

**MINUTES
TRACY CITY PLANNING COMMISSION
REGULAR MEETING
APRIL 9, 2025, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

Gina Peace, Executive Assistant, notified Chair Orcutt of an action required pursuant to Assembly Bill 2449 and that Commissioner Atwal was present via Webex Video.

Commissioner Atwal requested to participate via Webex Video due to illness.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Vice Chair Penning to approve Commissioner Atwal's request to participate via Webex. A voice vote found Commissioner Boakye-Boateng, Vice Chair Penning, and Chair Orcutt in favor. Commissioner English absent. Commissioner Atwal abstained. Passed and so ordered; 3-0-1-1.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Boakye-Boateng, Vice Chair Penning, and Chair Orcutt present. Commissioner English was absent at the time of roll call. Also present were Forrest Ebbs, Director of Community and Economic Development; Matthew Summers, Interim Assistant City Attorney; Scott Claar, Planning Manager; Genevieve Federighi, Senior Planner; Al Gali, Associate Engineer; Gina Peace, Executive Assistant; and Jennifer Lucero, Administrative Assistant.

MINUTES

Chair Orcutt introduced the Regular Meeting Minutes from the March 12, 2025 Planning Commission Regular Meeting.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Vice Chair Penning to approve the March 12, 2025 Planning Commission Regular Meeting Minutes. A voice vote found Commissioner Atwal, Commissioner Boakye-Boateng, Vice Chair Penning, and Chair Orcutt in favor. Commissioner English absent. Passed and so ordered; 4-0-1-0.

Commissioner English joined the dais at 7:09 p.m.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

A. STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION: (1) GRANTING A CONDITIONAL USE PERMIT, APPLICATION NUMBER CUP23-0005, TO PERMIT A FREEWAY SIGN LOCATED AT 3788 NORTH TRACY BOULEVARD, ASSESSOR'S PARCEL NUMBER 212-250-02; AND (2) DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15332, PERTAINING TO IN-FILL DEVELOPMENT. THE APPLICANT IS TRACY SIGNS INC, AND THE PROPERTY OWNER IS HAMID AMINI-FILABADI.

Genevieve Federighi, Senior Planner, presented the staff report and addressed questions from the Commission.

Chair Orcutt opened the Public Hearing at 7:14 p.m., seeing as no one came forward; the Public Hearing was closed.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Vice Chair Penning that the Planning Commission adopt a Resolution:

- (1) APPROVING A CONDITIONAL USE PERMIT, FOR CONSTRUCTION OF A NEW FREEWAY SIGN AT TRIANGLE PLAZA, LOCATED AT 3788 NORTH TRACY BOULEVARD; AND
- (2) DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15332.

A roll call vote found Chair Orcutt, Vice Chair Penning, Commissioner Atwal, Commissioner Boakye-Boateng, and Commissioner English all in favor. Passed and so ordered; 5-0-0-0.

B. STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS: (1) INTRODUCE AND ADOPT AN ORDINANCE APPROVING AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN RELATED TO MAXIMUM BUILDING HEIGHT IN THE LIGHT INDUSTRIAL ZONE AND THE ADDITION OF APPENDIX E – DESIGN GUIDELINES FOR THE TRACY HILLS COMMERCE CENTER, APPLICATION NUMBER SPA21-0004; (2) ADOPT A RESOLUTION APPROVING A DEVELOPMENT REVIEW PERMIT FOR THE TRACY HILLS COMMERCE CENTER PROJECT, WHICH INCLUDES CONSTRUCTION OF SEVEN INDUSTRIAL WAREHOUSE BUILDINGS RANGING IN SIZE FROM APPROXIMATELY 117,907 SQUARE FEET TO APPROXIMATELY 355,116

