conditions of Approval

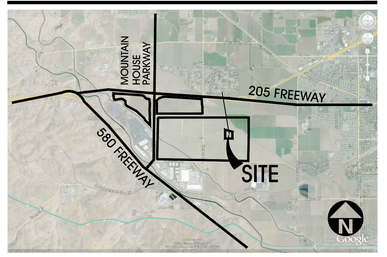
Attachment A



OVERALL SITE PLAN A
scale: 1"=50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
TRUE NORTH
PROJECT NORTH

Aerial Map



RECEIVED
August 17, 2022
City of Tracy
Development Services

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY
7. NOT USED.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH. SEE "L" DRAWINGS.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL. SEE "C" DRAWINGS.
10. BIKE RACK.
11. FUTURE ELECTRIC VEHICLE CHARGER.
12. EXTERIOR METAL STEEL STAIR.
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19. HARDSCAPE AT ENTRANCE. SEE "L" DRAWINGS.
20. ACCESSIBLE ENTRY SIGN.
21. PUMP ROOM.
22. OUTDOOR BREAK AREA.
23. ELECTRICAL ROOM.
24. CONCRETE DOLLY PAD. SEE SITE PLAN FOR WIDTH AND "C" DRAWINGS.
25. POTENTIAL MONUMENT SIGNAGE
26. PROPOSED BUILDING ADDRESS LOCATION

SITE PLAN GENERAL NOTES

- CONCRETE PAVING, SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18'-6")
- CLEAN AIR/VANPOOL/EV CONDUIT STUB FOR FUTURE EV
- CLEAN AIR/ VANPOOL/EV WITHOUT CONDUIT STUB FOR FUTURE EV
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- AREAS W/ VAPOR BARRIER UNDER THE SLAB FOR POTENTIAL OFFICE
- COMPACT PARKING STALL 8' X 16' (14' WITH 2' OVERHANG)
- ACCESSIBLE PARKING STALL (9' X 18') + 5' W/ ACCESSIBLE AISLE SEE DETAIL 11/AD.1
- ACCESSIBLE PARKING (VAN) STALL (12' X 18') + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

TABULATION

	BLDG. 28
SITE AREA	
in s.f.	1,152,793 s.f.
in acres	26.5 ac
BUILDING AREA	
office	20,000 s.f.
warehouse	504,081 s.f.
TOTAL	524,081 s.f.
FLOOR AREA RATIO (MAX -0.5)	0.45
AUTO PARKING REQUIRED	
office @ 1/250 s.f.	80 stalls
warehouse 1st 20K @ 1/1,000 s.f.	20 stalls
2nd 20K @ 1/2,000 s.f.	10 stalls
above 40K @ 1/4,000 s.f.	117 stalls
TOTAL	227 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18'-6")	318 stalls
Total Accessible Parking	
Accessible parking (9' x 18'-6")	4 stalls
Accessible Van (12' x 18'-6")	4 stalls
Total Clean air/ Van pool (12%)	
Standard Clean Air Parking (2%)	8 stalls
Total EV Charging (10%)	38 stalls
Standard EV Charging	35 stalls
Accessible Standard EV Charging	1 stalls
Accesible Van EV Charging	1 stalls
Accesible EV Ambulatory	1 stalls
TOTAL	372 stalls
TRAILER PARKING PROVIDED	
trailer (10'x53')	146 stalls
ZONING ORDINANCE FOR THE CITY	
Zoning Designation - Cordes Ranch Specific Plan - Business Park Industrial (BPI)	
SETBACKS	
Building	
front / Street - 30'	
side & rear (non street) - 10'	
Landscape	
Promontory pkwy. - 25'	

HPA architecture
HPA, Inc.
383 4th Street, Suite 101
Oakland, CA
94607
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:
PROLOGIS®
Ahead of what's next
3353 Gateway Blvd.
Fremont, CA 94538
tel: (510) 656-1900

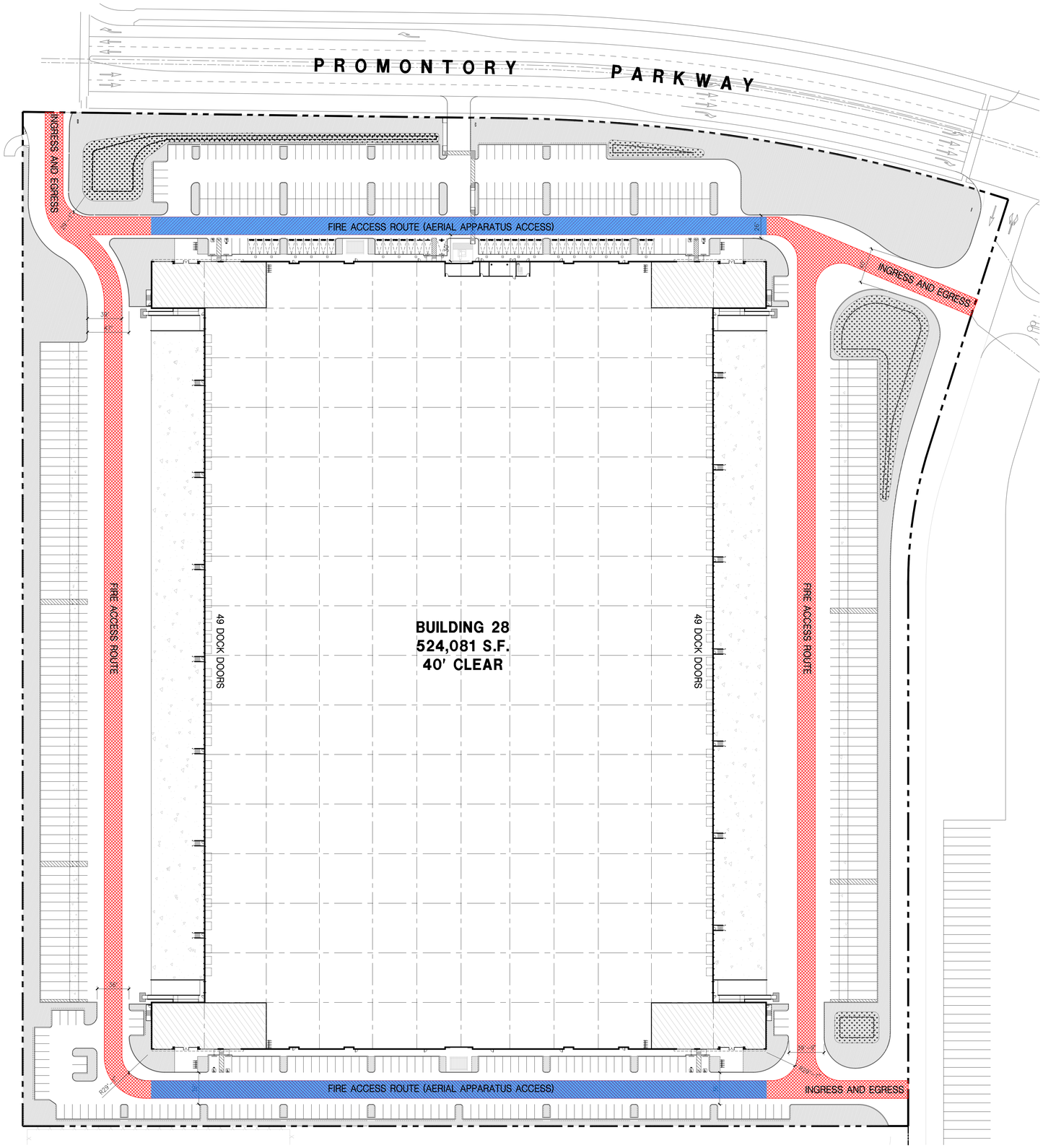
Project:
International Park of Commerce - Bldg 28
Tracy, CA

Consultants:
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER
KIER & WRIGHT
GREEN DESIGN
HGI

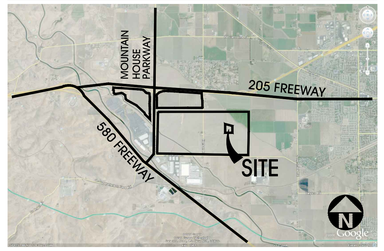
Title: OVERALL SITE PLAN

Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

Sheet: DAB-A1.1



Aerial Map



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- ACCESSIBLE PARKING (VAN) STALL (12' X 18') + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

TABULATION

	BLDG. 28
SITE AREA	
in s.f.	1,152,793 s.f.
in acres	26.5 ac
BUILDING AREA	
office	20,000 s.f.
warehouse	504,081 s.f.
TOTAL	524,081 s.f.
FLOOR AREA RATIO (MAX -0.5)	0.45
AUTO PARKING REQURIED	
office @ 1/250 s.f.	80 stalls
warehouse 1st 20K @ 1/1,000 s.f.	20 stalls
2nd 20K @ 1/2,000 s.f.	10 stalls
above 40K @ 1/4,000 s.f.	117 stalls
TOTAL	227 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18' -6")	318 stalls
Total Accessible Parking	
Accessible parking (9' x 18'-6")	4 stalls
Accessible Van (12' x 18'-6")	4 stalls
Total Clean air/ Van pool (12%)	
Standard Clean Air Parking (2%)	8 stalls
Total EV Charging (10%)	38 stalls
Standard EV Charging	35 stalls
Accessible Standard EV Charging	1 stalls
Accesible Van EV Charging	1 stalls
Accesible EV Ambulatory	1 stalls
TOTAL	372 stalls
TRAILER PARKING PROVIDED	
trailer (10'x53')	146 stalls
ZONING ORDINANCE FOR THE CITY	
Zoning Designation - Cordes Ranch Specific Plan - Business Park Industrial (BPI)	
SETBACKS	
Building	
front / Street - 30'	
side & rear (non street) - 10'	
Landscape	
Promontory pkwy. - 25'	

OVERALL SITE PLAN A
scale: 1"=50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
TRUE NORTH PROJECT NORTH

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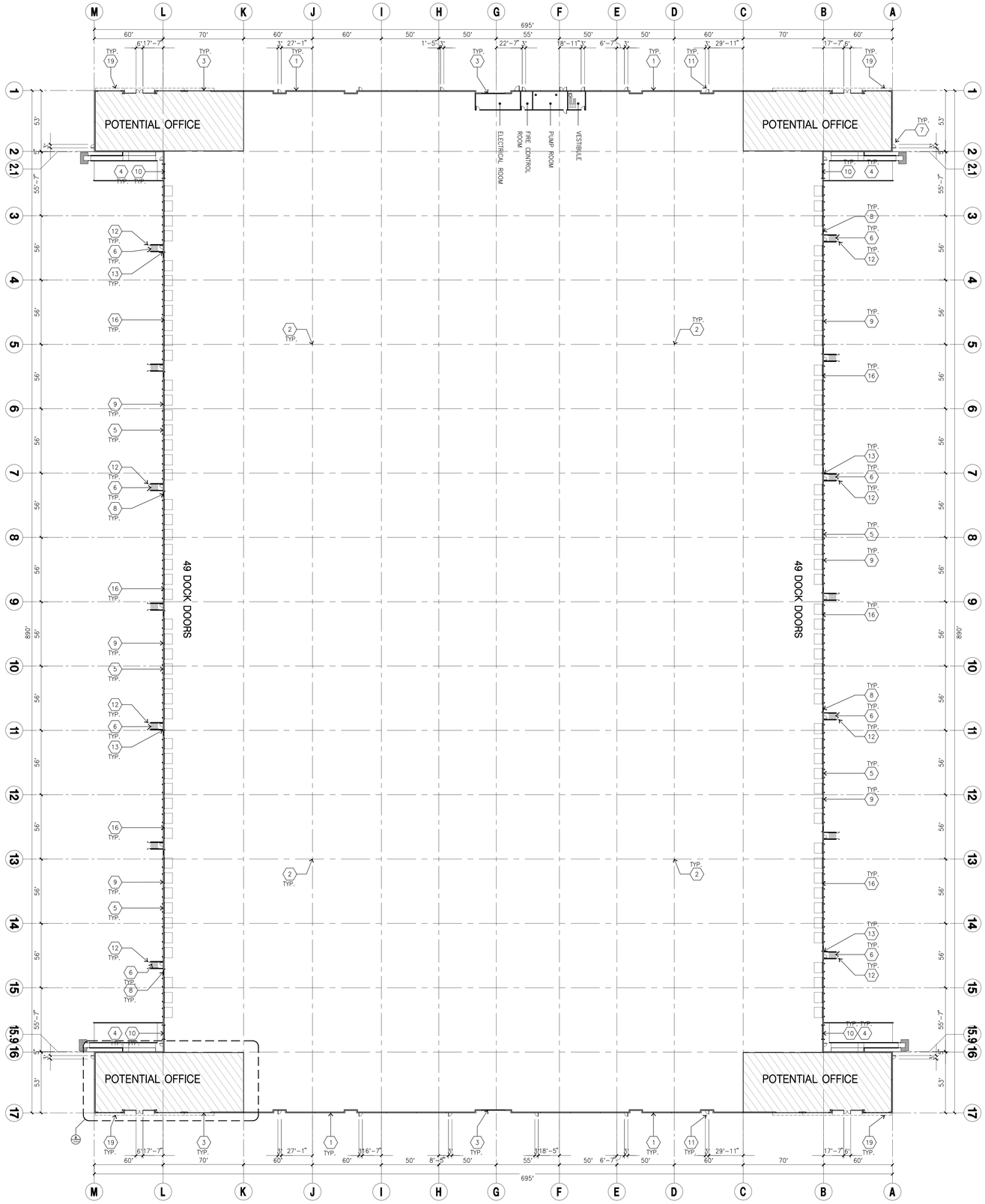
Tracy, CA

Consultants:
CIVIL KIER & WRIGHT
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE GREEN DESIGN
FIRE PROTECTION HGI
SOILS ENGINEER

Title: OVERALL SITE PLAN

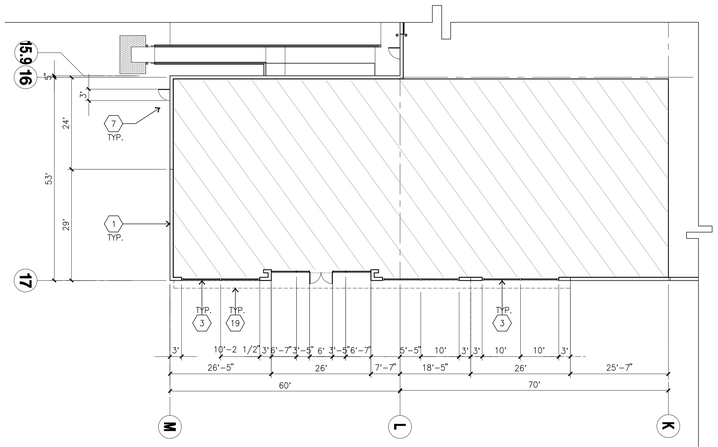
Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

Sheet: DAB-A1.1F



OVERALL FLOOR PLAN (A)
scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
TRUE NORTH
PROJECT NORTH



ENLARGED FLOOR PLAN (B)
scale: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"
0 16' 32' 48'
TRUE NORTH
PROJECT NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ GUARDRAIL OR BUILDING WALL ON BOTH SIDES OF RAMP OR GUARDRAIL ON ONE SIDE.
5. 9' X 10' DOCK DOOR. SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6. EXTERIOR METAL STEEL STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O., 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. NOT USED
15. NOT USED
16. Z GUARD.
17. INTERIOR BIKE RACK.
18. ELECTRICAL ROOM.
19. METAL CANOPY ABOVE.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER AND PAINT YELLOW 12' A.F.F. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT TO BE FF50 FL35 AND FF35 FL25 LOCAL MINIMUM, MEASURED WITHIN 24 HOURS. SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

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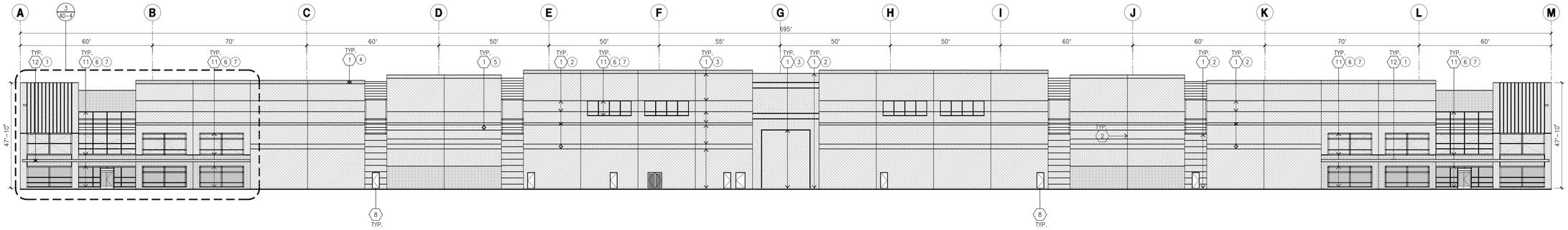
PLUMBING	
ELECTRICAL	
LANDSCAPE	GREEN DESIGN
FIRE PROTECTION	HGI
SOILS ENGINEER	

Title:
Overall Floor Plan

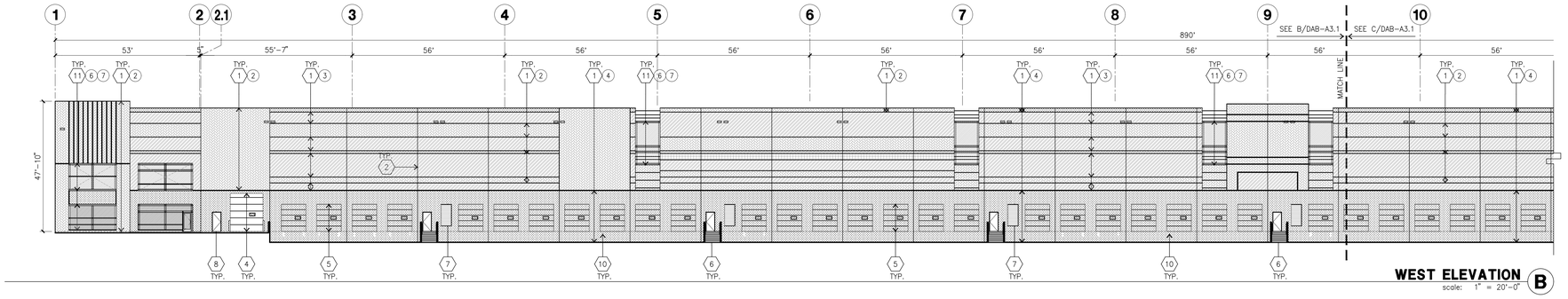
Project Number:	21512
Drawn by:	TD
Date:	08/16/22
Revision:	

Sheet:

DAB-A2.1



NORTH ELEVATION (A)
scale: 1" = 20'-0"



WEST ELEVATION (B)
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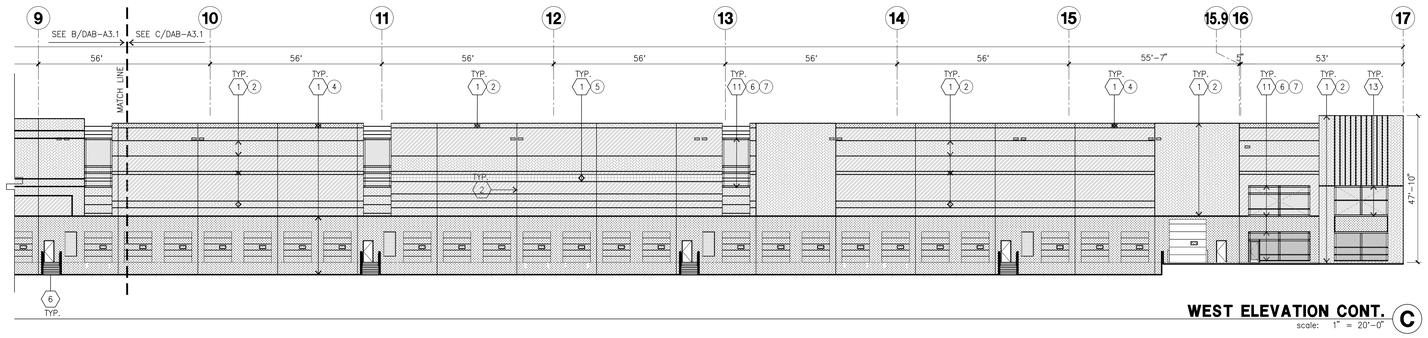

WEST ELEVATION CONT. (C)
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. ALUMINUM MILL FINISH.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL CANOPY
13. KNOCKOUT PANEL.

GENERAL NOTES - ELEVATIONS

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE SLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F.= FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST — MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR
12. WHERE GLAZING CROSSES THE PANEL JOINT AND A SINGLE MULLION SHALL BE PROVIDED, DOUBLE MULLIONS ARE NOT AN ACCEPTABLE ALTERNATE.

ELEVATION COLOR LEGEND/SCHED.

(1) CONCRETE TILT-UP PANEL. COLOR : SW-7006 EXTRA WHITE
1-100 EW FLAT 5 GALLON FORMULA

(2) CONCRETE TILT-UP PANEL. COLOR : SW-7671 ON THE ROCKS
1-100 EW FLAT 5 GALLON FORMULA

CCE•COLORANT	OZ	32	64	128
B1-BLACK	–	1 1/4	–	1 7/8
R2-MAROON	–	3/4	1 1/2	2 7/8
Y3-DEEP GOLD	–	1 1/2	–	–

(3) CONCRETE TILT-UP PANEL. COLOR : SW-7672 KNITTING NEEDLES
A-100 EW FLAT 5 GALLON FORMULA

CCE•COLORANT	OZ	32	64	128
B1-BLACK	2Y	1/2	–	1 7/8
R2-MAROON	–	1/2	1 1/2	–
Y3-DEEP GOLD	–	1/2	–	2 7/8

(4) CONCRETE TILT-UP PANEL. COLOR : SW-7673 PEWTER CAST
1-100 EW FLAT 5 GALLON FORMULA

CCE•COLORANT	OZ	32	64	128
W1-WHITE	18Y	1/2	1	2
B1-BLACK	6Y	1 1/2	2 1/2	–
R2-MAROON	–	1/2	1	2
Y3-DEEP GOLD	2Y	1/2	–	–

(5) CONCRETE TILT-UP PANEL. COLOR : PLD-5 NEW DARK GREEN
1-100 EW FLAT 5 GALLON FORMULA

CCE•COLORANT	OZ	32	64	128
W1-WHITE	8Y	1/4	–	–
G2-NEW GREEN	34Y	1 1/2	2 1/2	4 1/2
L1-BLUE	8Y	1/2	1	2
R2-MAROON	–	1/2	1	2
Y3-DEEP GOLD	4Y	1/2	–	2

(6) MULLIONS COLOR : CLEAR ANODIZED MULLIONS

(7) GLAZING COLOR : EVER GREEN GLAZING

(8) DOOR COLORS : MATCH BUILDING COLOR, OR FACTORY FINISHED WHITE @ DOCK DOORS, TYP.

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

S SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" **ATLANTICA** + 1/4" **SUNGATE 400** CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: **0.27** SHGC: **0.35** VLT: **58%**
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

V : VISION GLASS
1/4" **ATLANTICA**

S : SPANDREL
1/4" **CLEAR** WITH **ATLANTIC WATERS** OPACICOAT PAINTED ON REFLECTIVE.

MULLIONS : CLEAR ANODIZED MULLIONS.

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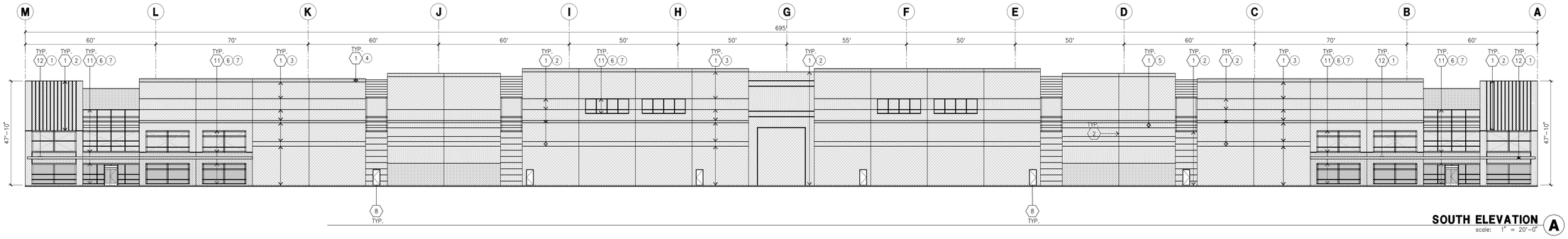
SOILS ENGINEER
KIER & WRIGHT
GREEN DESIGN
HGI

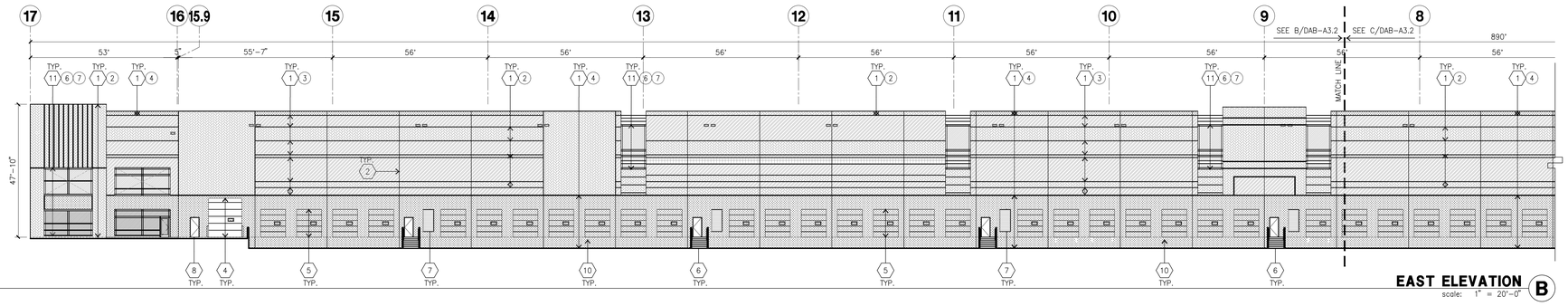
Title: ELEVATIONS

Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

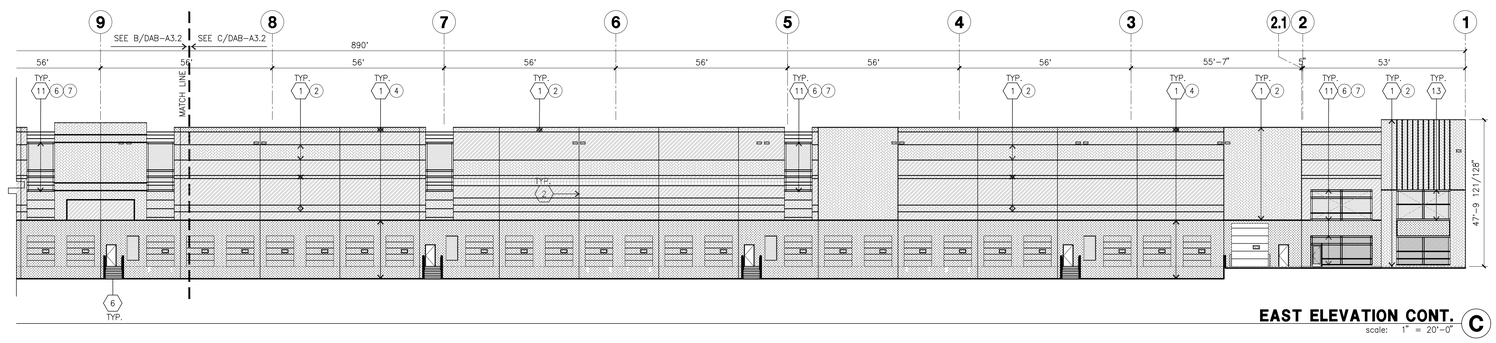
Sheet: DAB-A3.1



SOUTH ELEVATION (A)
scale: 1" = 20'-0"



EAST ELEVATION (B)
scale: 1" = 20'-0"



EAST ELEVATION CONT. (C)
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. ALUMINUM MILL FINISH.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL CANOPY
13. KNOCKOUT PANEL.

GENERAL NOTES - ELEVATIONS

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE SLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F.= FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST – MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR
12. WHERE GLAZING CROSSES THE PANEL JOINT AND A SINGLE MULLION SHALL BE PROVIDED, DOUBLE MULLIONS ARE NOT AN ACCEPTABLE ALTERNATE.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : SW-7006 EXTRA WHITE
   1-100 EW FLAT 5 GALLON FORMULA
2. CONCRETE TILT-UP PANEL. COLOR : SW-7671 ON THE ROCKS
   1-100 EW FLAT 5 GALLON FORMULA

CCE+COLORANT	OZ	32	64	128
B1-BLACK	–	41	–	128
R2-MAROON	–	13	64	128
Y3-DEEP GOLD	–	10	–	–

3. CONCRETE TILT-UP PANEL. COLOR : SW-7672 KNITTING NEEDLES
   A-100 EW FLAT 5 GALLON FORMULA

CCE+COLORANT	OZ	32	64	128
B1-BLACK	2Y	17	–	128
R2-MAROON	–	14	64	–
Y3-DEEP GOLD	–	22	–	128

4. CONCRETE TILT-UP PANEL. COLOR : SW-7673 PEWTER CAST
   1-100 EW FLAT 5 GALLON FORMULA

CCE+COLORANT	OZ	32	64	128
W1-WHITE	18Y	32	64	128
B1-BLACK	6Y	45	64	–
R2-MAROON	–	18	64	128
Y3-DEEP GOLD	2Y	32	–	–

5. CONCRETE TILT-UP PANEL. COLOR : PLD-5 NEW DARK GREEN
   1-100 EW FLAT 5 GALLON FORMULA

CCE+COLORANT	OZ	32	64	128
W1-WHITE	8Y	4	–	–
G2-NEW GREEN	34Y	32	64	128
L1-BLUE	8Y	13	64	128
R2-MAROON	–	16	64	128
Y3-DEEP GOLD	4Y	32	–	128

6. MULLIONS COLOR : CLEAR ANODIZED MULLIONS
7. GLAZING COLOR : EVER GREEN GLAZING
8. DOOR COLORS : MATCH BUILDING COLOR, OR FACTORY FINISHED WHITE @ DOCK DOORS, TYP.

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

SPANDREL GLASS WITH CONCRETE BEHIND

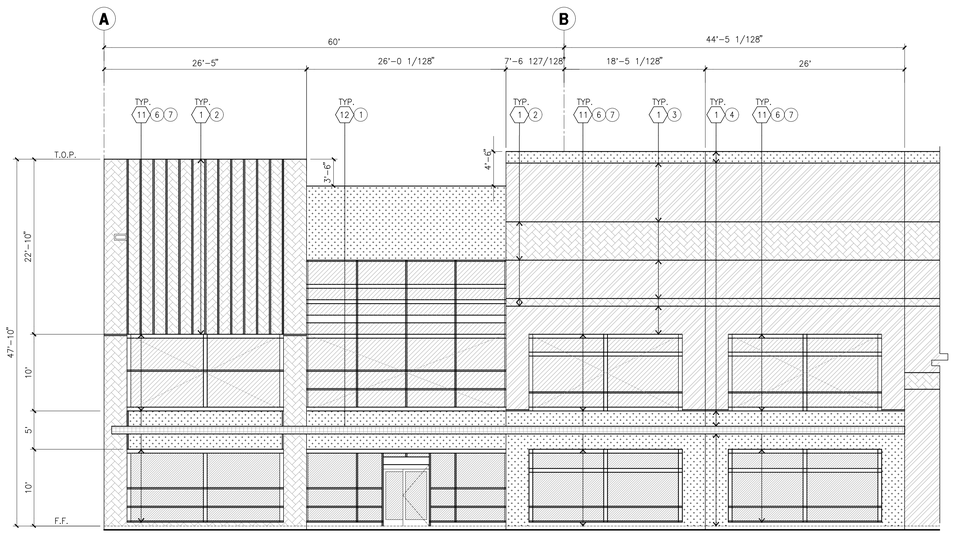
V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" **ATLANTICA** + 1/4" **SUNGATE 400** CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: **0.27** SHGC: **0.35** VLT: **58%**
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

V : VISION GLASS
1/4" **ATLANTICA**

S : SPANDREL
1/4" **CLEAR** WITH **ATLANTIC WATERS** OPACICOAT PAINTED ON REFLECTIVE.

MULLIONS : CLEAR ANODIZED MULLIONS.



ENLARGED NORTH ELEVATION (D)
scale: 1" = 20'-0"

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tel: (510) 656-1900

Project:

International Park of Commerce - Bldg 28

Tracy, CA

Consultants:

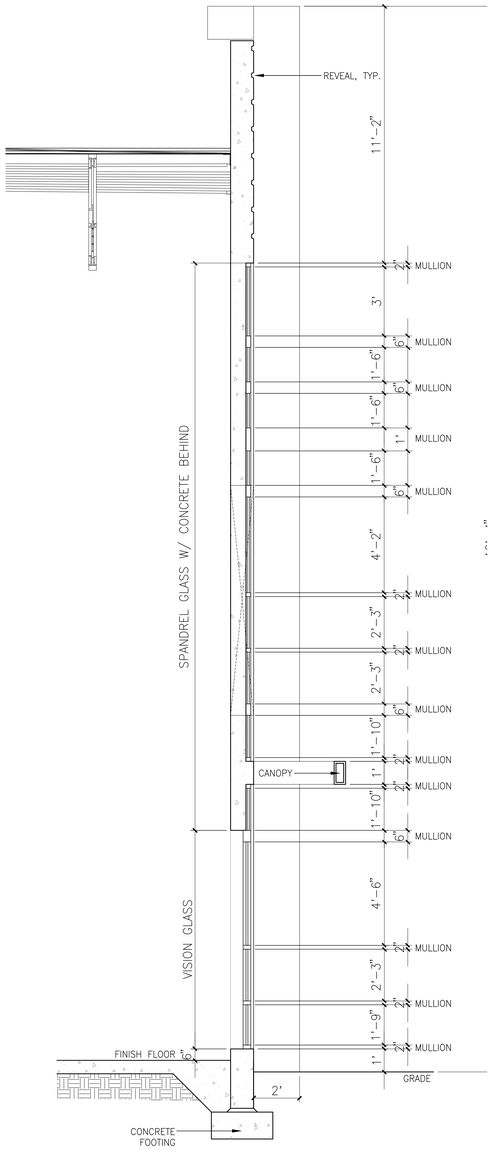
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

KIER & WRIGHT
GREEN DESIGN
HGI

Title: ELEVATIONS

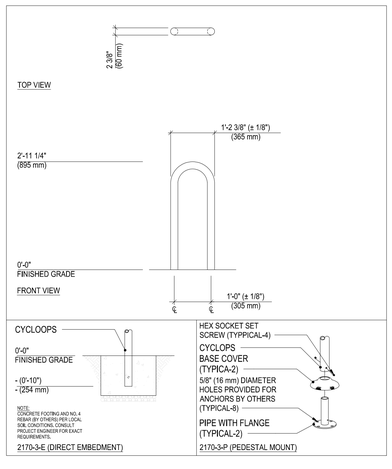
Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

Sheet: DAB-A3.2



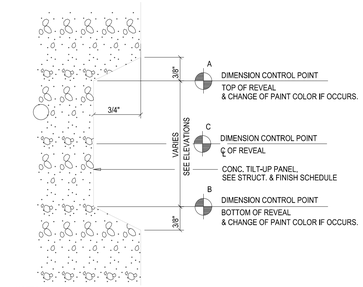
WALL SECTION @ STOREFRONT E

scale: 3/8" = 1'-0"



BIKE RACK D

scale: 1/2" = 1'-0"

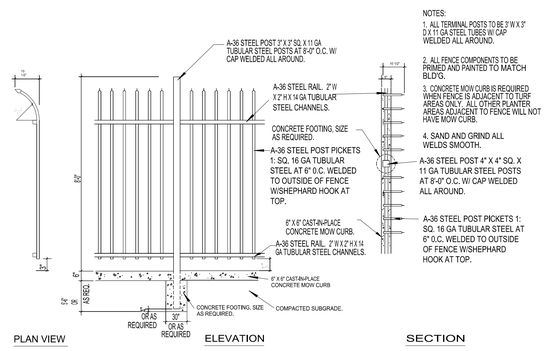


NOTES:

1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR. SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

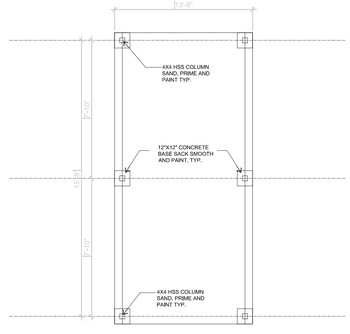
CONCRETE REVEAL C

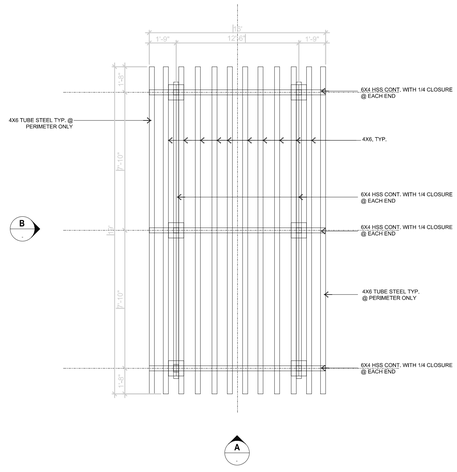
scale: 1/4" = 1'-0"

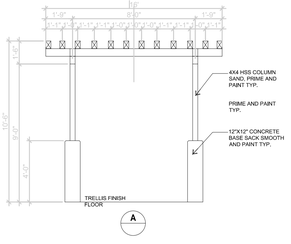


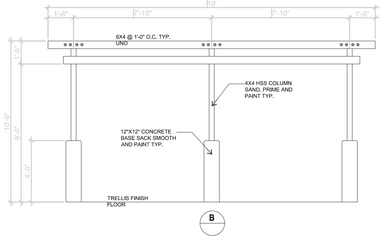
METAL FENCE B

scale: 1/8" = 1'-0"









TRELLIS A

scale: 1/4" = 1'-0"

HPA architecture
HPA, Inc.
383 4th Street, Suite 101
Oakland, CA
94607
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROLOGIS®
Ahead of what's next

3353 Gateway Blvd.
Fremont, CA 94538
tel: (510) 656-1900

Project:

International Park of Commerce - Bldg 28

Tracy, CA

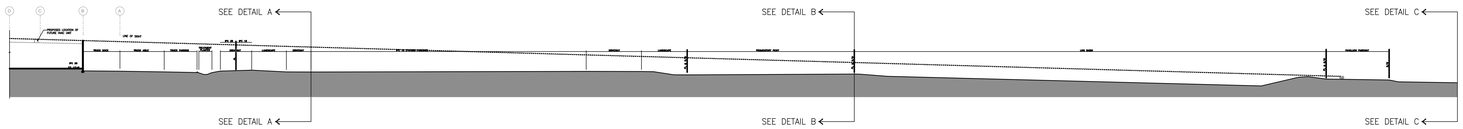
Consultants:

CIVIL — KIER & WRIGHT
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE — GREEN DESIGN
FIRE PROTECTION — HGI
SOILS ENGINEER

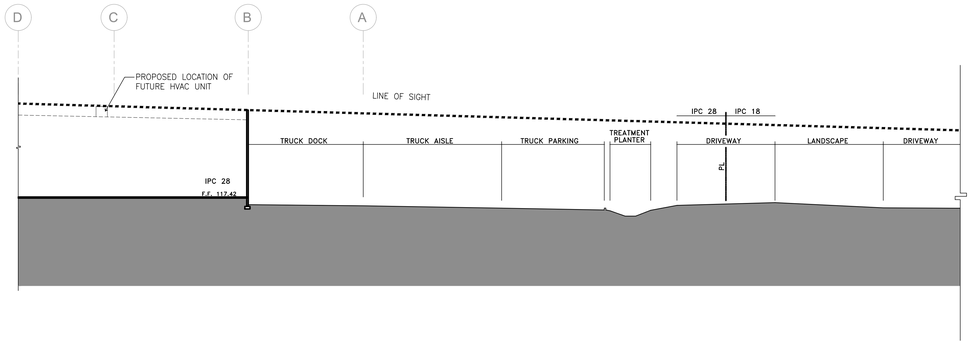
Title:
SECTIONS

Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

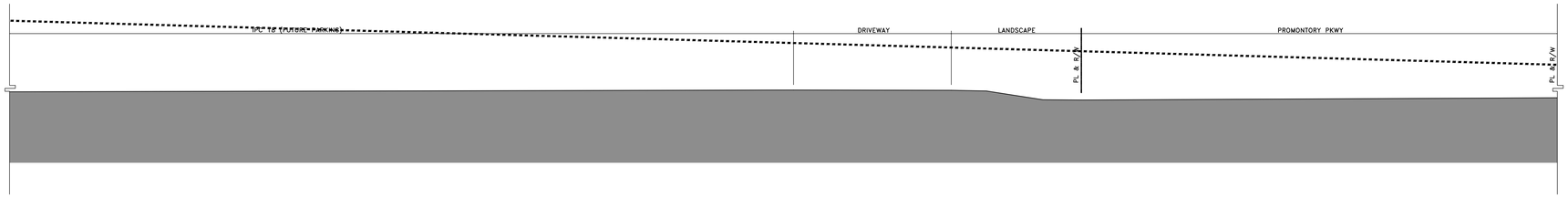
Sheet:
DAB-A4.1



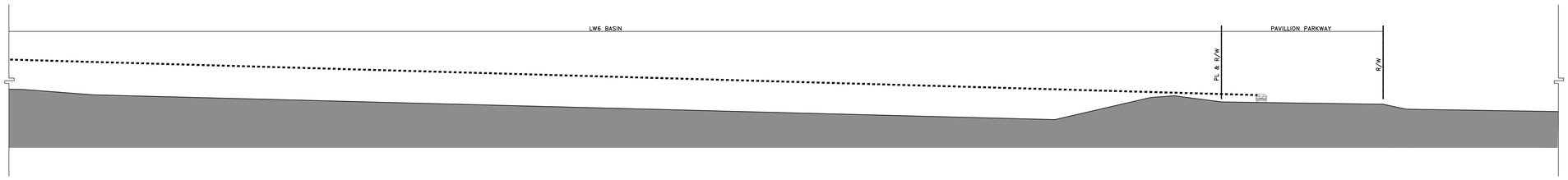
OVERALL LINE OF SITE @ PAVILLION PARKWAY 1
scale: 1" = 100'



LINE OF SITE AT PART A A
scale: 1/32" = 1'-0"

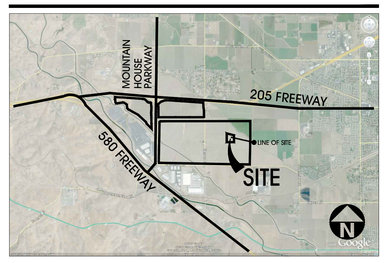


LINE OF SITE PART B B
scale:



LINE OF SITE PART C C
scale:

SITE KEY PLAN



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HPA, Inc.
383 4th Street, Suite 101
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94607
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

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Ahead of what's next

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Fremont, CA 94538
tel: (510) 656-1900

Project:

International Park of Commerce - Bldg 28

Tracy, CA

Consultants:

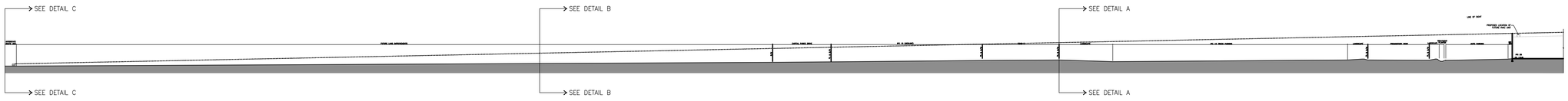
CIVIL	KIER & WRIGHT
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	GREEN DESIGN
FIRE PROTECTION	HGI
SOILS ENGINEER	

Title: SIGHT LINES

Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

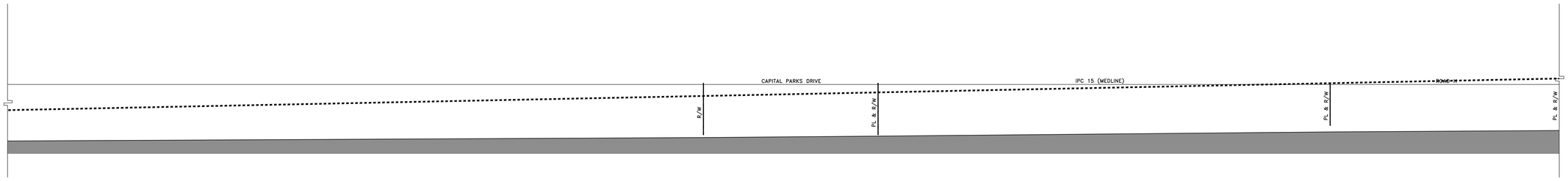
Sheet:

DAB-A5.1

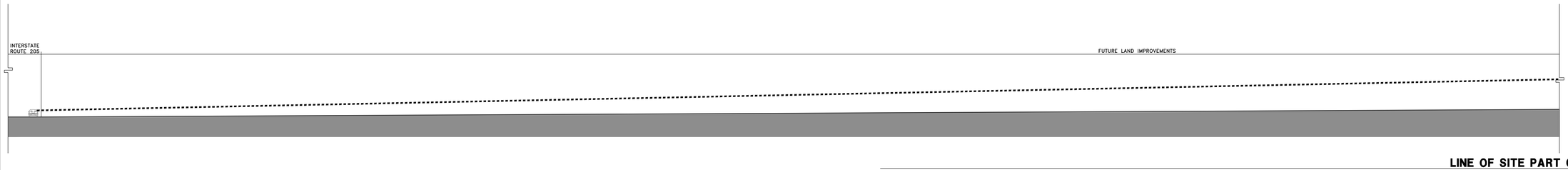


OVERALL LINE OF SITE AT I-205 (1)
scale: 1" = 100'

LINE OF SITE PART A (A)
scale: 1/32" = 1'-0"

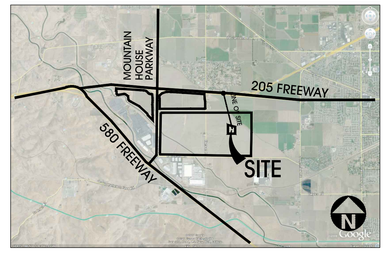


LINE OF SITE PART B (B)
scale: 1/32" = 1'-0"



LINE OF SITE PART C (C)
scale:

SITE KEY PLAN



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email: hpa@hparchs.com

Owner:

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International Park of Commerce - Bldg 28

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Consultants:

CIVIL	KIER & WRIGHT
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	GREEN DESIGN
FIRE PROTECTION	HGI
SOILS ENGINEER	

Title: SIGHT LINES

Project Number: 21512
Drawn by: TD
Date: 08/16/22
Revision:

Sheet:

DAB-A5.2

INTERNATIONAL PARK OF COMMERCE
BUILDING 28

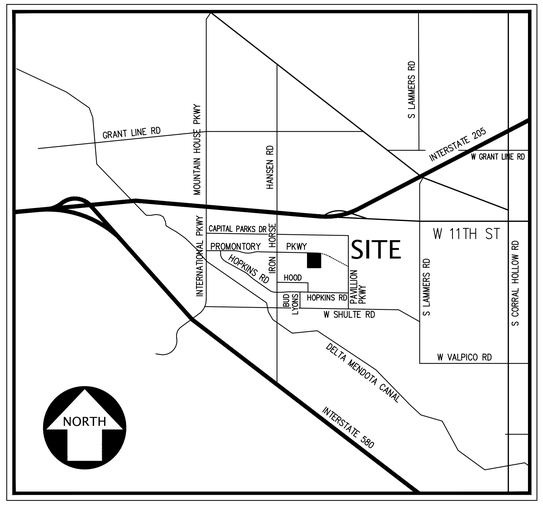
PROLOGIS
PROMONTORY PARKWAY
TRACY, CALIFORNIA

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UNDERGROUND SERVICE ALERT AND THEN POTHOLING ALL EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

BEFORE EXCAVATING
CALL U.S.A.
811
48-HOURS BEFORE ALL
PLANNED WORK OPERATIONS

811
Know what's below.
Call before you dig.



VICINITY MAP
N.T.S.

SHEET INDEX

BENCHMARK

BENCHMARK: TOP OF A STEEL PIN IN A MONUMENT WELL AT THE INTERSECTION OF SCHULTE ROAD AND HANSEN ROAD.

ELEVATION = 180.32 FEET (CITY OF TRACY NAVD 1988 DATUM)

LEGEND

PROPOSED	EXISTING	
		BUILDING LINE
		CENTER LINE
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		CURB NOTION. SEE DETAILS 13/C9.1 and 13/C9.2
		CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
		ELECTRIC LINE
		FENCE LINE
		FIRE SERVICE & VALVE
		FIBER OPTICS LINE
		GAS LINE-VALVE & METER
		GUARD RAIL
		LOT LINE
		MONUMENT/MONUMENT LINE
		OVERHEAD POWER LINE
		JOINT TRENCH LINE
		PERFORATED STORM DRAIN PIPE
		PROPERTY LINE
		SANITARY SEWER-MANHOLE & CLEANOUT
		SIDEWALK
		SPOT ELEVATION
		STORM DRAIN-MANHOLE & CATCH BASIN
		THRU CURB DRAIN
		TELEPHONE LINE
		WATER LINE & VALVE
		BACKFLOW PREVENTION DEVICE
		ELECTROLIER
		FIRE HYDRANT
		POST INDICATOR VALVE
		POWER POLE/JOINT POLE
		TRANSFORMER
		TRAFFIC SIGN
		UTILITY BOX
AD	AD	AREA DRAIN - NDS 8" DIA. OR EQUAL
APR	APR	CONCRETE APRON
ARV	ARV	AIR RELEASE VALVE
ASR	ASR	AUTO SPRINKLER RISER
BAS	BAS	BEGIN ASPHALT SWALE
BB	BB	BACK OF ASPHALT BERM
BFPD	BFPD	BACK FLOW PREVENTION DEVICE
BL	BL	BUILDING LINE
BTM	BTM	BOTTOM
BOV	BOV	BLOWOFF VALVE
BW	BW	BACK OF WALK
B/W	B/W	BOTTOM OF WALL
CATVB	CATVB	CABLE TELEVISION BOX
CB	CB	CATCH BASIN
C	C	CONCRETE
CL	CL	CENTER LINE
CO	CO	CLEAN OUT
COTG	COTG	CLEAN OUT TO GRADE
CTB	CTB	CALTRANS BOX
D\L	D\L	DAY LIGHT LINE
DL	DL	DRIP LINE
DWY	DWY	DRIVEWAY
EAR	EAR	EDGE OF ACCESS ROAD

PROPOSED	EXISTING	
EAS	EAS	END ASPHALT SWALE
EB	EB	ELECTRIC BOX
EC	EC	EDGE OF CONCRETE
ECD	ECD	EDGE OF CONCRETE DOCK
EGR	EGR	EDGE OF GRAVEL ROAD
EP	EP	EDGE OF PAVEMENT
EVAE	EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EW	EW	EDGE OF WALK
FB	FB	FACE OF ASPHALT BERM
FC	FC	FACE OF CURB
FDC	FDC	FIRE DEPARTMENT CONNECTION
FD MON	FD MON	FOUND MONUMENT
FES	FES	FLARED END SECTION
FF	FF	FINISH FLOOR
FH	FH	FIRE HYDRANT
FL	FL	FLOW LINE
FNC	FNC	FENCE
FSE	FSE	FIRE SERVICE EASEMENT
FW	FW	FACE OF WALL
GA	GA	GUY ANCHOR
GB	GB	GRADE BREAK
GLM	GLM	GAS LINE MARKER
GM	GM	GAS MARKER/METER
GRN	GRN	GROUND
GV	GV	GAS VALVE
HDR	HDR	HEADER BOARD
HDWL	HDWL	HEADWALL
IB	IB	IRRIGATION BOX
IEE	IEE	INGRESS/EGRESS EASEMENT
IE	IE	INVERT ELEVATION
IRR	IRR	IRRIGATION LINE
JAE	JAE	JOINT ACCESS EASEMENT
JP	JP	JOINT POWER POLE
LE	LE	LANDSCAPE EASEMENT
LT	LT	LIGHT
LIP	LIP	LIP OF GUTTER
M-M	M-M	MONUMENT TO MONUMENT
O.R.	O.R.	OFFICIAL RECORD
P	P	PAVEMENT
PGEB	PGEB	PACIFIC GAS & ELECTRIC BOX
PIEE	PIEE	PRIVATE INGRESS/EGRESS EASEMENT
PIV	PIV	POST INDICATOR VALVE
PL	PL	PROPERTY LINE
PP	PP	POWER POLE
PSDE	PSDE	PRIVATE STORM DRAIN EASEMENT
PSE	PSE	PUBLIC SERVICE EASEMENT
PSSE	PSSE	PRIVATE SANITARY SEWER EASEMENT
PUE	PUE	PUBLIC UTILITY EASEMENT
RE	RE	RIM ELEVATION
SD	SD	STORM DRAIN
SDCO	SDCO	STORM DRAIN CLEAN OUT TO GRADE
SDJB	SDJB	STORM DRAIN JUNCTION BOX
SDMH	SDMH	STORM DRAIN MANHOLE
SO	SO	SIDE OPENING
SS	SS	SANITARY SEWER
SSMH	SSMH	SANITARY SEWER MANHOLE
WSE	WSE	WATER SURFACE ELEVATION

PROLOGIS
3353 Gateway Boulevard Fremont, CA 94538 Web Site: www.Prologis.com

NO.	REVISION	BY
1	PLANNING SUBMITTAL 12/22/2021	
2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTE
No. 71814
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

TITLE SHEET
I.P.C. - BUILDING 28
PROLOGIS
TRACY CALIFORNIA

DATE	12/22/2021
SCALE	-
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.1
OF	7 SHEETS

Z:\2009\A09500-436\DWG\IPC 18 & 28.dwg 5-24-22 05:05:31 PM rsalib

PROMONTORY PARKWAY

PROPERTY LINE

S88°50'06"E 101.84'

S35°09'40"E 409.58'

PROPOSED 20' STORM DRAIN EASEMENT

PROPOSED 20' STORM DRAIN EASEMENT

LANDS OF BBID

PROPOSED 40' INGRESS/EGRESS EASEMENT

N49°06'21"E 283.25'

N51°39'10"W 286.71'

S01°39'10"E 316.82'

R=500.00' Δ=17°47'47" L=154.61'

N02°44'E 614.49'

PROPERTY LINE

PROPOSED 40' INGRESS/EGRESS EASEMENT

S89°35'16"E 1000.00'

PROPERTY LINE

N02°44'E 1145.14'

40' INGRESS AND EGRESS ESMT

SHELL OIL LINE (REMOVED)

SHELL OIL

S02°44'44"W 2139.18'

SHELL OIL LINE (REMOVED)

SITE AREA
26.46 ac

NORTH

GRAPHIC SCALE 1" = 50'

NOTES

1. THIS IS NOT A BOUNDARY SURVEY. NO LIABILITY IS ASSUMED, BY KIER & WRIGHT, FOR THE EXISTENCE OF ANY EASEMENTS, ENCUMBRANCES, DISCREPANCIES IN BOUNDARY, OR TITLE DEFECTS NOT MENTIONED IN SAID DOCUMENTS AND THEREFORE NOT SHOWN ON THIS DRAWING. PROPERTY LINE PLOT ONLY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
3. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES). HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
4. BENCHMARK: TOP OF A STEEL PIN IN A MONUMENT WELL AT THE INTERSECTION OF SCHULTE ROAD AND HANSEN ROAD.
ELEVATION = 180.32 FEET (CITY OF TRACY NAVD 1988 DATUM)

LEGEND

	ASPHALT BERM
	BUILDING LINE
CIP	CAST IRON PIPE
	CENTERLINE
	CONCRETE CURB
	CONCRETE CURB & GUTTER
100	CONTOUR LINE
100	OBSCURED CONTOUR LINE
E	EDGE OF PAVEMENT
E	ELECTRIC LINE
X X	FENCE LINE
FO	FIBER OPTICS LINE
F	FIRE SERVICE & VALVE
G GM	GAS LINE-VALVE & METER
HPG	HIGH PRESSURE GAS LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
O	OIL LINE
OH	OVERHEAD POWER LINE
	PROPERTY LINE
SS	SANITARY SEWER-MANHOLE & CLEANOUT
	SIDEWALK
+300.00	SPOT ELEVATION
SD	STORM DRAIN-MANHOLE & CATCH BASIN
T	TELEPHONE LINE
W	WATER LINE & VALVE
	BACKFLOW PREVENTION DEVICE
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	POST INDICATOR VALVE
	POWER POLE/JOINT POLE
	TRANSFORMER
	TRAFFIC SIGN
	TREE
	UTILITY BOX
BM/TBM	BENCHMARK/TEMPORARY BENCHMARK
	IRON PIN
<	ANGLE POINT
AP	ANGLE POINT
ASPH	ASPHALT PAVEMENT
BTM	BOTTOM OF PIPE
BEG	BEGIN
BL	BUILDING LINE
BLRD	BOLLARD
BSCK	BACK-SIGHT CHECK
BW	BACK OF WALK
C.	CONCRETE
CIP	CAST IRON PIPE
CO	CLEANOUT
DOCK	DOCK
E	EAST
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EV	ELECTRICAL VAULT
EW	EDGE OF WALK
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FNC	FENCE
FND	FOUND
FO	FIBER OPTICS
FS	FIRE SERVICE
FSCK	FORE-SIGHT CHECK
GAS	GAS LINE
GB	GRADE BREAK
GM	GAS MARKER/METER
GUY	GUY ANCHOR
HPG	HIGH PRESSURE GAS LINE
HPO	HIGH PRESSURE OIL LINE
IE	INVERT ELEVATION
IP	IRON PIPE
IRR	IRRIGATION LINE
JP	JOINT POWER POLE
JT	JOINT TRENCH
LIP	LIP OF GUTTER
LL	LANE LINE
MON	MONUMENT
MW	(DESTROYED) MONITORING WELL
N	NORTH
NE	NORTH EAST
NW	NORTH WEST
OR	OFFICIAL RECORDS
OH	OVERHEAD
P.	PAVEMENT
PG&E	PACIFIC GAS & ELECTRIC
PM	PARCEL MAP
POC	POINT OF CONNECTION
PP	POWER POLE
RE	RIM ELEVATION
RW	RECLAIMED WATER LINE
S	SOUTH
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
SS	SANITARY SEWER
SSE	SANITARY SEWER EASEMENT
SSMH	SANITARY SEWER MANHOLE
SW	SOUTH WEST
TB	TELEPHONE BOX
TC	TOP OF CURB
TP	TELEPHONE POLE
TREE	TREE
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
USAY	GAS-OIL-STREAM CHEMICAL
W	WEST
WV	WATER VALVE

NO.	REVISION	BY

NO.	REVISION	BY
1	PLANNING SUBMITTAL 12/22/2021	
2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

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TOPOGRAPHIC SURVEY
I.P.C. – BUILDING 28
PROLOGIS

CALIFORNIA

TRACY

DATE	12/22/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.2
OF	7 SHEETS

Z:\2009\A09500-436\DWG\IPC 18 & 28.dwg 5-24-22 05:05:43 PM rsalib

PROMONTORY PARKWAY

IPC 28

IPC 18

LANDS OF WEST UPPER BK. A OF DEEDS

F.F. 116.55
F.F. 116.82
F.F. 117.10
F.F. 117.38
F.F. 117.66
F.F. 117.94
F.F. 118.22
F.F. 118.50
F.F. 118.78
F.F. 119.06
F.F. 119.34
F.F. 119.62
F.F. 119.90
F.F. 120.18
F.F. 120.46
F.F. 120.74
F.F. 121.00

S46°10'03"W 81.33'
S42°50'06"E 88.68'
N1°09'54"E 132.07'
S88°50'06"E 101.84'
S53°59'10"E 479.99'
N31°59'10"W 286.71'
S53°59'10"E 316.89'
N82°0
N2°24'44"E 1145.14'
S0°24'44"W 2139.18'
S89°35'16"E 1000.00'

10' P.U.E.
PROPOSED 20' STORM DRAIN EASEMENT

NORTH

GRAPHIC SCALE 1" = 50'

NO.	REVISION	BY
1	PLANNING SUBMITTAL 12/22/2021	
2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, California 94551
Phone: (925) 245-8788
www.kierwright.com

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
CIVIL
STATE OF CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE PLAN
I.P.C. – BUILDING 28
PROLOGIS

TRACY CALIFORNIA

DATE	12/22/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.3
OF	7 SHEETS

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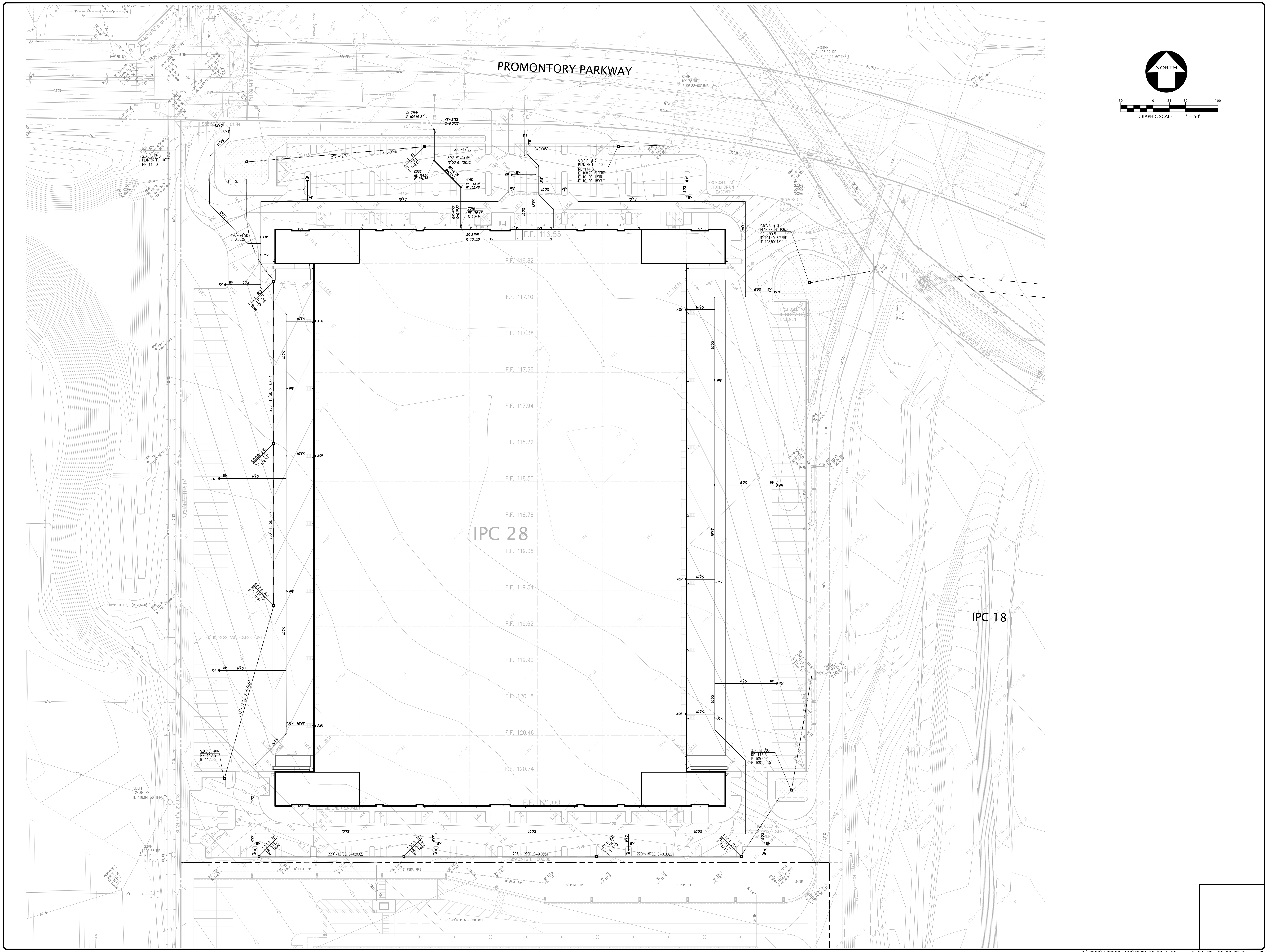

REVISION			
NO.	REVISION	DATE	BY
1	PLANNING SUBMITTAL	12/22/2021	
2	PLANNING RESUBMITTAL	03/25/2022	
3	PLANNING RESUBMITTAL	05/26/2022	

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Phone (925) 245-8788
www.kierwright.com

PRELIMINARY UTILITY PLAN
I.P.C. – BUILDING 28
PROLOGIS

TRACY CALIFORNIA

DATE	12/22/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.4
OF 7 SHEETS	

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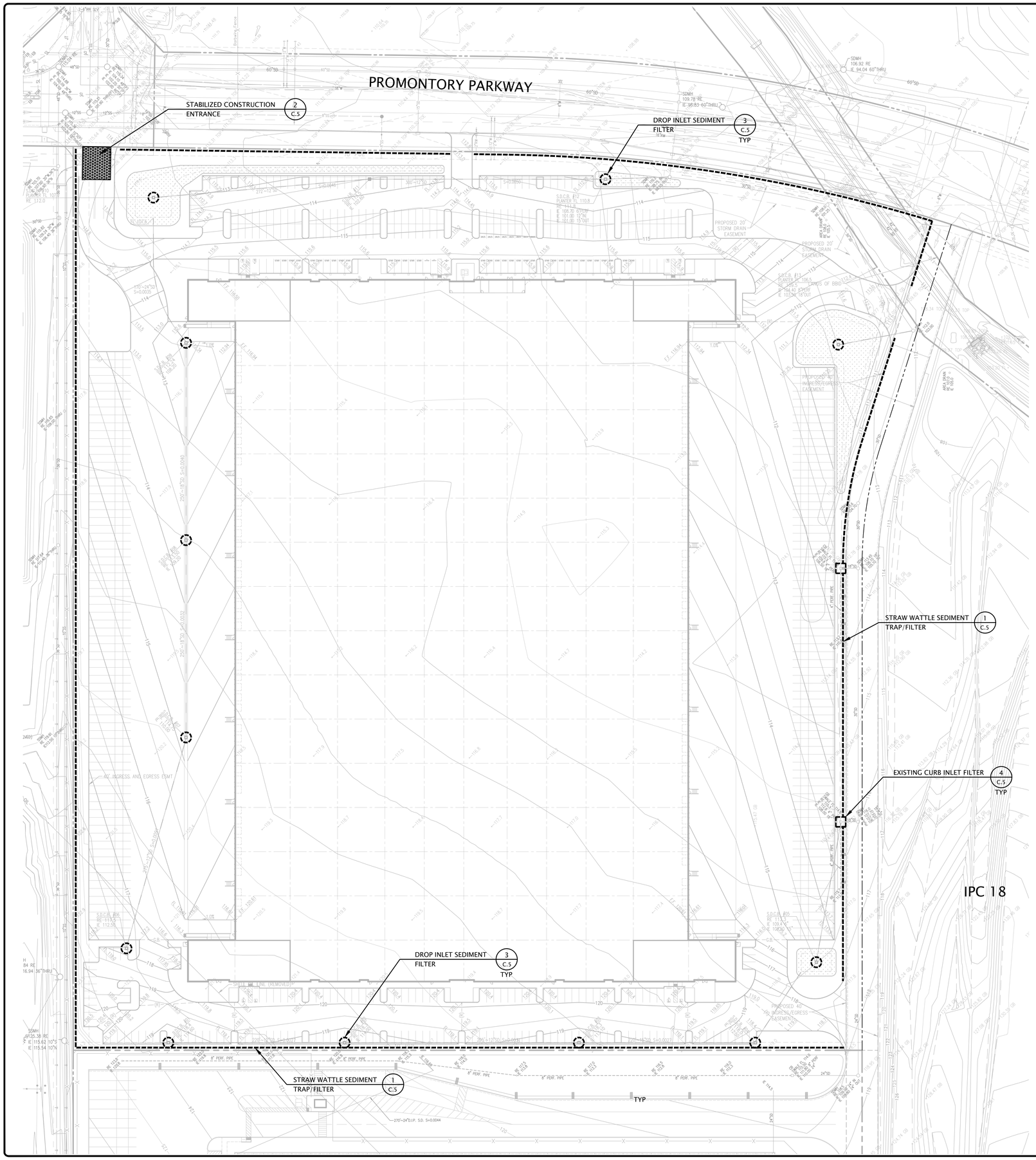
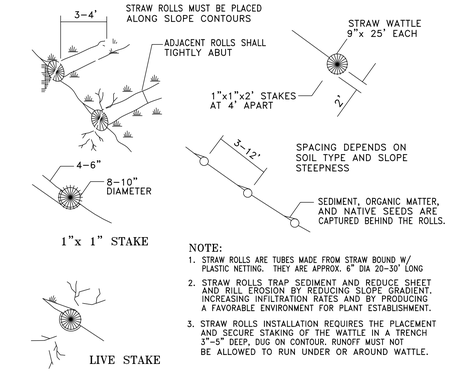
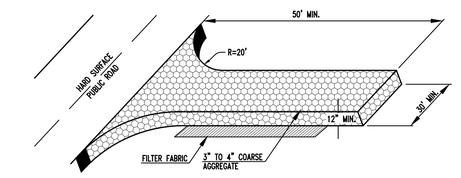
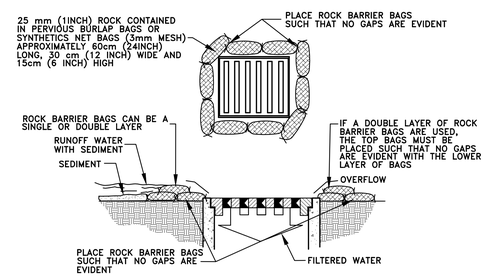




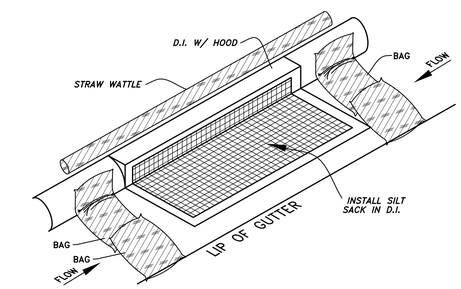
STRAW WATTLE INSTALLATION DETAIL 1
N. T. S.



STABILIZED CONSTRUCTION ENTRANCE DETAIL 2
N. T. S.



DROP INLET SEDIMENT FILTER UTILIZING ROCK BARRIER BAGS 3
N. T. S.



EXISTING CURB INLET FILTER DETAIL 4
N. T. S.

NO.	REVISION	BY
1	PLANNING SUBMITTAL 12/22/2021	
2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

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REGISTERED PROFESSIONAL ENGINEER RUSSELL F. BASSETTE No. 71814 Exp. 3-31-24 CIVIL STATE OF CALIFORNIA

PRELIMINARY EROSION CONTROL PLAN
I.P.C. – BUILDING 28
PROLOGIS
CALIFORNIA
TRACY

DATE	12/22/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.5
OF	7 SHEETS

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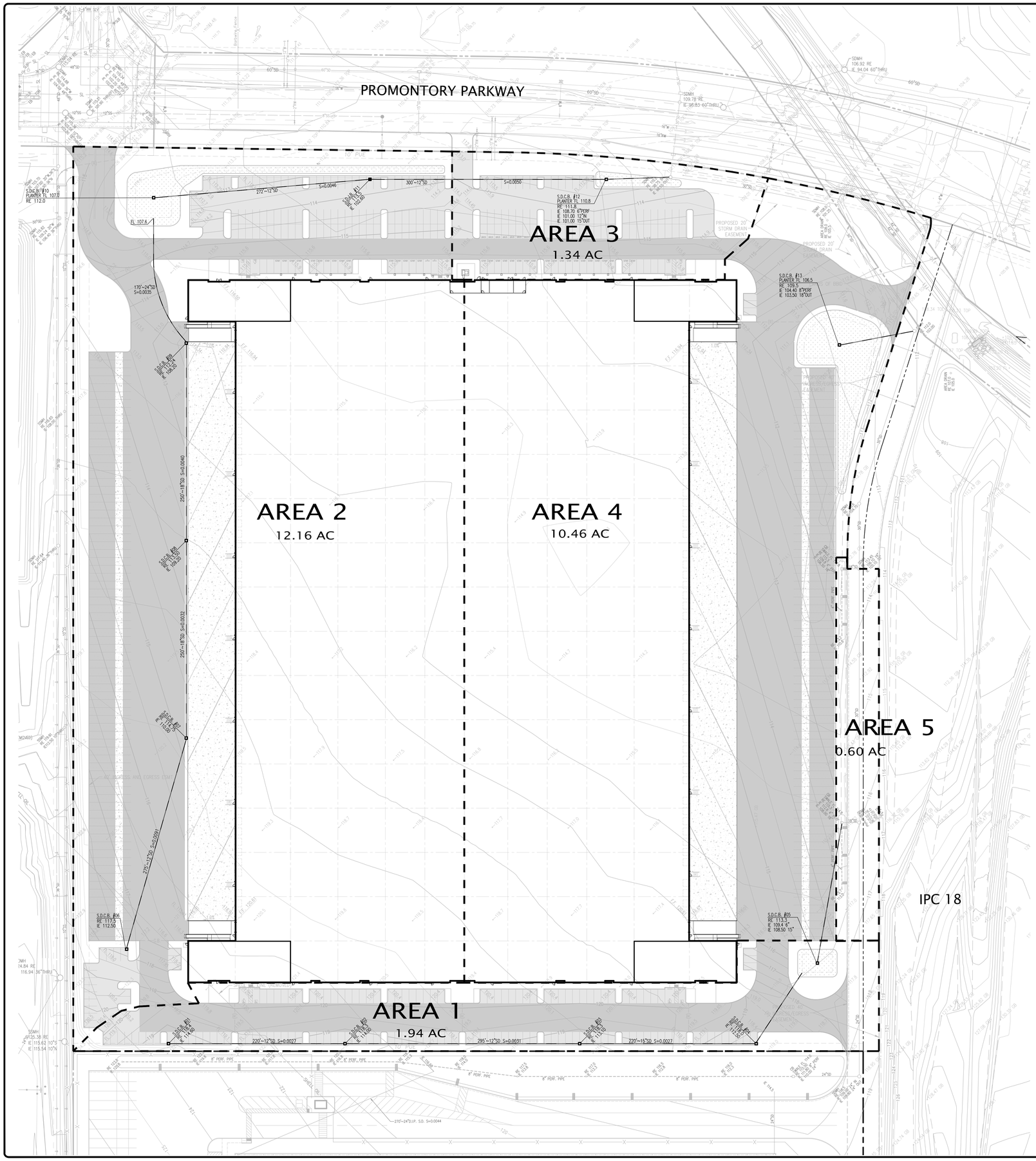
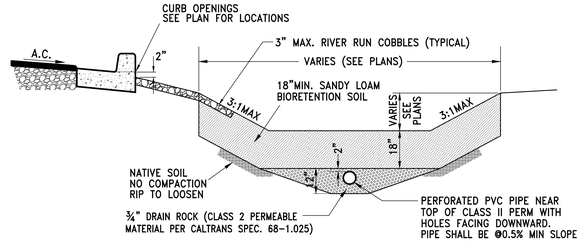
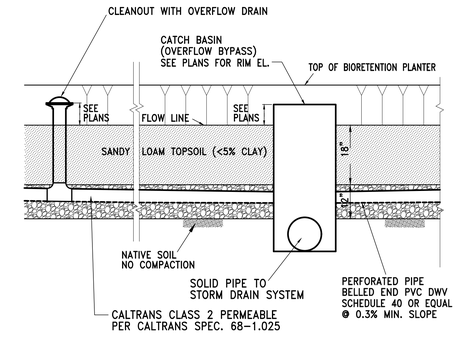




NOTES:
1. PLANTER SHALL BE GRADED TO DRAIN TOWARD OUTLET AT A MINIMUM SLOPE OF 0.3%
2. ALL PERFORATED PIPES SHALL HAVE TWO 5/8" DIA. HOLES AT 8" MAX. SPACING.
3. BIORETENTION SOIL BE PER APPENDIX B OF C.3 GUIDEBOOK.
4. BIORETENTION SOIL SHALL ACHIEVE A LONG-TERM INFILTRATION RATE OF AT MIN. 5"/HR
5. COBBLES SHALL BE PLACED AT ALL CURB CUTS AND DOWNSPOUT LOCATIONS.

TYPICAL SECTION
STORM WATER TREATMENT PLANTER

N. T. S.



STORMWATER TREATMENT PLANTER - TYPICAL SECTION

N. T. S.

STORM WATER TREATMENT PLANTER SIZING CALCULATIONS

DRAINAGE AREA	TOTAL TRIBUTARY AREA (AC)	IMPERVIOUS AREA		PERVIOUS AREA		IMPERVIOUSNESS RATIO "I"	STORMWATER RUNOFF COEF. "C"	UNIT STORMWATER VOL. "P_0"	SQDV (CF) REQUIRED	SQDV (CF) PROVIDED
		ROOF (AC)	AC/CONC (AC)	LANDSCAPE (AC)	PLANTER (AC)					
1	1.94	0.00	1.18	0.71	0.05	0.61	0.42	0.27	1,894	2,100
2	12.16	6.15	4.57	1.20	0.24	0.88	0.70	0.46	20,130	21,200
3	1.34	0.00	0.84	0.46	0.04	0.63	0.43	0.28	1,355	1,450
4	10.46	6.15	3.14	0.92	0.25	0.89	0.71	0.46	17,543	18,000
5	0.60	0.00	0.44	0.12	0.04	0.73	0.53	0.34	743	750
TOTAL	26.50	12.30	10.17	3.41	0.62				41,666	43,500

NO.	REVISION	BY
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2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

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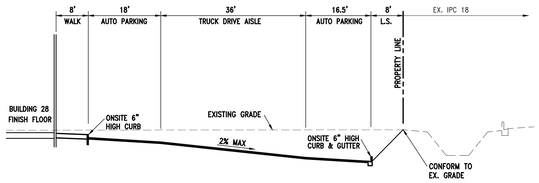
REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
CIVIL
STATE OF CALIFORNIA

PRELIMINARY STORM WATER QUALITY CONTROL PLAN
I.P.C. - BUILDING 28
PROLOGIS
CALIFORNIA
TRACY

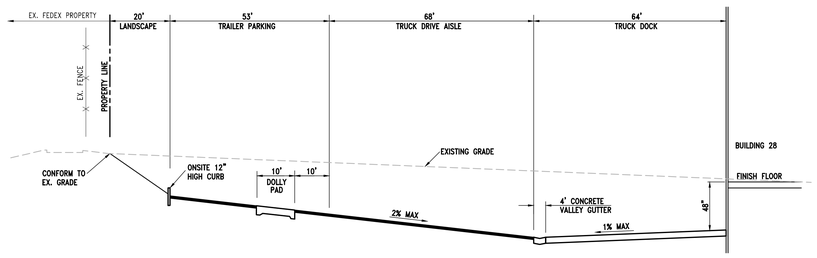
DATE	12/22/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.6
OF	7 SHEETS



SECTION A-A SOUTHERLY SIDE

N. T. S.

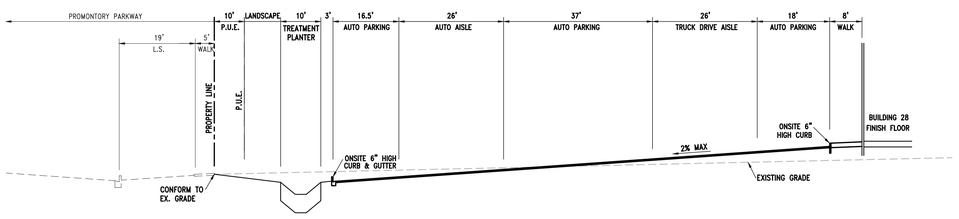
A



SECTION B-B WESTERLY SIDE

N. T. S.

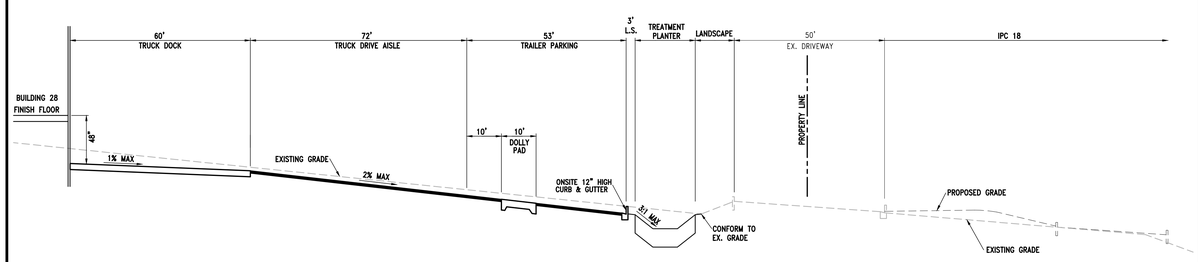
B



SECTION C-C NORTHERLY SIDE

N. T. S.

C



SECTION D-D EASTERLY SIDE

N. T. S.

D

NO.	REVISION	BY

NO.	REVISION	BY
1	PLANNING SUBMITTAL 12/22/2021	
2	PLANNING RESUBMITTAL 03/25/2022	
3	PLANNING RESUBMITTAL 05/26/2022	

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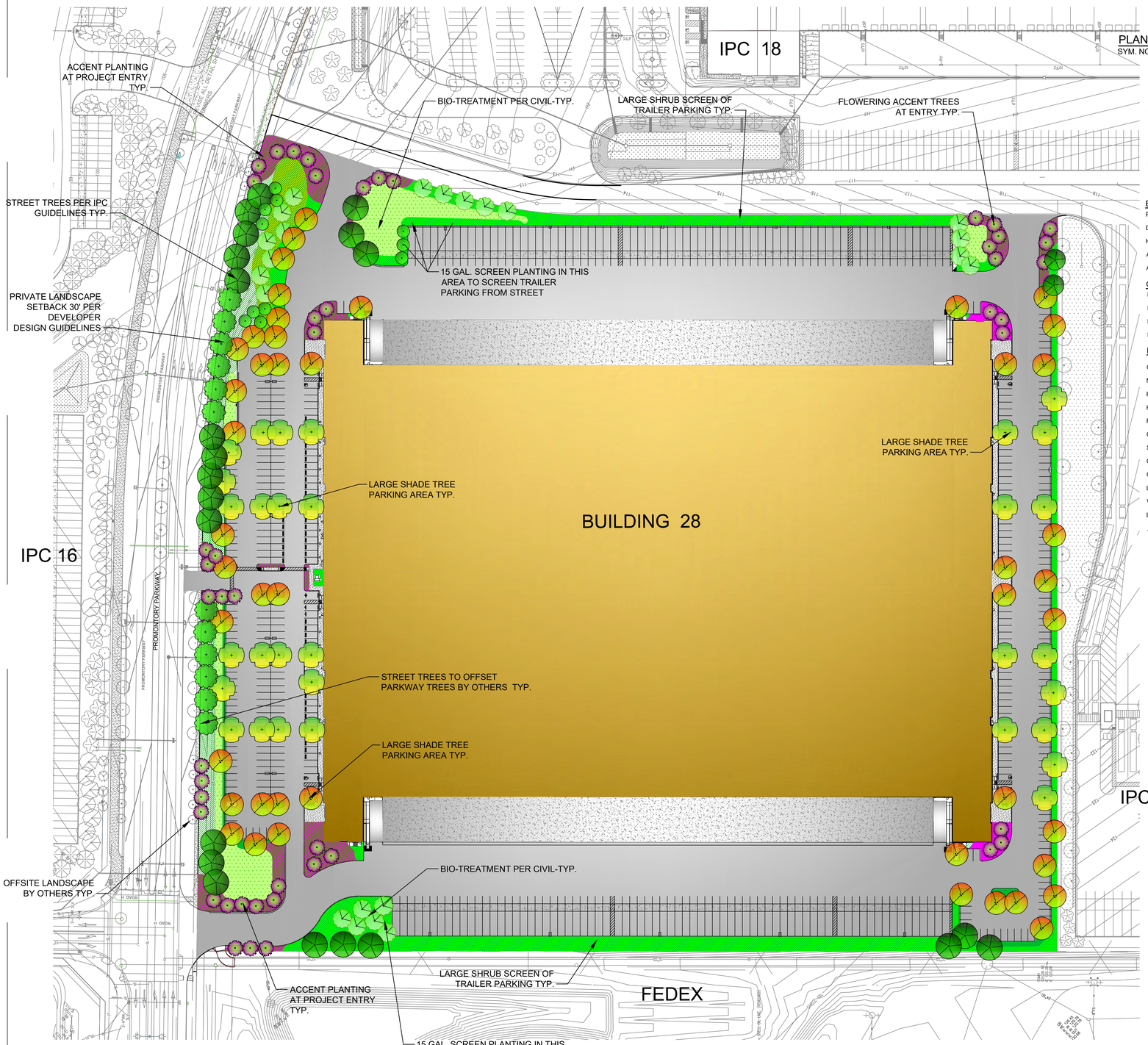
REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTE
No. 71814
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

SECTIONS
I.P.C. - BUILDING 28
PROLOGIS
CALIFORNIA
TRACY

DATE	12/22/2021
SCALE	-
ENGINEER	M.F.B.
DRAFTER	R.S.
JOB NO.	A09500-436
SHEET	C.7
OF	7 SHEETS



PLANT LIST

SYM. NO,	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
TREES					
	QUERCUS WISLEZINII	INTERIOR LIVE OAK	24" BOX or B&B	VL	50' X 50'
	QUERCUS ILEX	HOLLY OAK	24" BOX or B&B	VL	40' X 40'
	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX or B&B	L	20' X 25'
	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	24" BOX or B&B	L	50' X 30'
	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX or B&B	L	50' X 60'
	LAGERSTROEMIA 'TUSCARORA'	CRAPE MYRTLE	24" BOX or B&B	L	20' X 12'
	LAGERSTROEMIA 'DYNAMITE RED'	CRAPE MYRTLE	24" BOX or B&B	L	15' X 15'
	QUERCUS SHUMARD	SHUMARD OAK	24" BOX or B&B	L	70' X 50'
	QUERCUS 'CRIMSON SPIRE'	CRIMSON SPIRE OAK	24" BOX OR B&B	L	45' X 15'
EVERGREEN SCREENING SHRUBS					
	PRUNUS ILICIFOLIA	HOLY LEAF CHERRY	15 GAL	L	15' X 12'
	DODONEA VISCOSA	HOPBUSH	5 GAL. or 15 GAL.	L	10' X 10'
	HEMEROMELES ARBUTIFOLIA	TOYON	5 GAL or 15 GAL.	VL	8' X 12' PLANT 8' OC
	ARBUTUS U. 'COMPACTA'	DW. STRAWBERRY	5 GAL. or 15 GAL.	L	8' X 10' PLANT 6' OC
	ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GAL or 15 GAL.	L	12' X 15' PLANT 10' OC
GRASSES					
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL.	L	2' X 3' PLANT 3' OC
	PENNISETUM SETACEUM 'HAMMILIN'	FOUNTAIN GRASS	1 GAL.	L	3' X 3'
	LOMANDRA L. 'BREEZE'	BREEZE MAT RUSH	1 GAL.	L	3' X 3' PLANT 3' OC
	PENNISETUM ORIENTALE	ORIENTAL FOUNTAIN GRASS	1 GAL.	L	3' X 3' PLANT 3' OC
DROUGHT TOLERANT SHRUBS					
	OLEA 'LITTLE OLLIE"	DW. FRUITLESS OLIVE	5 GAL.	L	6' X 6' PLANT 6' OC
	NERIUM OLEANDER 'PETITE SALMON'	PETITE OLEANDER	5 GAL.	L	5' X 5' PLANT 5' OC
	RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL.	L	4' X 5' PLANT 5' OC
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.	L	3' X 4' PLANT 4' OC
	ROSMARINUS O. 'TUSCAN BLUE'	UPRIGHT ROSEMARY	5 GAL.	L	4' X 4'
	CISTUS X 'SKANBERGII'	SKANBURG ROCKROSE	5 GAL.	L	3' X 5' PLANT 5' OC
	SALVIA C. 'POZO BLUE'	CLEVELAND SAGE	5 GAL.	L	3' X 3'
	COTONEASTER 'LOWFAST'	COTONEASTER	5 GAL.	L	1' X 6' PLANT 6' OC
	CALLISTEMON 'LITTLE JOHN'	DW. CALLISTEMON	5 GAL.	L	3' X 5' PLANT 5' OC
	LANTANA 'NEW GOLD'	YELLOW LANTANA	1 GAL.	L	2' X 5'
	WESTRINGA F. 'MORNING LIGHT'	COAST ROSEMARY	5 GAL	L	3' X 3'
	LANTANA MONTEVIDENSIS	TRAILING LANTATA	5 GAL.	L	2' X 6'
PERENNIALS					
	TULBAGHIA V. 'TRICOLOR'	SOCIERTY GARLIC	1 GAL.	L	1' X 1.5'
	ACHILLEA 'MOONSHINE	YARROW	1 GAL.	L	2 X 2
	DIETES V. 'VARIEGATA'	FORT NIGHT LILY	1 GAL.	L	3' X 3'

NOTE: ROOT BARRIERS SHALL BE INSTALLED PER TREE PLANTING DETAIL SHEET L3.1 WHERE TREES ARE WITHIN 10' OF PAVEMENT.

WATER EFFICIENT LANDSCAPE REQUIREMENTS

AUTOMATIC CONTROLLER W/ ET DATA, REPEAT CYCLING
IRRIGATION ZONES PER PLANT WATER REQUIREMENTS
RAIN SENSOR TO BE SPECIFIED
SOIL AMENDMENTS TO BE INCORPORATED
PLANTER SURFACE AREAS TO BE MULCHED
WATER USAGE TO MEET STATE WATER EFFICIENT LANDSCAPE STANDARD

LEGEND

SEEDED GRASSES

SEEDED NATIVE BIO-SWALE GRASS MIX

COMBINATION OF MULCHES TO BE UTILIZED IN FINAL DESIGN

NOT SHOWN — OFFICE ENTRY, PERIMETER AND SLOPED AREAS
3" MINIMUM DEPTH OF DECOMPOSED GRANITE
3" MINIMUM DEPTH OF 2" HIDDEN CANYON FRACTURED TAN ROCK
4" MINIMUM DEPTH OF 4"-8" HIDDEN CANYON FRACTURED TAN ROCK

NOT SHOWN — PROJECT ENTRY, PARKING LOT AREAS
ROCK MULCH MULCH-ALL PLANTERS NOT DESIGNATED FOR LARGE ROCK, D.G.
3" MINIMUM DEPTH MOCHA LAVA 3/4" DIA. ROCK

NOT SHOWN — 2'-4' DIA. FRACTURED ROCK BOULDERS. BOULDER COLOR AND TEXTURE TO BLEND WITH TAN ROCK MULCH.

LANDSCAPE CALCULATIONS BUILDING 28:

TOTAL PARKING AREA = 182,026 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AND SIDEWALK AREAS
PARKING AREA LANDSCAPE REQUIRED = 36,405 S.F. (20% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 46,334 S.F. (24%)
NO. OF STANDARD PARKING SPACES = 376
TREES REQUIRED = 75 (1/5 SPACES)
TREES PROVIDED = 77
REQUIRED PARKING AREA SHADE = 72,810 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 84,205 S.F. (46%)
53 TREES @ 100% 40' DIAMETER (1257 S.F.) = 66,621 S.F.
28 TREES @ 50% 40' DIAMETER (628 S.F.) = 17,584 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
PROMONTORY PARKWAY - 30' SETBACK
REQUIRED SITE AREA TREE 1 /1000 SF. OF REQ. LANDSCAPE (32,820 S.F.): 32
REQUIRED SITE AREA LANDSCAPE TREES PROVIDED: 85

PRELIMINARY LANDSCAPE PLAN BUILDING 28

SCALE: 1" = 60'-0"

HPA architecture
HPA, Inc.
383 4th Street, Suite 101
Oakland, CA
94607
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive
Reno, NV.
p: 775 829 1364
email: bhatch00@charter.net

Owner:

PROLOGIS®
Ahead of what's next
3353 Gateway Blvd.
Fremont, CA 94538
tel: (510) 656-1900

Project:

International Park of Commerce - Bldg 28
Tracy, CA

Consultants:

CIVIL	KIER & WRIGHT
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	GREEN DESIGN
FIRE PROTECTION	
SOILS ENGINEER	

Title:

PRELIMINARY LANDSCAPE PLAN

Project Number: 21512
Drawn by: BH
Date: 12/17/21

Revision:
REVISED 3-16-22
REVISED 3-29-22

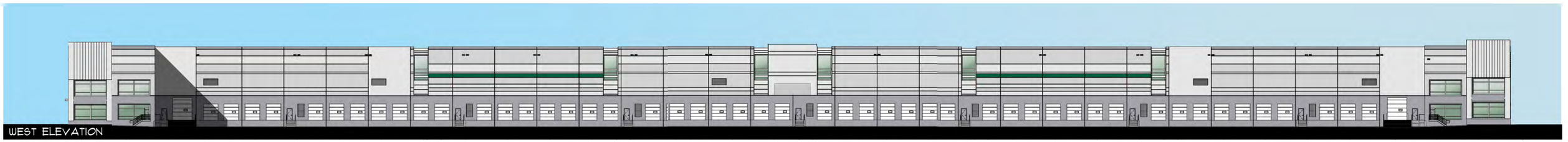
Sheet:

LC1

Attachment B

RECEIVED
August 17, 2022
City of Tracy
Development Services

PROMONTORY PARKWAY ELEVATION - NORTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

JOB# 21512.00

HPA architecture

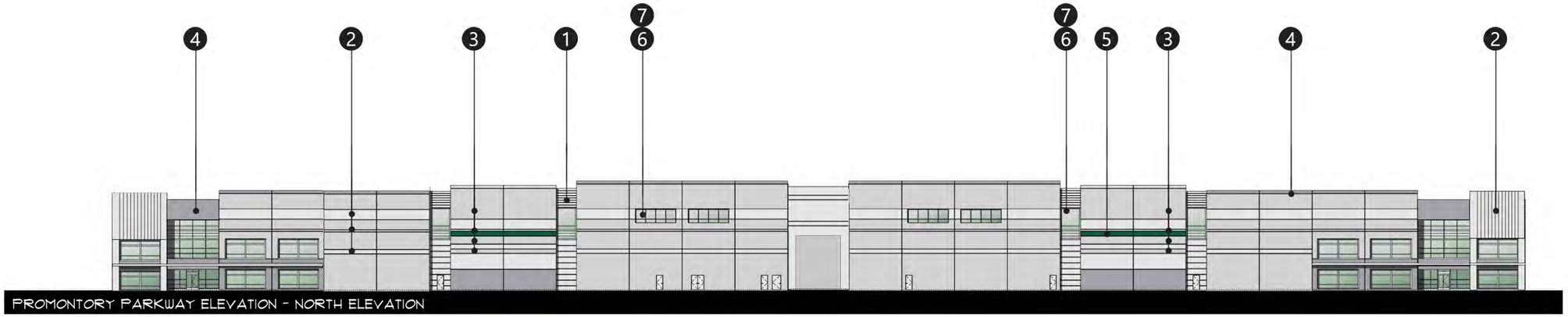
07.29.2022

CONCEPTUAL ELEVATIONS - 40' CLEAR

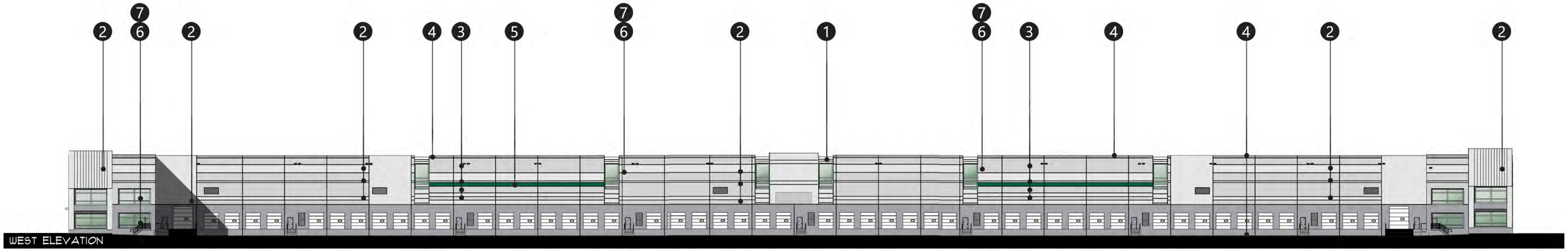
INTERNATIONAL PARK OF COMMERCE - IPC 28

TRACY, CALIFORNIA

PROLOGIS®



PROMONTORY PARKWAY ELEVATION - NORTH ELEVATION



WEST ELEVATION

1 Sherwin Williams
SW 7006
EXTRA WHITE

2 Sherwin Williams
SW 7671
ON THE ROCKS

3 Sherwin Williams
SW 7672
KNITTING NEEDLES

4 Sherwin Williams
SW 7673
PEWTER CAST

5 PLD-5 NEW DARK GREEN
@METAL CANOPY

6 Evergreen
GLAZING

7 Clear Anodized
MULLIONS

JOB# 21512.00

HPA architecture

07.29.2022

MATERIAL BOARD - 40' CLEAR

INTERNATIONAL PARK OF COMMERCE - IPC 28

TRACY, CALIFORNIA

PROLOGIS®

DIRECTOR'S DETERMINATION 2024-2

A DETERMINATION OF THE DIRECTOR
OF DEVELOPMENT SERVICES FOR THE CITY OF TRACY

Application Number D22-0002

WHEREAS, the applicant is HPA, Inc. and property owner is Prologis, LP, (collectively, Applicant) submitted Development Review Permit application for the development of IPC Building 28, an approximately 524,081 square foot industrial building and associated parking and landscape improvements, on an approximately 26.5-acre site located at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-28; and

WHEREAS, the following considerations were relevant in evaluating this application: Existing and planned infrastructure improvements, such as adjacent roadways, water and sewer lines, storm drain systems, the project's visual impact on Promontory Parkway and other nearby existing and planned roads, on-site circulation, architecture, and landscaping, IPC 16 & 28 Transportation Technical Report dated May 30, 2023, the Environmental Impact Report (CRSP EIR) certified on September 3, 2013 for the Cordes Ranch Specific Plan, and the 2024 Addendum to Cordes Ranch Specific Plan EIR; and

WHEREAS, the Director of Development Services for the City of Tracy (Director) approved and adopted the 2024 Addendum to Cordes Ranch Specific Plan EIR pursuant to that certain Director's Determination 2024-1 on March 5, 2024 and determined that no subsequent EIR is required for approval of this building IPC 28; and

WHEREAS, Staff has reviewed the application and determined that the following City regulations apply: TMC Sec 10.08.3920 et seq.: Development Review; TMC Sec 10.08.3440 et seq.: Off-Street Parking Requirements; Cordes Ranch Specific Plan; City of Tracy Design Goals and Standards; and

WHEREAS, the Director of Development Services has determined that the proposed project is consistent with the Cordes Ranch Specific Plan Environmental Impact Report (CRSP EIR), approved by the City Council on September 3, 2013, the CRSP Addendum dated January 2024, and the General Plan EIR approved by the City Council on February 1, 2011;

NOW, THEREFORE, THE DIRECTOR OF DEVELOPMENT SERVICES OF THE CITY OF TRACY DOES HEREBY FIND AND DETERMINE:

1. Recitals. All the recitals stated above are true and correct.

2. Development Review 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, because the proposed project improves the use and aesthetic quality of the currently undeveloped site, enhancing the property with the establishment of a new, well-designed industrial building and landscaping improvements. The building consists of a variety of horizontal and vertical elements for visual interest, including large areas of glazing at building corners and long expanses of glazing throughout the side elevations of the

building, metal canopies, colored concrete accents, and building façade popouts and recesses every few hundred feet or less. The site is well landscaped on the perimeter and throughout the parking area, as well as a large area of landscaping at the northwest corner of the site. The truck and trailer areas are oriented such that they will not face the public right-of-way, and evergreen landscaping is planned along the lengths of these aeras so that they will not be readily visible from public view.

b. The proposal, as conditioned, conforms to the Cordes Ranch 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, building design, off-street parking and circulation, and landscaping design. In particular, an industrial distribution land use is consistent with the Business Park Industrial Zone requirements of the Cordes Ranch Specific Plan and the project, with conditions, is consistent with parking, landscaping, utilities, public right-of-way, and other City improvement requirements.

3. CEQA Compliance.

a. Pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, no conditions or circumstances of the proposed project exist that would require preparation of a subsequent EIR in connection with the proposed project. No new significant environmental impacts have been identified with the proposed project. Since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the CRSP EIR that the City declined to adopt. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed Project is the Addendum to the City of Tracy CRSP EIR. No additional environmental analysis or review is required for the proposed Project.

I HEREBY CERTIFY that the foregoing determination was duly approved on the ____ day of _____ 2024.

_____ _____

Karen Schnaider Date
Interim Director of Development Services

CITY OF TRACY
CONDITIONS OF APPROVAL
IPC Building 28
Application Number D22-0002

A. General Provisions and Definitions

1. These Conditions of Approval shall apply to the real property located at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-28, Application Number D22-0002, an approximately 524,081 square foot industrial building and associated site area improvements on approximately 26.5 acres of land (hereinafter "Project").

2. 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" 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, Cordes Ranch Specific Plan, ordinances, resolutions, policies, procedures, and City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans), and the California Building Code and California Fire Code.

   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 the approximately 524,081 square foot industrial building and associated site improvements, Application Number D22-0002. The Conditions of Approval shall specifically include all City of Tracy conditions set forth herein, including South San Joaquin County Fire Authority conditions, set forth herein.

   f. "Project" means Application Number D22-0002, a 524,081 square foot industrial building with associated site area improvements on the real property located at 5390 Promontory Parkway, Assessor's Parcel Number 209-220-28, a site of approximately 26.5 acres in size.

   g. "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.

3. 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 Subdivision Map Act (Government Code sections 66410, 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").

4. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City Regulations.

5. 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 of Approval

B.1. Except as otherwise modified herein, the project shall be developed in accordance with the plans and color elevations received by the Development Services Department on August 17, 2022. Prior to the issuance of any building permits, any deviations from the approved site plan or elevations shall be evaluated for substantial compliance with the approved plans to the satisfaction of the Development Services Director. Should any deviations be determined not to be in substantial compliance with the approved plans, they shall be reviewed in a new Development Review application process.

B.2. No roof-mounted or through-roof equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from any public right-of-way, including I-205 and I-580, to the satisfaction of the Development Services Director. Prior to the issuance of a building permit, the construction plans shall demonstrate compliance with this requirement, such as details for the construction of a parapet wall adequately sized to fully screen the equipment and no less than six feet in height.

B.3. All exterior lighting shall be directed downward, onto the parking and maneuvering surface and away from the public rights-of-way.

B.4. All PG&E transformers, phone company boxes, trash enclosures or compactors, 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.

B.5. 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.

B.6. All improvements shall be consistent with the Tracy Municipal Code, Cordes Ranch Specific Plan, Standard Plans, and other applicable City Regulations.

B.7. All vents, gutters, downspouts, flashing, electrical conduit, etc. shall be internal to the buildings when feasible, and any improvement necessary to be installed on the exterior of the building shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior to the satisfaction of the Development Services Director.

B.8. Where landscape planters are parallel and adjacent to the side of vehicular parking spaces, a 12" wide concrete curb shall be placed adjacent to the parking space to allow for pedestrian access to vehicles without damage to the landscape areas.

B.9. Prior to issuance of a building permit, detailed plans demonstrating compliance with onsite landscaping standards as established in the Cordes Ranch Specific Plan and the Tracy Municipal Code Off-Street Parking ordinance. Such plans shall demonstrate that all landscape areas, including bioswales, are appropriately comprised of a combination of trees, shrubs, groundcover, and irrigation to the satisfaction of the Development Services Director.

B.10. Screening shrubs planted on the east side of the property shall be min. 15 gallon at planting.

B.11. Prior to issuance of a building permit, an Agreement for Maintenance of Landscape and Irrigation Improvements shall be executed and financial security submitted 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.12. Prior to final inspection or certificate of occupancy, all landscaping and irrigation substantially conforming with the development review permit plans dated August 17, 2022 and the approved building permit construction plans shall be installed to the satisfaction of the Development Services Director.

B.13. Prior to issuance of a building permit, bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510 to the satisfaction of the Development Services Director.

B.14. Prior to final inspection or certificate of occupancy, carpooling/ridesharing and electric vehicle parking spaces shall the clearly marked, per the requirements of the Natural Resources and Sustainability section of the CRSP.

B.15. Prior to final inspection of certificate of occupancy, on-site circulation signs shall be installed to the satisfaction of the Development Services Director.

B.16. No outdoor storage of materials is permitted on the site.

B.17. Prior to the erection of any light poles with a height in excess of 40 feet, the developer shall gain the approval of the Conditional Use Permit from the Planning Commission. Should a Conditional Use Permit not be approved, any freestanding light poles shall not exceed a height of 40 feet.

B.18. No chain link fence is permitted on site where it would be visible from the public right-of-way. Electronically charged, razor wire, barbed wire, integrated corrugated metal, or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric fences are not permitted anywhere on site.

B.19. Prior to approval of a building permit, the applicant shall submit detailed plans that demonstrate the truck loading areas, dock doors, storage areas, and above-ground utilities will be substantially screened from view from all public rights-of-way to the satisfaction of the Development Services Director.

B.20. Trash collection exterior of the building shall be done within either trash compactor(s) or trash enclosure(s). Trash compactors shall be screened from view by the building, screen walls, or landscape screens to the satisfaction of the Development Services Director. Trash enclosures shall be designed and appropriately sized for this project, including allowance for recycling collection. The trash and recycling collection enclosure shall include a solid roof structure, solid metal doors, and solid walls sufficiently sized to fully screen the dumpsters. A six-inch concrete curb and/or bollards may be installed on the interior of the enclosure for the protection and durability of the enclosure walls. A building permit is required prior to construction of such enclosures for the evaluation of design and location to the satisfaction of the Development Services Director.

B.21. All separate structures, including trash enclosures, shall be designed to be architecturally compatible with the building and/or trellis shown in the plans dated August 17, 2022, which includes but is not limited to, design, materials, and colors.

B.22. Before the approval of a building permit, the applicant shall submit detailed plans that show the location and improvements for a high-quality outdoor employee break area to the satisfaction of the Development Services Director. Such area shall be incorporated as part of site design and should include special paving, tables, benches, shade trees and other amenities that support employee events and serve as an informal gathering space.

B.23. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all mitigation measures identified in the CEQA 15183 environmental analyses dated November 2022, the Cordes Ranch Specific Plan Environmental Impact Report (CRSP EIR), approved by the City Council on September 3, 2013, the CRSP Addendum dated January 2024 accepted by the Development Services Director on March 5, 2024, and the General Plan EIR approved by the City Council on February 1, 2011.

B.24. Prior to issuance of a building permit, the developer shall provide documentation of compliance with the San Joaquin Valley Air Pollution Control District Rule 9510, Indirect Source Review to the Development Services Department.

B.25. The Developer shall comply with all applicable provisions of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, including Incidental Take Minimization Measures applicable at the time of permit, a pre-construction survey prior to ground disturbance, and payment of all applicable fees, to the satisfaction of San Joaquin Council of Governments.

C. Engineering Division Conditions of Approval

C.1. General Conditions

C.1.1. Developer shall comply with the applicable requirements of the technical analyses and reports prepared for the Project listed as follows:

a) "Cordes Ranch Specific Plan" prepared by David Babcock & Associates, dated September 3, 2013 ("Specific Plan").

b) "Cordes Ranch Specific Plan Final Environmental Impact Report", prepared by The Planning Center | DC&E, dated September 3, 2013 ("FEIR"), adopted by City Council on September 3, 2013 (Resolution No. 2013-143).

c) "Mitigation Measures and Monitoring Program for the Cordes Ranch Specific Plan", adopted by the City Council September 3, 2013 (Resolution No. 2013-143).

d) "Cordes Ranch Specific Plan – Storm Drainage Technical Report" prepared by Storm Water Consulting, Inc. and Stantec, Inc., dated December 2012, and any subsequent amendments or updates.

e) "Cordes Ranch Specific Plan Tier 2 Infrastructure Evaluation of Potable and Recycled Water Systems" prepared by West Yost Associates, Inc. dated July 7, 2014, and any amendments or updates.

f) "Wastewater Master Plan Tier 2 – Cordes Ranch Specific Plan Application Review" prepared by CH2MHill, Inc. dated January 2013, and any subsequent amendments or updates.

g) "IPC 28 Engineering Review" report prepared by Kimley-Horn, dated August 5, 2022, and any subsequent amendment or updates.

h) "IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated January 25, 2024, and any subsequent amendments or updates.

i) "Hydraulic Evaluation of IPC Buildings 13, 18, and 28" prepared by West Yost Associates, Inc., dated May 11, 2022 *("*Water System Analysis*")*, and any subsequent amendments or updates.

j) "International Park of Commerce (IPC) Buildings 13, 18, and 28 Drainage Review" prepared by Wood Rodgers dated September 15, 2022 ("Drainage Review"), and any subsequent updates.

k) Addendum to Cordes Ranch Specific Plan EIR - IPC Building 28 and Revision of Mitigation Measure MM TRANS-1" prepared by Kimley-Horn, dated January 2024, and subsequent amendments or updates.

C.1.2. Developer shall comply with applicable requirements of the Development Agreement by and between the City of Tracy and Prologis, L.P., approved by City Council September 3, 2013 (Ordinance Number 1188).

C.2. Grading Permit

The City will not accept a Grading Permit application for the Project until Developer provides 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.2.1 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) 20-pound bond paper. These plans shall use the City's Title Block. 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 plans including signatures by the Fire Marshal, prior to submitting the plans to Engineering Division for City Engineer's signature. Erosion control measures shall be implemented in accordance with the Plans approved by the City Engineer for all grading work. All grading work not completed before October 15 may be subject to additional requirements as applicable. Plans shall specify all proposed erosion control methods and construction details to be employed and specify materials to be used during and after the construction.

C.2.2 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.2.3 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.2.4 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.2.5 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).

C.2.6 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.2.7 Two (2) sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

C.2.8 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.2.9 Developer shall provide a copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Measure AQ-1 and AQ-2 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Specific Plan Final Environmental Impact Report (CRSP EIR).

C.2.10 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.2.11 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, 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.2.12 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.3. Encroachment Permit

No applications for encroachment permit will be accepted by the City as complete until the Developer provides all relevant documents related to said encroachment 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.3.1 Improvement Plans prepared on a 24" x 36" size 20-pound bond paper and these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

a. Obtain all applicable signatures by City departments (where applicable) on the plans including signatures by Fire Marshal prior to submitting the plans to Engineering Division for City Engineer's approval.

C.3.2 Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.3.3 Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA. The Developer's obligations in the OIA shall be deemed to be satisfied upon City Council's acceptance of the public improvements and release of the Improvement Security.

C.3.4 Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction

inspection, and other applicable fees as required by these Conditions of Approval. The engineering review fees will be calculated based on the current fee rate adopted by the City Council.

C.3.5 Traffic Control Plan signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.3.6 South San Joaquin County Fire Authority's Fire Marshal's signature, if applicable, on the Improvement Plans indicating their approval for the fire service connection and fire and emergency vehicle access for the Project.

C.4. Improvement Plans

Improvement Plans shall contain the design, construction details and specifications of public improvements that are necessary to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 20-pound bond paper and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work. The Improvement Plans shall be completed to comply with City Regulations, these Conditions of Approval, and the following requirements:

C.4.1 The Improvement Plans shall be prepared on paper with the City of Tracy standard title and signature block.

C.4.2 Obtain all applicable signatures by City departments and from outside agencies (where applicable) on the plans including signatures by the Fire Marshal, prior to the Developer submitting the plans to Engineering Division for City Engineer's approval.

C.4.3 The improvement plans shall be prepared to specifically include, but not be limited to, the following items:

a. All existing and proposed utilities such as domestic water line, irrigation service, storm drain, and sanitary sewer, including the size and location of the pipes.

b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports.

c. 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.4.4 Grading and Storm Drainage Plans

Site Grading

a. Include all proposed erosion control methods and construction details to be employed and specify materials to be used. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Geotechnical Engineer. A copy of the Project's Geotechnical Report must be submitted with the Grading and Storm Drainage Plans.

b. When the grade differential between the Project Site and adjacent property(s) exceeds 12 inches, a reinforced concrete or masonry block, or engineered retaining wall is required for retaining soil. The Grading Plan shall show construction detail(s) of the retaining wall or masonry wall. The entire retaining wall and footing shall be constructed within the Project Site. A structural calculation shall be submitted with the Grading and Storm Drainage Plans.

c. An engineered fill may be accepted as a substitute of a retaining wall, if any, subject to approval by the City Engineer. The Grading and Storm Drainage Plans must show the extent of the slope easement(s). The Developer shall be responsible for obtaining permission from owner(s) of the adjacent and affected property(s). The slope easement must be recorded, prior to the issuance of the final building certificate of occupancy.

d. Grading for the site shall be designed such that the Project's storm water can overland release to either a public street or to a public storm drainage facility.

e. Prior to approval of a grading permit for the Project, the Developer shall submit a drainage report and drainage calculations for the project site based on the Master Plan criteria and starting water surface elevation for review by City's consultant.

f. If applicable, show all existing irrigation structure(s), channel(s) and pipe(s) that are to remain or to be relocated or to be removed, if any, after coordinating with the irrigation district or owner of the irrigation facilities. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Developer shall design, coordinate and construct required modifications to the improvements, if required, to the reasonable satisfaction of the City.

C.4.5 Storm Drainage

a. Prior to issuance of grading Permit the Developer shall demonstrate compliance with all recommendations in the Drainage Review.

b. Temporary retention is required to serve this project until the downstream outfall system is completed and operational. The Developer

will construct, improve, and utilize a portion of DET LW6 as an Auxiliary Temporary Retention Basin to satisfy the requirements for temporary retention as set forth in the City Design Standards. IPC Building 28 will utilize DET LW6 to satisfy the requirements for temporary retention set forth in the City Design Standards. Developer shall provide calculations to demonstrate that adequate capacity in the LW6 DET retention basin is available to serve the Project. All costs of design and construction of improvements required for temporary storage shall be paid for by the Developer. No fee credits or reimbursements will be applicable for these improvements.

c. Acceptance of DET LW6 parcel by City will be upon completion of the downstream facilities, and upon the determination by the City Engineer that the DET LW6 basin is constructed and operational per the Storm Drainage Master Plan.

d. If, at the time of issuance of building permit, the permanent downstream facilities are not constructed so that stormwater from this project can be discharged into it, then developer shall (1) construct temporary retention on site, or (2) construct the downstream facilities.

e. Developer shall be responsible for maintenance of the Auxiliary Temporary Retention Basin at DET LW6 until DET LW6 and the downstream drainage facilities are installed by Developer and accepted by the City. Prior to the final inspection of IPC 28 Building to be constructed on the Property, the Developer shall submit a signed and notarized Improvement Agreement as a guarantee for the performance of Developer's responsibilities towards the repair and maintenance of the Auxiliary Temporary Retention Basin at DET LW6. These agreements will ensure the Auxiliary Temporary Retention Basin will conform to Master Plan requirements until the City Engineer determines the Auxiliary Temporary Retention Basin is no longer required as a result of the completion and City acceptance of the permanent drainage facilities per the Storm Drainage Master Plan Layout and design of access easements, if any, to be dedicated to the City shall be per the requirements of Public Works Department and as approved by the City Engineer.

f. Calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans and approved by City’s Stormwater Coordinator prior to issuance of the Grading Permit for the Project.

g. The design and construction details of the Project’s storm drainage system and treatment facilities shall meet City Regulations and shall comply with the applicable requirements of the Multi-Agency Post-Construction Stormwater Standards Manual, dated June 2015, and any subsequent amendments.

h. Prior to the final inspection of the building IPC 28, the Developer shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee for the performance of Developer's responsibility towards the repair and maintenance of on-site storm water treatment facilities.

i. A basis of design report should be prepared for the DET LW6 spillway. The City of Tracy does not have design standards for spillways because typical detention and retention basins within the City are constructed entirely in cut with no embankment. A spillway design standard that has been adopted by another municipality for a similar application should be referenced to demonstrate that an appropriate standard of care has been used for the DET LW6 spillway design.

C.4.6 Sanitary Sewer Improvement Plans

a. The Developer shall pay all impact fees for Wastewater Treatment and Wastewater Conveyance.

b. Prior to the issuance of Building Permit for the Project, Developer shall submit improvement plans and secure approval of plans from the City's Building Division, for the design of on-site sewer improvements. The Developer shall design and install sanitary sewer facilities including the Project's sewer connection in accordance with City Regulations and utility improvement plans approved by the City Engineer.

C.4.7 Water Distribution System

a. Developer shall comply with the recommendations for on-site and off-site infrastructure including storage requirements as identified in the Water System Analysis. If additional improvements beyond the proposed improvements shown on the preliminary plans submitted with the Development Review Application are identified in the Water System Analysis and approved by the City Engineer, the Developer shall comply with the recommendations in the Water System Analysis. Developer shall prepare improvement plans and construct required improvements identified in the Water System Analysis.

b. During the construction phases 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 South San Joaquin County Fire Authority's Fire Marshal.

c. The Developer shall design and install fire hydrants at the locations approved by the South San Joaquin County Fire Authority's Fire Marshal. Prior to the issuance of a Building Permit, the Developer shall submit calculations and plans as required by the Fire Department and obtain written approvals for the proposed fire system for the design, location and

construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

d. Prior to issuance of temporary certificate of occupancy (or final certificate of occupancy, if TCO is not requested), the Developer shall demonstrate to the satisfaction of the Fire Marshal that all applicable fire flow parameters are met.

e. All costs associated with the installation of the Project's permanent water connection(s) as identified in the Water System Analysis including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the water connection(s), and other improvements shall be paid by the Developer.

f. Interruption to the water supply to the existing businesses and other users within International Park of Commerce or Patterson Pass Business Park will not be allowed to facilitate construction of on-site or off-site improvements related to the Project. The Developer shall be responsible for notifying business owner(s) and users, regarding construction work that involves traffic rerouting or other traffic related and access impacts to the existing businesses. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least 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 offsite water mains and connections.

g. The Developer shall design and install domestic and irrigation water service connection, including a remote-read master water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type back- flow protection device in accordance with City Regulations. The domestic and irrigation water service connection(s) must be completed before the final inspection of the building. Sub-metering will be allowed within private property. The City will not perform water consumption reading on sub-meters. The Developer will be responsible for relocating or reinstalling water sub- meters. The City shall maintain water lines from the master water meter to the point of connection with the water distribution main (inclusive) only. Repair and maintenance of all on-site water lines, laterals, sub-meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.

C.4.8 Frontage Improvements

Developer shall construct Frontage Improvements on Promontory Parkway.

The Project's Promontory Parkway frontage, including the Road H (Letter Road) driveway and signal, was designed with the Phase 1K street improvement plans. As identified in the IPC 28 Engineering Review" report prepared by Kimley-Horn, dated August 5, 2022, the Developer shall complete the following improvements:

a. Install One-Way (R6-1(R)) sign in the Promontory Parkway median facing the right-in/right-out driveway.

b. At the intersection of Letter Road /IPC 28 Driveway and Promontory Parkway, Project shall dedicate right-of-way and design improvements at the intersection to allow for future widening to 6-lane buildout.

c. Revise northbound geometry at the signal of Private Road (west) and Promontory Parkway to include a northbound left and a shared through/right turn lane.

C.4.9 Project Driveways and Traffic Circulation

The Developer shall install four driveways to serve the site in accordance with the recommendations of the "IPC 28 Engineering Review" report prepared by Kimley-Horn, dated August 5, 2022, and City Regulations prior to Certificate of Occupancy. Two driveways will be constructed along Promontory Parkway and two driveways will be constructed along Private Road (West).

All improvements for construction of the project driveways, including modifications to striping and signage, shall be completed at Developer's expense.

All recommended improvements for driveways and improvements shall be completed prior to issuance of Certificate of Occupancy, or as otherwise required per these Conditions of Approval.

a) Project Driveway 1: This driveway will provide signalized full access from the north side of the site to Promontory Parkway and Road H. The driveway shall be designed for STAA truck and passenger car access and provide adequate sight distances.

(i) The Developer shall design and complete installation of the traffic signal prior to issuance of temporary or final Certificate of Occupancy for the Project. The Developer shall pay for all costs relating to design, construction, and inspection for the traffic signal.

(ii) The Developer shall dedicate required easements for maintenance access of the on-site traffic signal loops and associated traffic signal equipment.

(iii) The Developer shall enter into an Offsite Improvement Agreement

and post required security to guarantee installation of the traffic signal.

b) Project Driveway 2: This driveway will provide side street stop control right-in, right-out access from the north side of the site to Promontory Parkway. The driveway shall be designed for passenger car access and provide adequate sight distances.

c) Project Driveway 3: This driveway will provide side street stop control full access from the east side of the site to Private Road (West). The driveway shall be designed for STAA truck and passenger car access and provide adequate sight distances.

d) Project Driveway 4: This driveway will provide side street stop control full access from the east side of the site to Private Road (West). The driveway shall be designed for STAA truck and passenger car access and provide adequate sight distances.

C.4.10 Offsite Improvements

As noted in the "IPC 16 & 28 Transportation Technical Report" prepared by Kimley-Horn, dated January 25, 2024, the following off-site improvements shall be completed, in accordance with the timelines specified in Table ES-3. Conditions will be deemed satisfied with execution of OIA and posting of security as acceptable to City.

a. International Pkwy / Promontory Pkwy intersection
b. Road H / Promontory Pkwy intersection
c. Private Road (West) / Promontory Pkwy intersection
d. Lammers Rd / Old Schulte Rd intersection
e. Lammers Rd / Valpico Rd intersection

C.4.11 Offsite Improvements – Impact Fees

Developer shall pay applicable City of Tracy development impact fees and/or RTIF fees.

C.4.12 Right-of Way Dedication

At the intersection of Road H (Letter Road)/IPC 28 Driveway and Promontory Parkway, Project shall dedicate right-of-way and design improvements at the intersection to allow for future widening to 6-lane buildout. Dedication must be completed prior to final certificate of occupancy.

C.4.13 Irrevocable Offer of Dedication

Within ninety calendar days from the date of approval of the related Offsite Improvement Agreement (OIA) for IPC Retail by the City Manager, the

Developer shall record Irrevocable Offer(s) of Dedication (IOD) for rights of way and easements in favor of the City to the satisfaction of the City Engineer and as shown on the IPC Retail Frontage Street Improvement Plans for Capital Parks Drive.

a. Prior to acceptance of the improvements and IODs by the City, the Developer shall enter into agreement(s) with the City that address the maintenance of the landscaping improvements and access rights to the Developer for maintaining landscaping improvements. The Developer shall also enter into an agreement to install, operate, maintain, repair and replace the private utilities (i.e., fiber optic communications lines and appurtenances) within the City's right-of-way and easements.

C.4.14 Traffic Control Plan

The Developer shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

C.4.15 All private utility services to serve Project such as electric, telephone and cable TV to the building must be installed underground, and to be installed at the location approved by the respective owner(s) of the utilities.

C.4.16 Pavement cuts or utility trench(s) on existing street(s) for the installation of water distribution main, storm drain, sewer line, electric, gas, cable TV, and telephone will require the application of 2" asphalt concrete overlay and replacement of pavement striping and marking that are disturbed during construction. The limits of asphalt concrete overlay shall be 25 feet from both sides of the trench and shall extend over the entire width of the adjacent travel lane(s) if pavement excavation encroaches to the adjacent travel lane or up to the street centerline or the median curb. If the utility trench extends beyond the street centerline, the asphalt concrete overlay shall be applied over the entire width of the street (to the lip of gutter or edge of pavement, whichever applies).

C.5. Building Permit

No building permit will be approved by the City until the Developer demonstrates, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

C.5.1 Check payment of the applicable City-Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees (adopted by Resolution 2017-098) as these relate to the Project, and as otherwise required by the Cordes Ranch Development Agreement and these Conditions of Approval.

C.5.2 Payment of the San Joaquin County Facilities Fees as required in Chapter

13.24 of the TMC, and these Conditions of Approval.

C.5.3 Check payment of any applicable Regional Transportation Impact Fees (RTIF) as required in Mitigation Measure TRANS-7 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.5.4 Check payment of any applicable Agricultural Conversion or Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG-1 of the Mitigation Monitoring and Reporting Program of the Cordes Ranch Final Environmental Impact Report and these Conditions of Approval.

C.6. Acceptance of Public Improvements

Public improvements, Public Right-of-Way dedications, and Public Easements will not be accepted by the City Council until after the Developer completes construction of the relevant public improvements, and also demonstrates to the City Engineer satisfactory completion of the following:

C.6.1 Correction of all items listed in the deficiency report prepared by the assigned Engineering Inspector relating to public improvements subject to City Council's acceptance.

C.6.2 Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Developer, the City shall temporarily release the originals 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. Developer

C.6.3 AutoCAD, and GIS Shape files of Record Drawings in format acceptable to City.

C.6.4 Completion of off-site water, storm drainage and wastewater facilities required to serve the Project. If the off-site improvements are to be constructed by others, it shall be the Developer's responsibility to coordinate timing of completion of improvements with the responsible party to ensure timely completion.

C.7. Final Building Certificate of Occupancy

No Final Building Certificate of Occupancy will be issued by the City until after the Developer provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

C.7.1 The Developer has satisfied all the requirements set forth in Condition C.5 above.

C.7.2 The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested and all the

improvements required in these Conditions of Approval. 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.8. Improvement Security

The Developer shall provide improvement security for all public facilities, as required by the OIA, and these Conditions of Approval. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with section 12.36.080 of the TMC and the Development Agreement. The amount of improvement security shall be as follows:

C.8.1 Faithful Performance (100% of estimated cost of constructing public facilities),

C.8.2 Labor & Materials (100% of the estimated cost of constructing the public facilities), and

C.8.3 Warranty (10% of the estimated cost of constructing the public facilities)

C.9. Release of Improvement Security

Improvement Security(s) described herein shall be released to the Developer after City Council's acceptance of public improvements, and after the Developer demonstrates, to the satisfaction of the City Engineer, compliance of these Conditions of Approval, and completion of the following:

C.9.1 Improvement Security for Faithful Performance, Labor & Materials, and Warranty shall be released to the Developer in accordance with Section 12.36.080 of the TMC.

C.9.2 Written request from the Developer and a copy of the recorded Notice of Completion.

C.10. Special Conditions

C.10.1 All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Design Standards and the City's Facilities Master Plan for storm drainage, roadway, wastewater and water adopted by the City, or as otherwise specifically approved by the City.

C.10.2 Prior to beginning of construction, the Developer shall be responsible to obtain any easements, rights-of-way and/or agreements with property owners as applicable for all improvements.

C.10.3 All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the existing well(s) including the cost of permit(s) and inspection. The 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.10.4 The 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. The Developer shall submit report for a site sub-surface investigation for determining the presence of irrigation and drainage tile drains within and around the Project Site, if any, and submit a report prepared and signed by a Geo-technical Engineer. In the event that tile drains exist within and around the Project Site, the Developer has the option to either relocate or abandon the on-site tile drains as required for the proposed development. All existing tile drains and proposed improvements for the relocation or removal of tile drains must be shown on the Grading and Storm Drainage Plans. Any tile drains under the proposed buildings shall be abandoned or relocated as may be required, to the satisfaction of the City. The Developer or the property owner(s) will be responsible for maintenance of tile drains to remain or the relocated tile drains and associated improvements. Additionally, the Developer will be responsible for monitoring the groundwater levels, and for the mitigations, if any, that may be required, by any applicable laws and regulations.

C.10.5 Any damages to existing improvements within the street right-of-way due to construction related activities shall be repaired or replaced as directed by the City at Developer's cost.

C.10.6 Developer shall comply with the requirements relating to Fire Apparatus Access Roads and other Fire Code requirements to the satisfaction of the Fire Department.

C.10.7 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the Grading Permit, Encroachment Permit, Building Permit, Improvement Plans, OIA, and DIA, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The 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.10.8 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.10.9 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.

D. Building Safety Division Conditions of Approval

D.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.

D.2. At the time of building permit application submittal, applicant shall clearly depict an accessible route of travel from the concrete ramps located in the truck docks to an accessible route per CBC 11B-206.2.

D.3. At the time of building permit application submittal, applicant shall provide an additional accessible means of egress in the truck dock area that meets the requirements of CBC 11B-207.1 and CBC 1009. If the buildings are subdivided into multiple occupancies, then the maximum allowed travel distance to exits as prescribed in CBC 1017.2.2 is exceeded, therefore, not providing an accessible means of egress and a continued path of travel to the public right-of-way. Additionally, the exits and exit doors that are exempt from being accessible in CBC 11B-206.4.1 shall be provided with directional signage indicating the nearest accessible means of egress.

D.4. At the time of building permit application submittal, applicant shall provide plans that show an accessible route of travel to the public right-of-way and all other exterior amenities per 2019 California Building Code (CBC) 11B-206.2.

E. Utilities Department Conditions of Approval

E1. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:

a. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.

i. Design and sizing requirements shall comply with PCSWS Manual.

ii. Demand Management Areas must be clearly designated along with identification of pollutants of concern.

iii. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.

iv. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm.

v. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department (WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.

b. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections and design specifications such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

c. Develop and electronically submit to the Utilities Department for approval (WaterResources@cityoftracy.org) a preliminary Operations and Maintenance (O & M) Plan that identifies the operation, maintenance, and inspection requirements for all stormwater treatment and baseline hydromodification control measures identified in the approved PSP.

d. No later than two (2) months after approval notification of the submitted PSP, applicant shall electronically submit the following information to the Utilities Department (WaterResources@cityoftracy.org) for development of a draft stormwater maintenance access agreement, in accordance with the MAPCSWS;

i. Property Owner(s) name and title report; or Corporate name(s) and binding documents (resolutions, etc) designating ability to sign agreement

ii. Property Address

iii. Exhibit A – legal property description

iv. Exhibit B – approved O & M Plan

E2. Prior to issuance of a grading permit, applicant shall proof of permit coverage under the Construction General Permit shall be required and submittal of an electronic

Stormwater Pollution Prevention Plan (SWPPP) shall be submitted to WaterResources@cityoftracy.org.

E3. Prior to Certificate of Occupancy, applicant shall:

a. Return to the City Clerk, a legally signed and notarized copy of the final maintenance access agreement including all exhibits and approved O & M plan received from the Utilities Department.

b. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP.

i. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333

c. Upon completion, the project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

E4. 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:

a. 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. Calculations submitted in a plan set is not acceptable for the LDP. 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.

b. A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

F. South San Joaquin County Fire Authority (SSJCFA) Conditions of Approval

F.1. Prior to construction, construction documents shall be submitted to the South San Joaquin County Fire Authority for review and approval prior to any construction. Construction documents shall include the following:
   a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
   b. Deferred submittals shall be listed on the coversheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
   c. Fire protection water supply must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
   d. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
   e. 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. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC, in accordance with NFPA 14 §6.4.5.4. FDC locations shall be approved by the fire code official prior to issuance of construction permit.

F.2. Applications received by this office are subject to the current fee schedule for South San Joaquin County Fire Authority.
   a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
   b. 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.
   c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

F.3. Building is assumed it will be constructed as a 'speculative building'. Additional permits will be required for each separate tenant improvement. Construction documents shall be submitted to South San Joaquin County Fire Authority for review and approval prior to the start of construction or demolition.
   a. Prior to occupancy of each 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. Each tenant shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such shall be secured in the key box.

F.7. Building and each tenant space shall be provided with approved address identification in accordance with CFC §505.

F.8. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.
   a. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

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

Contact: Guadalupe Pena 209.831.6834 Guadalupe.pena@cityoftracy.org

G.1. The applicant shall make a written election, in a form approved by the City, of the funding mechanism by which the applicant will fund, in perpetuity, the costs of the operation, maintenance and replacement of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), and the costs related to public landscaping maintenance costs. Developer must prepare its improvement plans and fund a landscaping budget analysis (to be performed by a consultant to the City) to establish the scope and cost estimates of the public landscaping maintenance costs. Upon final inspection or building occupancy, the applicant must have completed the process of the funding mechanism with the City. Prior to final inspection approval to the satisfaction of the Finance Director, the City and the applicant may negotiate additional details of the Infrastructure and the funding mechanism, which details may include, without limitation, (a) the scope of the Infrastructure; (b) the geographical scope of the applicant's funding obligation; (c) the costs; (d) the inclusion of third-party owners or developers in such funding mechanism; and (e) any other issues that arise during such negotiations.

The ultimate funding mechanism may include the following options or other options that may arise during the negotiations:

a. Community Facilities District (CFD) or other funding mechanism. An agreement with the City, to be signed by the Finance Director, which may, at the City's option, be recorded against the geographical scope negotiated in the agreement ("Project Site") which stipulates that prior to the City's acceptance of the Infrastructure, the Developer will

either (i) form a CFD that includes the Project Site, (ii) annex the Project Site into an existing CFD or (iii) establish another lawful funding mechanism that is reasonably acceptable to the City. If a CFD is used, formation of the CFD must include, but not be limited to, compliance with the Mello – Roos Community Facilities Act of 1982 (Gov. Code, § 53311 et seq.), 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 the implementation of the other lawful funding mechanism.

Or

b. Direct funding. An agreement with the City, which shall be recorded against the Project Site, which stipulates that prior to the City's acceptance of the Infrastructure, Developer will deposit with the City such funds as are necessary to fund in perpetuity the long-term on-going costs of operation, maintenance and replacement of the Infrastructure, including all costs required to operate the streetlights and signals.

Or

c. POA. Developer shall, at its expense, form a Property Owner's Association (POA) for the entire Project Site that will fund the on-going operation, maintenance and replacement costs of the agreed-upon Infrastructure serving the Project Site, with CC&Rs reasonably acceptable to the City Attorney. If the POA is the chosen funding mechanism, Developer must also annex into an existing CFD in a "dormant" capacity, with the required funding to be triggered if the POA is not created prior to the City's acceptance of any Infrastructure, or if the POA becomes, in the City's reasonable determination, unable to continue to fund the on-going operation, maintenance and replacement of the Infrastructure. If a POA and dormant CFD are the chosen funding mechanism, the CFD tax or assessment must be disclosed to all prospective buyers of all or any portion of the Project Site.

March 5, 2024

DEVELOPMENT SERVICES DIRECTOR PUBLIC HEARING
CITY OF TRACY
AGENDA ITEM 3

Date of Public Hearing:	March 5, 2024
Date of Public Notice:	February 23, 2024
Applicant:	HPA, Inc. and Property Owner is Prologis, Inc.

REQUEST

Application D23-0008: An amendment to Development Review Permit Application Number D20-0030 for a 47.5 square foot guard shack addition at an existing light industrial development located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07. Applicant is HPA, Inc. and Property Owner is Prologis, Inc.

DISCUSSION

Project Background and Description

On April 8, 2021, the City's Development Services Director approved development review permit application number D20-0030 for an approximately 1,120,082 square foot industrial building and associated parking and landscape improvements on an approximately 66.7-acre site located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07, in the International Park of Commerce. The project was constructed in 2022 and has since been occupied by a distribution warehouse use.

According to the applicant, the building occupant has needs for a guarded entrance at the eastern truck entrance and proposes to install a 47.5 square foot prefabricated guard shack with gate arms within an existing drive aisle entry to the trucking area on the south side of the building. The guard shack will be colored to match the existing building as required by the City's Design Goals and Standards.

Environmental Document

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, which pertains to installation of small accessory structures. In accordance with CEQA Guidelines, no further environmental assessment is required.

RECOMMENDATION

Staff recommends that the Development Services Director approve the development review permit for a guard shack addition at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07, based on the findings contained in the Director's Determination (Attachment B).

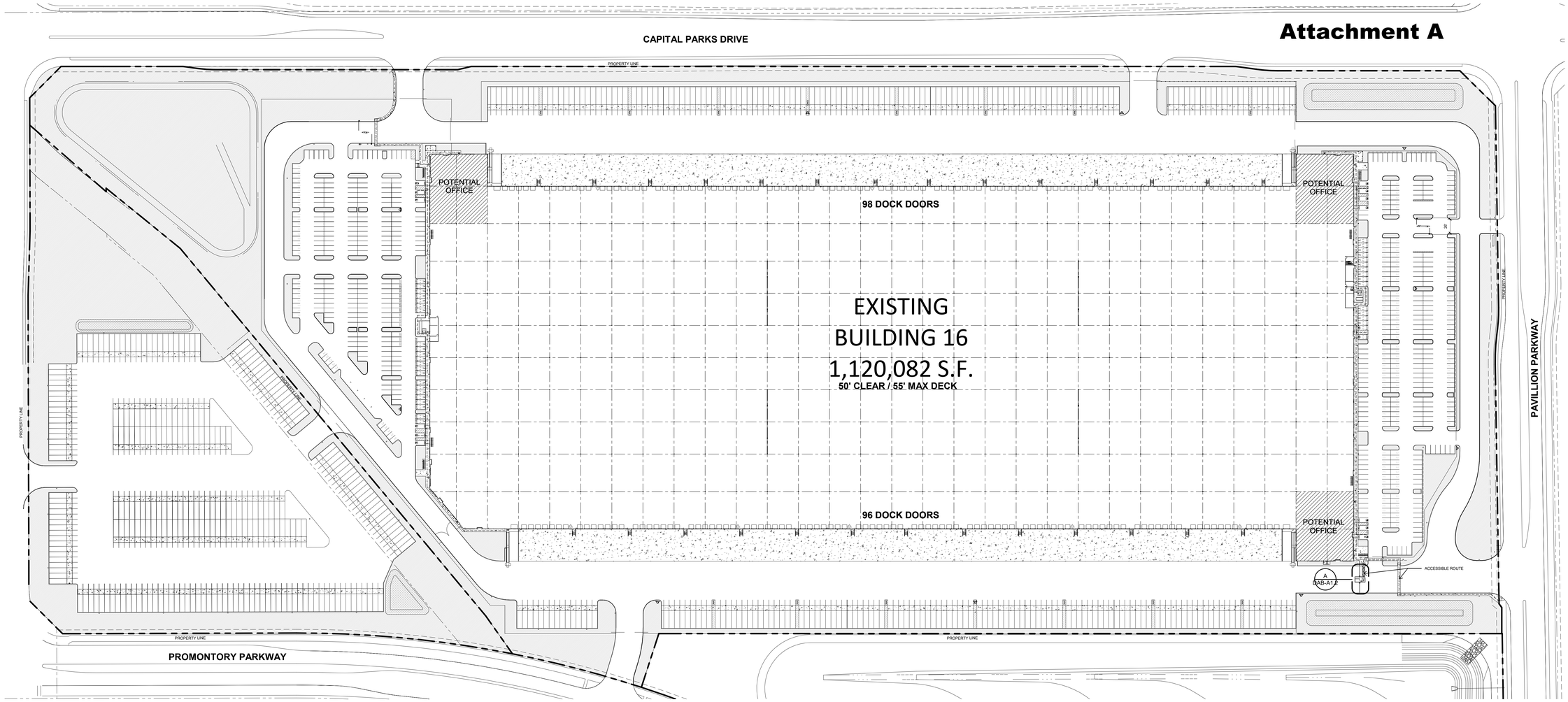
Prepared by: Kimberly Matlock, Associate Planner

Reviewed by: Alan Bell, Senior Planner

ATTACHMENTS

Attachment A – Proposed Development Plans, dated June 6, 2023
Attachment B – Development Services Director Determination
Exhibit 1 – Conditions of Approval

Attachment A



OVERALL SITE PLAN (A)
scale: 1" = 80'-0"

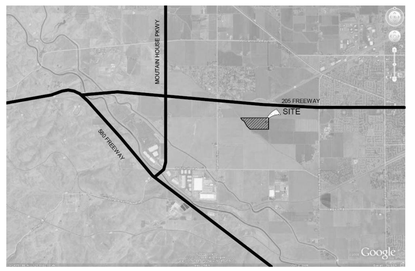
Scale: 1" = 80' - 0"
0 80'-0" 160'-0" 240'-0"
PLAN NORTH
TRUE NORTH

NOTE: FOR GUARD SHACK PLANNING REVIEW ONLY

SITE GENERAL LEGEND

- (E) CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- (E) STANDARD PARKING STALL (9' X 18'-6" OR 16'-6" + 2' O.H.)
- (E) TRAILER PARKING
- (E) CLEAN AIR/ VANPOOL/ EV WITH CONDUIT STUB FOR FUTURE EV
- (E) CLEAN AIR/ VANPOOL/ EV WITHOUT CONDUIT STUB FOR FUTURE EV
- (E) ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- (E) ACCESSIBLE PARKING (VAN) STALL (9' X 18'-6") + 8' W/ ACCESSIBLE AISLE
- (E) COMPACT PARKING STALL (9' X 16' OR 14' + 2' O.H.)
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5%. IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL FOR GRADING PLAN
- (E) DOUBLE HEAD POLE LIGHT
- (E) SINGLE HEAD POLE LIGHT

AERIAL MAP



TABULATION

	BLDG. 16	PARKING LOT	TOTAL	
SITE AREA				
in s.f.	2,455,572	451,036	2,906,608	s.f.
in acres	56.4	10.4	66.7	ac
BUILDING AREA				
main office	35,000			s.f.
warehouse	1,085,082			s.f.
TOTAL	**1,120,082**			s.f.
FLOOR AREA RATIO	0.46			
AUTO PARKING REQUIRED				
office @ 1/250 s.f.	140			stalls
warehouse 1st 20K @ 1/1,000 s.f.	20			stalls
2nd 20K @ 1/2,000 s.f.	10			stalls
above 40K @ 1/4,000 s.f.	262			stalls
TOTAL	**432**			stalls
AUTO PARKING PROVIDED				
Standard (9'x18'-6")	350			stalls
Compact (9'x 14' +2' Overhang)	197			stalls
Clean air/ vanpool (9'x 16'-6" +2' Overhang)	13			stalls
EV parking (9'x 16'-6" +2' Overhang)	37			stalls
Accessible EV Van (9'x18'-6"+8' Aisle)	1			stalls
Accessible Standard EV parking (9'x18'-6")	1			stalls
Van accessible parking (9'x18'-6"+8' Aisle)	4			stalls
Accessible Standard parking (9'x18'-6")	9			stalls
TOTAL	612			stalls
TRAILER PARKING PROVIDED				
trailer (10'x53')	264	265	529	stalls
BICYCLE RACK REQUIRED				
Short term (5% of total stalls)	33			spaces
Long term (5% of total stalls)	33			spaces
BICYCLE RACK PROVIDED				
Short term (5% of total stalls)	36			spaces
Long term (5% of total stalls)	36			spaces
MAXIMUM FLOOR AREA RATIO				
F.A.R. - 50				
ZONING ORDINANCE FOR THE CITY				
Zoning Designation - Cordes Ranch Specific Plan - Business Park Industrial (BPI)				
SETBACKS				
Promontory Pkwy. - 25'				
Pavillion Pkwy. - 25'				
Capital Parks Drive. - 25'				

HPA, INC.
600 GRAND AVENUE, SUITE 302
OAKLAND, CA 94610
TEL: 949-863-1770
FAX: 949-863-0851
EMAIL: HPA@HPARCHS.COM

HPA architecture

RECEIVED
June 6, 2023
City of Tracy
Development Services

Revision Record

Revision Number	Revision Description	Revision Date

IPC 16 - Guard Shack

689 Pavillion Parkway
Tracy, CA

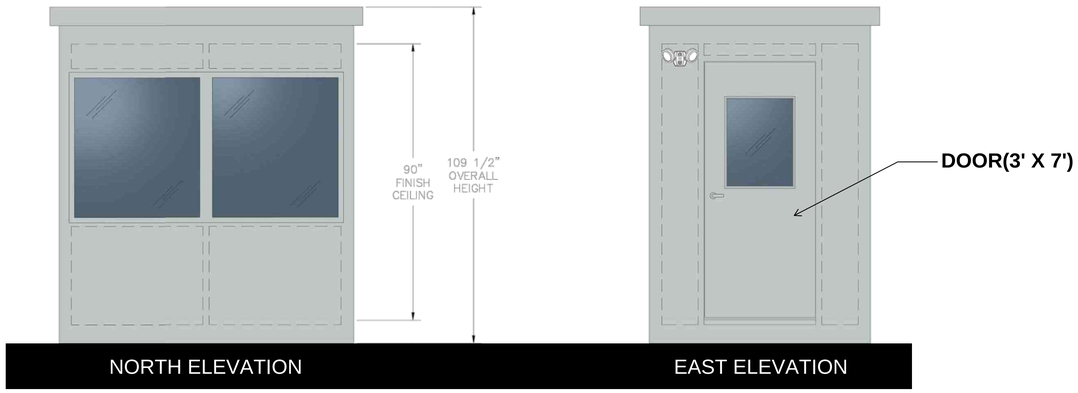
PROLOGIS®
Ahead of what's next

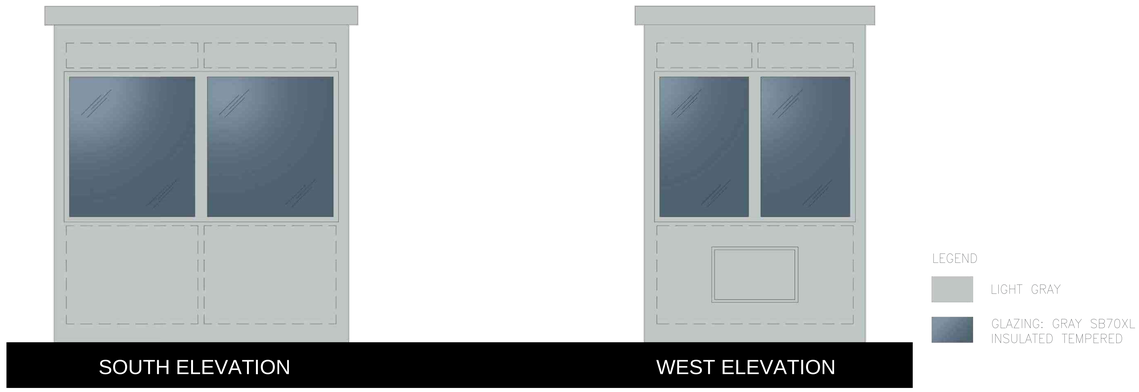
3353 Gateway Boulevard
Fremont, CA 94538
TEL: 510-656-1900
https://www.prologis.com/

Date	Project No.
04/13/2023	18091

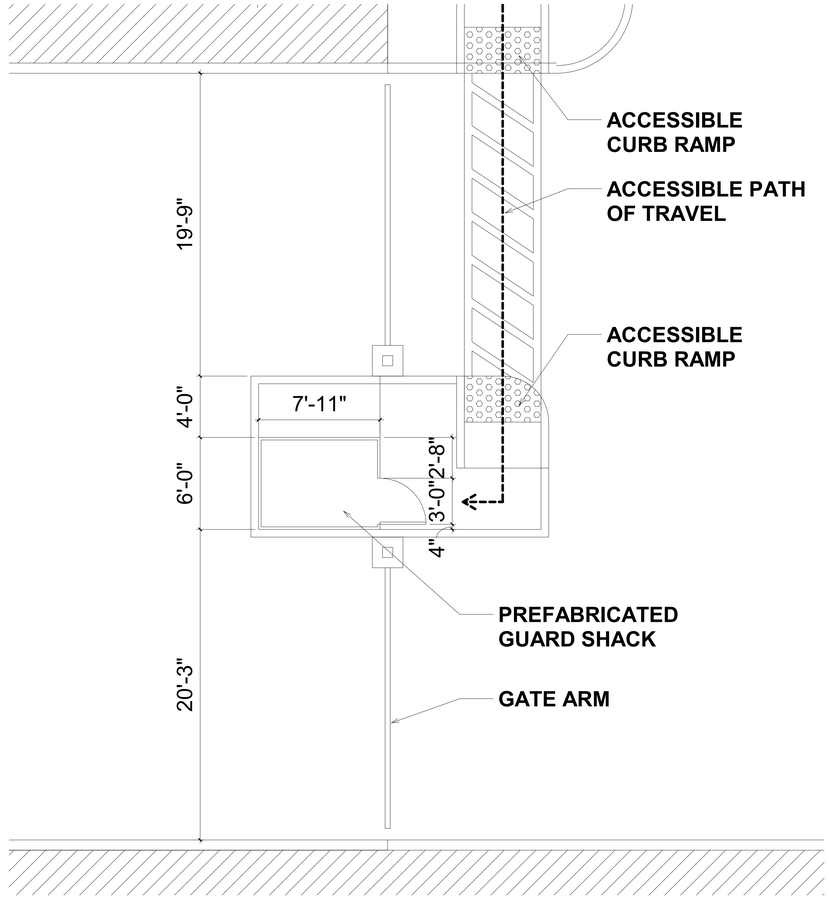
Sheet Title
OVERALL SITE PLAN

Sheet No.
DAB-A1.1





ELEVATIONS - GUARD SHACK
scale: 1" = 20'-0" (B)



ENLARGED SITE PLAN - GUARD SHACK
scale: 1/4" = 1'-0" (A)

PLAN NORTH TRUE NORTH

NOTE: FOR GUARD SHACK PLANNING REVIEW ONLY

HPA, INC.
600 GRAND AVENUE, SUITE 302
OAKLAND, CA 94610
TEL: 949-863-1770
FAX: 949-863-0851
EMAIL: HPA@HPARCHS.COM

HPA architecture

Revision Record

Revision Number	Revision Description	Revision Date

IPC 16 - Guard Shack

689 Pavillion Parkway
Tracy, CA

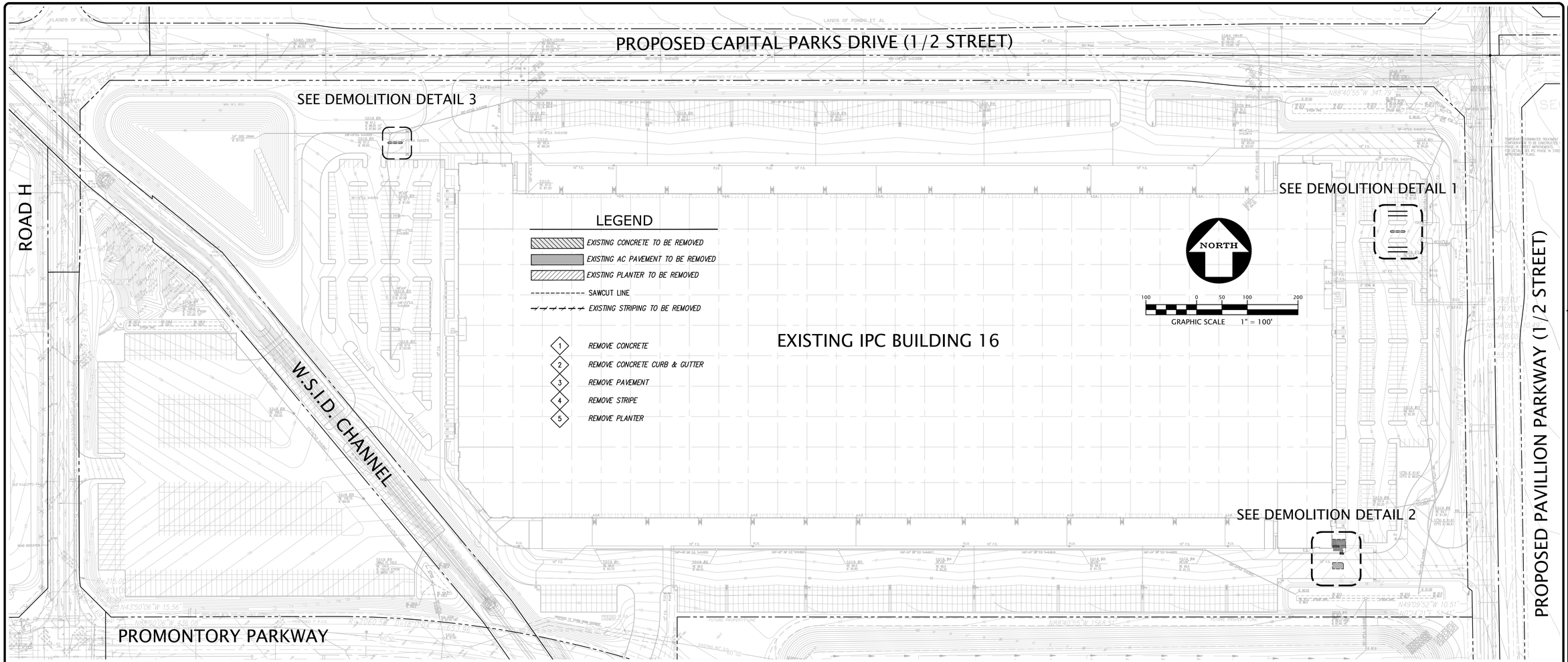
PROLOGIS®
Ahead of what's next

3353 Gateway Boulevard
Fremont, CA 94538
TEL: 510-656-1900
https://www.prologis.com/

Date	Project No.
04/13/2023	18091

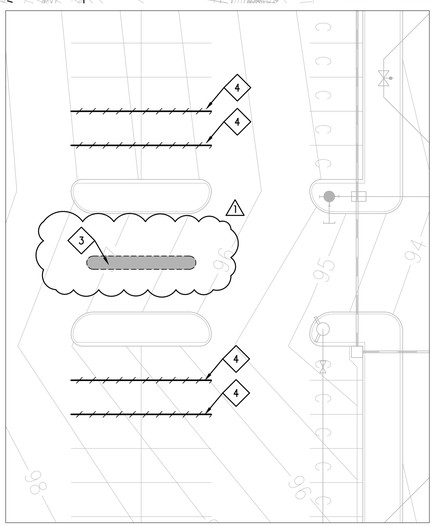
Sheet Title
GUARD SHACK

Sheet No.
DAB-A1.2

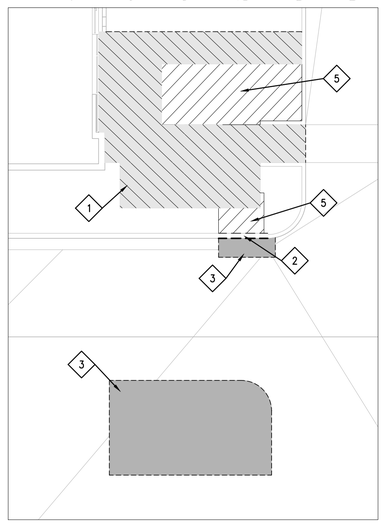


DEMOLITION NOTES

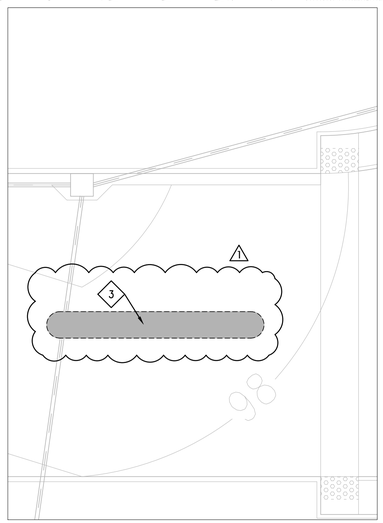
1. ALL BACK FILLING OF THE FOOTING, EXCAVATION, TRENCHING, HOLES, OVER EXCAVATION, ETC. DURING CONSTRUCTION SHALL BE BACK FILLED AND RECOMPACTED TO 90% RELATIVE COMPACTION PER ASTM D-1557, LATEST EDITION, AND SHALL BE IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL ENGINEER'S RECOMMENDATIONS AND APPROVAL. THE COMPACTION OF ALL EXCAVATIONS GREATER THAN 5 FEET IN DEPTH SHALL BE 95% RELATIVE COMPACTION OR PER THE GEOTECHNICAL ENGINEER'S REQUIREMENTS.
2. ANY UTILITIES TO BE REMOVED SHALL BE DISCONNECTED AND REMOVED PER THE REQUIREMENTS OF THE RESPECTIVE UTILITY COMPANY AND AS APPROVED BY THE COUNTY OF SAN JOAQUIN STANDARDS AND REQUIREMENTS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE GEOTECHNICAL ENGINEER 48 HOURS IN ADVANCE OF ANY GRADING AND FILLING OF THE SITE RELATING TO ANY DEMOLITION OR REMOVAL OF SITE FEATURES. ALL A.C. PAVEMENT, CONCRETE AND BASE ROCK SHALL BE CRUSHED, SALVAGED AND STOCK PILED FOR USE ON-SITE AS FILL MATERIAL. ALL REMOVAL, CRUSHING AND STOCK PILING SHALL BE INSPECTED, TESTED AND APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.
4. IN GENERAL, FILL MATERIAL SHALL NOT CONTAIN CLUMPS LARGER THAN 6 INCHES IN ITS GREATEST DIMENSION WITH NO MORE THAN 15% LARGER THAN 2.5 INCHES.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT FROM DAMAGE THROUGHOUT THE COURSE OF CONSTRUCTION OF ALL BUILDINGS AND SITE FEATURES ITEMS SUCH AS, BUT NOT LIMITED TO CATCH BASINS, CONDUIT, TELEPHONE AND POWER POLES, FENCING, RETAINING WALLS, GAS LINES, OIL LINES, GASOLINE LINES, FIRE AND WATER SERVICE ASSEMBLIES, CONCRETE CURB, GUTTER AND SIDEWALK, TREES, BUSHES AND PLANT MATERIAL, ETC. BOTH ON-SITE AND OFF-SITE. THE CONTRACTOR SHALL PROVIDE ALL REPAIRS, MAINTENANCE, SHORING, SUPPORT, ETC. TO MAINTAIN ALL FEATURES DESIGNATED TO REMAIN IF DAMAGED. NOTIFY ARCHITECT/ENGINEER IF ANY DISCREPANCIES EXIST OR IF CLARIFICATIONS ARE REQUIRED.
6. NO BURNING SHALL BE ALLOWED WITHOUT THE PERMISSION OF THE AIR POLLUTION CONTROL DISTRICT. DISPOSE OF ALL MATERIAL IN ACCORDANCE WITH ACCEPTED SAFETY STANDARDS DESCRIBED BY AUTHORITIES HAVING JURISDICTION. NO PILING OR BURNING OF ANY MATERIAL WILL BE PERMITTED WITHIN AREAS OF 90% COMPACTION.
7. COMPLY WITH ALL APPLICABLE REGULATIONS AND SAFETY ORDERS IN EFFECT AT THE CONSTRUCTION SITE. PROTECT OPEN EXCAVATION, TRENCHES, ETC., WITH FENCES, COVERS, OR RAILINGS AS REQUIRED TO MAINTAIN SAFE PEDESTRIAN AND VEHICLE TRAFFIC. MAINTAIN DESIGNATED SITE ACCESS FOR VEHICLE AND PEDESTRIAN TRAFFIC.
8. WHEN DUST CONDITIONS EXIST, DAMPEN THE AREAS TO PREVENT THE TRANSPORTATION OF DEBRIS INTO THE BUILDINGS AND ONTO ADJACENT PROPERTY.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE FINISHED CONDITION OF HIS WORK. BEFORE WORKING OVER BACKFILL OR SIMILAR WORK COMPLETED BY OTHER CONTRACTORS, VERIFY THAT SUCH WORK HAS BEEN PROPERLY BACKFILLED AND COMPACTED. NOTIFY THE ARCHITECT PROMPTLY IN WRITING IF ANY CONDITIONS DO NOT MEET THE PROPER STANDARDS. WITHOUT EXTRA COST TO THE OWNER, ALL FEATURES DAMAGE IN THE PERFORMANCE OF ALL WORK SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND AUTHORITIES HAVING JURISDICTION.
10. CONTRACTOR ACKNOWLEDGES THAT HE HAS THOROUGHLY INFORMED HIMSELF REGARDING REQUIREMENTS OF DRAWINGS, SPECIFICATIONS, AND REGULATIONS PERTAINING TO THE PROJECT. SPECIFICATIONS AND DRAWINGS ARE COMPLEMENTARY. WHAT IS CALLED BY ONE IS AS BINDING AS IF CALLED FOR BY ALL. THE CONTRACTOR IS TO FAMILIARIZE HIMSELF WITH THE SITE AND COMPARE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATION WITH WORK TO BE PERFORMED BY THE CONTRACTOR, INCLUDING TOPOGRAPHY, APPROACHES AND IMPROVEMENTS ON OR ABOUT THE SITE.
11. THE ARCHITECT SHALL NOT HAVE CONTROL OR CHARGE OF, AND SHALL NOT BE RESPONSIBLE FOR, THE MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OF DEMOLITION WORK, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. ANY ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTOR, OR ANY OTHER PERSON PERFORMING ANY OF THE WORK, OR FOR THE FAILURE OF ANY OF THEM TO CARRY OUT THE WORK OR TO MEET THEIR SCHEDULE WILL MAINTAIN RESPONSIBILITY.
12. CONTRACTOR TO PROVIDE ALL CONSTRUCTION BARRICADES REQUIRED BY GOVERNING AGENCIES AND AS NOTED IN SPECIFICATIONS.
13. NO TRENCHING DEEPER THAN 5 FEET SHALL BE ALLOWED WITHOUT THE CONTRACTOR OBTAINING A PERMIT FROM OSHA.



DEMOLITION DETAIL 1
SCALE: 1" = 20'



DEMOLITION DETAIL 2
SCALE: 1" = 10'



DEMOLITION DETAIL 3
SCALE: 1" = 10'

NO.	REVISION	BY
1	ASI 6	
2	11/08/2022	

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

DEMOLITION PLAN
OF
I.P.C. - BUILDING 16
TI IMPROVEMENTS
TRACY, CALIFORNIA

DATE	11/09/2022
SCALE	1" = 100'
ENGINEER	M.F.B.
DRAWN BY	R.S.
JOB NO.	A09500-455

SHEET C.3.1
OF 9 SHEETS

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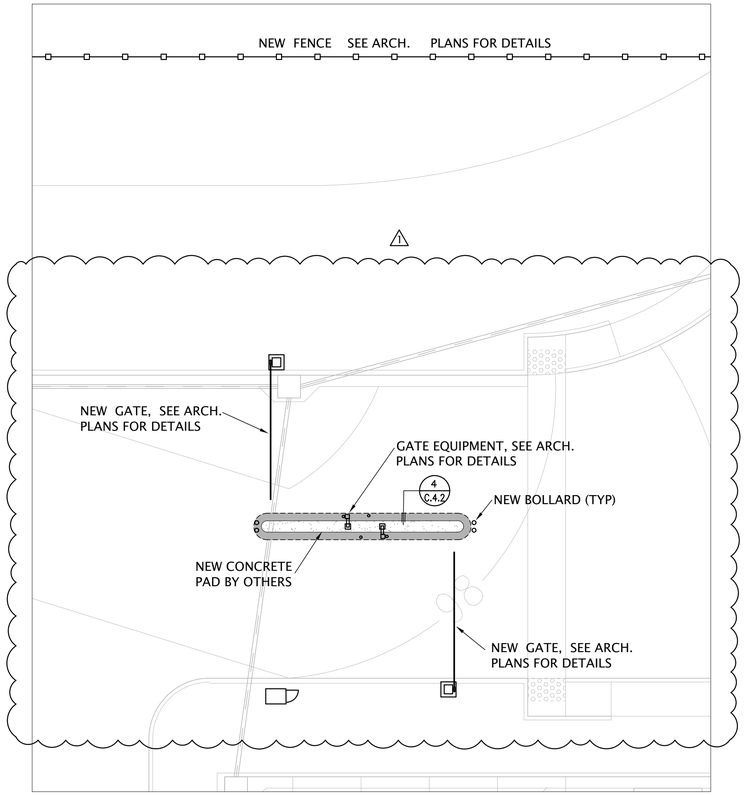
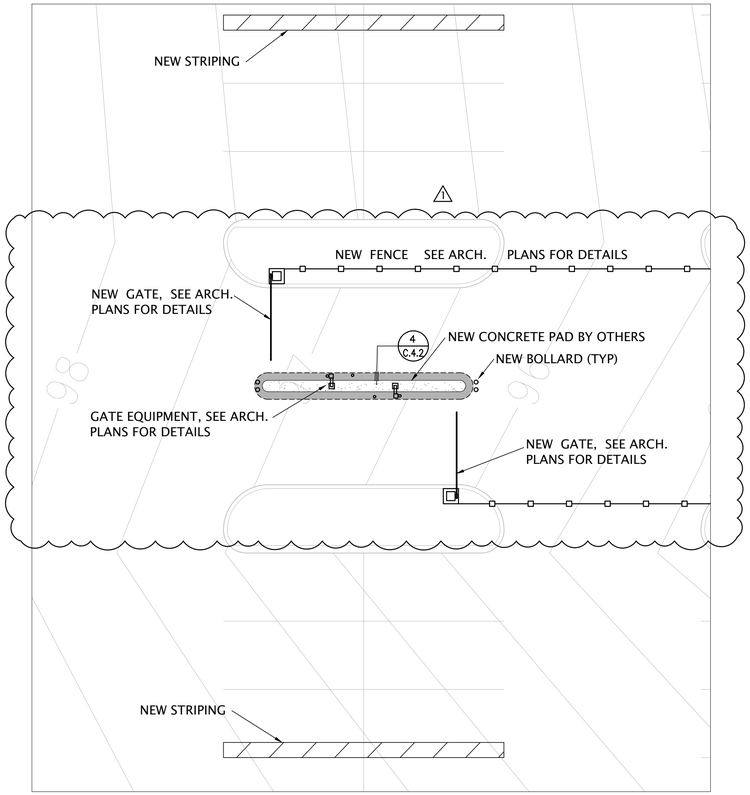


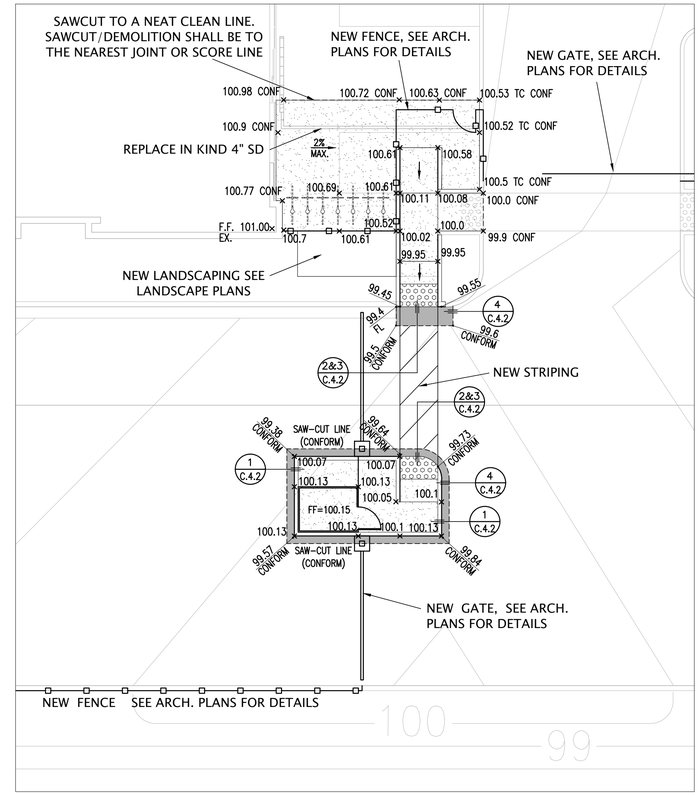
GRADING DETAIL 1

SCALE: 1" = 10'



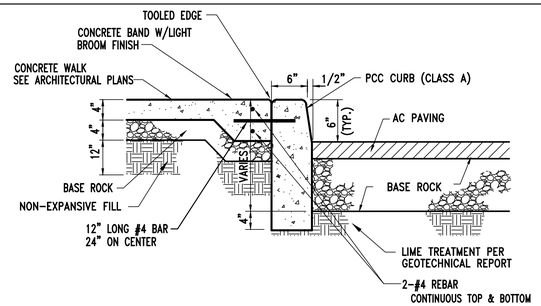
GRADING DETAIL 2

SCALE: 1" = 10'



GRADING DETAIL 3

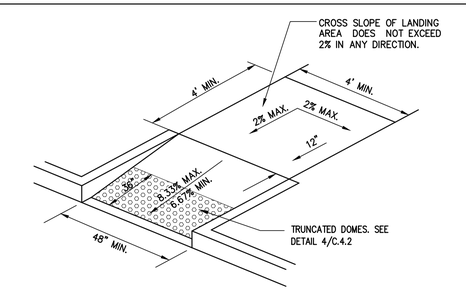
SCALE: 1" = 10'



CONCRETE WALK AT CURB

N. T. S.

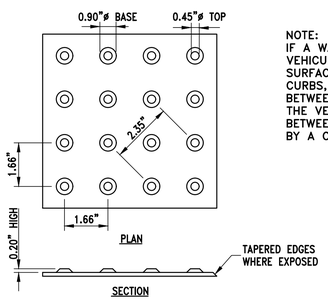
1



DISABLED ACCESS RAMP

N. T. S.

3

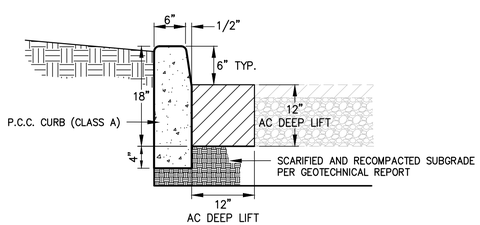


NOTE:
IF A WALK CROSSES OR ADJOINS A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND THE VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING.

TRUNCATED DOMES

N. T. S.

2



AC PAVEMENT DEEPLIFT

N. T. S.

4

PAVEMENT LEGEND

CONCRETE SIDEWALK	4" PCC WITH #3 BARS 18" ON CENTER EACH WAY OVER 4" CLASS II AB OVER 18" LIME TREATED SOIL, SEE ARCHITECTURAL PLANS FOR SCORING AND FINISHING DETAILS
	12" AC PAVEMENT DEEPLIFT

NO.	REVISION	BY
1	ASI 6	
	11/08/2022	

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTO
No. 71814
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
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Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

GRADING AND DRAINAGE DETAILS
OF
I.P.C. - BUILDING 16
TI IMPROVEMENTS
TRACY, CALIFORNIA

DATE	11/09/2022
SCALE	AS SHOWN
ENGINEER	M.F.B.
DRAWN BY	R.S.
JOB NO.	A09500-455
SHEET	C.4.2
OF	9 SHEETS

CAPITAL PARKS DRIVE

LANDS OF WSID

LANDS OF POMBO ET AL

Dirt Road

10' P.U.E.

N44°28'17"W 85.51'

N88°40'55"W 341.79'

N46°14'29"E 82.72'

N11°09'54"E 248.38'

ROAD H

W.S.I.D. CHANNEL

N3°04'27"E 71.90'

N3°04'27"E 48.17'

10' P.U.E.

SEE DETAIL 1

SEE DETAIL 2

SEE DETAIL 3

EXISTING IPC BUILDING 16

NORTH

GRAPHIC SCALE 1" = 100'

N0°24'21"E 377.57'

R=292.03'
D=7°47'32"
L=39.72'
N8°14'06"E 10.49'
R=408.00'
D=7°49'45"
L=55.75'

N0°24'21"E 444.29'

10' P.U.E.

PAVILLION PARKWAY

N43°50'06"W 15.56'

7' P.U.E.

N88°50'06"W 436.08'

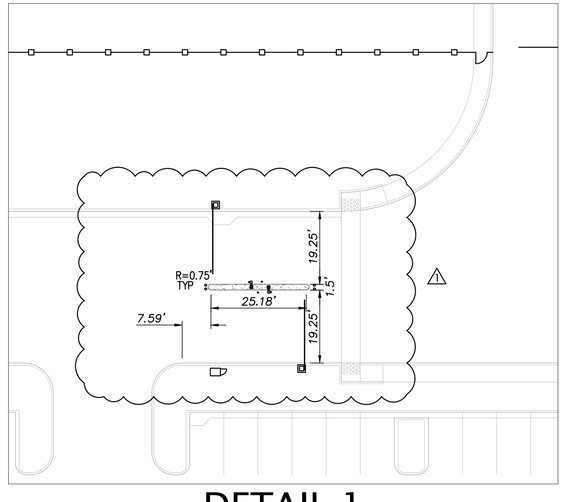
R=2060.50' D=18°11'04" L=653.96'

PROMONTORY PARKWAY

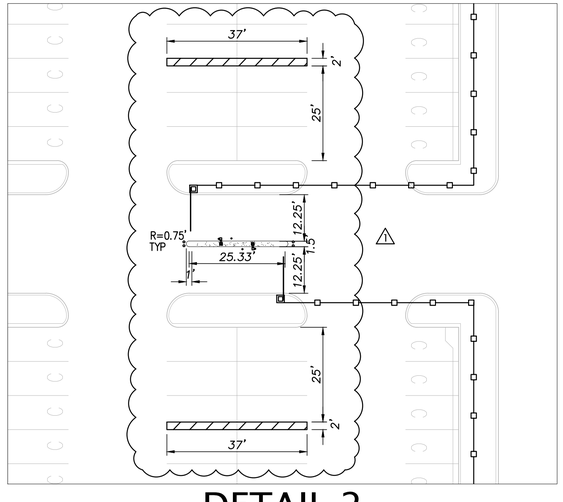
N88°40'55"W 1568.51'

N49°09'52"W 10.51'

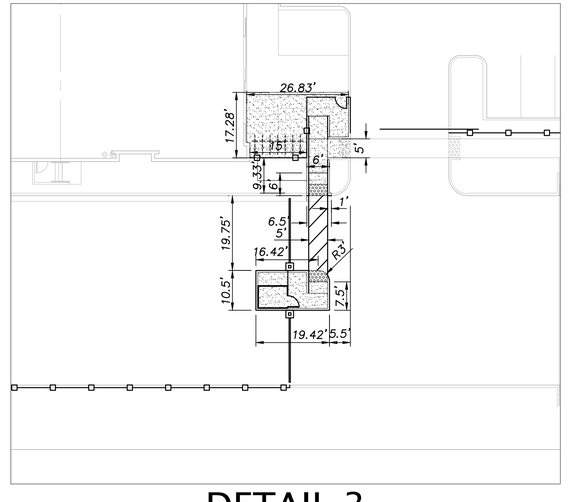
N0°24'21"E 51.41'



DETAIL 1
SCALE: 1" = 20'



DETAIL 2
SCALE: 1" = 20'



DETAIL 3
SCALE: 1" = 20'

NO.	REVISION	BY
1	ASI 6 11/08/2022	

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
Exp. 12-31-23
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

HORIZONTAL CONTROL PLAN
OF
I.P.C. - BUILDING 16
TI IMPROVEMENTS
TRACY, CALIFORNIA

DATE	11/09/2022
SCALE	AS SHOWN
ENGINEER	M.F.B.
DRAWN BY	R.S.
JOB NO.	A09500-455

SHEET C.6.1
OF 9 SHEETS

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MATCHLINE SEE SHEET L1.3

MATCHLINE SEE SHEET L1.5

BUILDING 16

LANDSCAPE PLAN

SCALE: 1" = 30'

NOTE:
RELOCATED PLANT MATERIAL FROM PLANTER WHERE NEW CONCRETE IS PROPOSED.

NEW CONCRETE

NEW FENCE - TYP.

NOTE:
REQUEST STAKING OF NEW FENCE PRIOR TO CONSTRUCTION OF FENCING, RELOCATE ALL PLANT MATERIAL EITHER SIDE OF FENCE AS REQUIRED FOR FENCE CONSTRUCTION. IT IS THE INTENT TO NOT REMOVE PLANTS, TREES AND SHRUBS SHALL BE RELOCATED EITHER SIDE

PAVILION PARKWAY

FUTURE PROPERTY LINE

HPA architecture

HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA, 94610
Phone #: 949-863-1770
Fax #: 949-863-0851

Email: HPA@HPARCHS.COM

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive
Reno, NV.
p: 775 829 1364
email: bhatch00@charter.net

REV #	DATE	REVISION TITLE
2	2/8/2022	ASI 2 - Addendum - Revision 1
3	8-8-22	ASI 4

PROJECT NO:	18091
DRAWN BY:	Author
DATE:	06/16/2021

☐ NOT RELEASED FOR CONSTRUCTION
☐ RELEASED FOR CONSTRUCTION

PROJECT TITLE:

IPC 16 - TI

5051 PROMONTORY PARKWAY
TRACY, CA

PROLOGIS®
Ahead of what's next
3353 Gateway Boulevard
Fremont, CA, 94538
TEL: 510-661-4074

https://www.prologis.com

SHEET TITLE:

LANDSCAPE PLAN

SEAL:

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4501
Signature
12-31-23
Renewal Date
8-8-22
Date
STATE OF CALIFORNIA

SHEET NO.

L1.4

Attachment B

CITY OF TRACY

DETERMINATION OF THE DEVELOPMENT SERVICES DIRECTOR

Application Number D23-0008

A determination of the Development Services Director approving an amendment to Development Review Permit Application Number D20-0030 for a 47.5 square foot guard shack addition at an existing light industrial development located at 5051 Promontory Parkway, Assessor's Parcel Number 209-220-07. The applicant is HPA, Inc. and property owner is Prologis, LP.

Staff has reviewed the application and determined that the following City regulations apply:

1. Cordes Ranch Specific Plan
2. City of Tracy Design Goals and Standards
3. Existing improvements approved under Development Review Permit Application D20-0030

The Development Services Director has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, which pertains to installation of small accessory structures. In accordance with CEQA Guidelines, no further environmental assessment is required.

THE DEVELOPMENT SERVICES DIRECTOR, AFTER CONSIDERING ALL OF THE EVIDENCE PRESENTED, HEREBY APPROVES AN AMENDMENT TO DEVELOPMENT REVIEW PERMIT D20-0030 FOR A GUARD SHACK ADDITION AT 689 PAVILION PARKWAY, APPLICATION NUMBER D23-0008, 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, because the proposed guard shack would be constructed to match the existing building in regard to design and color. The guard shack will be a rectangular structure with light gray coloring that will complement the main building, which is rectangular with gray walls and off-white trims. The guard shack will be placed within the eastern entrance to the trucking area south of the building area, which would continue to allow for smooth vehicular circulation and results in no significant loss of landscaping or decorative hardscaping.

2) The proposal conforms to the City of Tracy General Plan, the Cordes Ranch Specific Plan, the City's Design Goals and Standards, any applicable Infrastructure Master Plans, City Standard Plans, and other City regulations.

_____ _____

Karin Schnaider Date of Action
Interim Development Services Director

City of Tracy
Conditions of Approval
Guard Shack Addition
Application Number D23-0008
March 5, 2024

A. General Provisions and Definitions.

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

The Project: A guard shack addition at an existing light industrial development

The Property: 689 Pavilion Parkway, Assessor's Parcel Numbers 209-220-07

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 Cordes Ranch Specific Plan, the Tracy Municipal Code ordinances, resolutions, policies, procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, 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 the Project, Application Number D23-0008. The Conditions of Approval shall specifically include all conditions set forth herein.

f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the plans received by the Development Services Department on June 6, 2023, which include the site plan and elevations.

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").
- California State Title 24 and Title 19

A.6. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), Standard Plans, the Cordes Ranch Specific Plan, 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. Development Services Department, Building Division Conditions

Contact: Phillip Rainone (209) 831-6413 phillip.rainone@cityoftracy.org

B.1. Prior to construction of the project, applicant shall submit construction documents, plans, specifications and/or calculations to the Building Safety Division, which meet all requirements of Title 24 California Code of Regulations and City of Tracy Municipal Codes, as applicable.

B.2. Prior to the install of the premanufactured installation of the guard shack. The applicant shall provide plans that have approved by HCD.

C. South San Joaquin County Fire Authority Conditions

Contact: Daniel Stowe (209) 831-6707 daniel.stowe@sjcfire.org

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

a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.

b. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.
c. Provide a truck turning template which clearly shows the truck turning radius of 30’ inside and 40’ outside. Truck turning template shall show all ingress and egress paths available.

C.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.
a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
b. 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.
c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

C.3. Prior to construction, fire apparatus access roads shall not be obstructed during construction. Fire apparatus access roads during construction shall have a minimum 20’ unobstructed width in accordance with CFC §503.