SQUARE FEET, TOTALING APPROXIMATELY 1.73 MILLION SQUARE FEET, AND ASSOCIATED PARKING AND LANDSCAPING AREAS, LOCATED AT 29592 S. CORRAL HOLLOW ROAD, ON APPROXIMATELY 97.45 ACRES AT THE SOUTHWEST CORNER OF CORRAL HOLLOW ROAD AND THE DELTA MENDOTA CANAL, ASSESSOR'S PARCEL NUMBER 253-020-23, APPLICATION NUMBER D21-0012; (3) ADOPT A RESOLUTION APPROVING A VESTING TENTATIVE SUBDIVISION MAP TO CREATE 16 PARCELS AND A DESIGNATED REMAINDER PARCEL LOCATED AT THE SOUTHWEST CORNER OF CORRAL HOLLOW ROAD AND THE DELTA MENDOTA CANAL, TOTALING APPROXIMATELY 193.72 ACRES, ASSESSOR'S PARCEL NUMBERS 253-020-23, 253-020-22, 253-020-21, AND 253-020-20, APPLICATION NUMBER TSM21-0003; AND (4) DETERMINE THAT BASED ON THE ENVIRONMENTAL IMPACT REPORT THAT WAS CERTIFIED BY THE CITY COUNCIL ON APRIL 5, 2016, FOR THE TRACY HILLS SPECIFIC PLAN, AND THE CONSISTENCY ANALYSIS AND ENVIRONMENTAL CHECKLIST PREPARED BY THE CITY FOR THE TRACY HILLS COMMERCE CENTER PROJECT IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE CEQA GUIDELINES, NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED, PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND 15168(C)(2).

Scott Claar, Planning Manager, presented the staff report and addressed questions from the Commission.

Steve Arthur, Applicant, addressed the Commission, introduced his Project team, and provided a PowerPoint presentation, along with Peggy Grillo, Vice President of Development.

Jun Lee, HP Architects, representing the Applicant, answered questions about EV Parking requirements.

Al Gali, Associate Engineer, answered questions from the Commission.

Chair Orcutt opened the Public Hearing at 8:24 p.m.

Raul Hernandez, representative of the Plumbers Union, Labor Unions, and the Tracy workforce, Liz Sutton, representing Local 104, Victor M. Chao, 4121 Glenhaven Drive, representing the International Brotherhood of Electrical Workers, and Manuel Zepata, 4th generation Tracy resident, each addressed the Commission in support of the Project.

The following residents addressed the Commission in opposition of the Project: Erin Reel, 6832 Seraphina Drive; Rosario Patrick, 2370 Rio Grande Drive; Shiv Gurunathan; Dhandapani Venkatasubqamanian, 3711 Junefield Street; Narendiran, 5564 Oberon Avenue; Halinder Y, 2754 Tejos Lane; Pranav Chandrakar, 6983 Sacramento Drive; K. Rajya Lakshmi, 6285 Callaway Drive; Hasan, Hillview community resident; Vishal Ladha, 2740 Agave Place; Ivishapel, Tracy Hills resident; Var Diwangan, Tracy Hills resident; Tim Silva, 4th generation Tracy resident; a 3rd generation Tracy resident; Stephanie, Tracy resident; Eric Parfrey, Sierra Club; Raj, Tracy Hills resident; Sandeep, Tracy Hills resident; Andrea Mandal, Tracy Hills resident; Aditya Mohan, Tracy Hills resident; Nimalya, Tracy

Hills resident; Chanakya, Tracy Hills resident; Jonathan Hirschberg, Tracy Hills resident; Nishant, Tracy Hills resident; Ramesh Parhak, Tracy Hills resident; and Santhosh, Tracy Hills resident.

Chair Orcutt left the dais at 10:02 p.m.

Gina Peace, Recording Clerk, announced that 125 e-mails were received commenting on this item. These emails will not be read into the record, but will be attached to the record.

Vice Chair Penning closed the Public Hearing at 10:17 p.m.

Commission discussion continued. Christina Irwin, DeNovo Planning Group, the City's CEQA analyst, also addressed the Commission and answered questions.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Commissioner Atwal that the Planning Commission continue this agenda item to a future date to allow the Commission more time to review.

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

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

None.

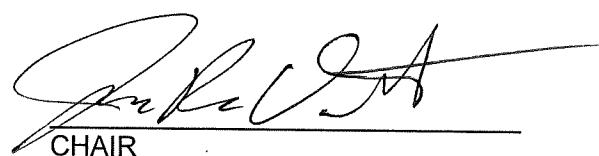
4. ITEMS FROM THE COMMISSION

None

5. ADJOURNMENT

ACTION: It was moved by Vice Chair Penning and seconded by Commissioner Boakye-Boateng to adjourn.

Time: 10:47 p.m.



John R. Orcutt
CHAIR



Scott Claar

STAFF LIAISON

Public Comment -- Received 04.07.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

Jennifer Lucero

From: Eric Parfrey [REDACTED]
Sent: Monday, April 7, 2025 8:59 AM
To: Public Comment; Forrest Ebbs; Scott Claar
Subject: Tracy Hills Commerce Center letter to Planning Commission 4-7-25
Attachments: Tracy Hills Commerce Center letter to Planning Commission 4-7-25.pdf; signed Sierra Club Mariposa Settlement Agreement.pdf; AG Office warehouse-best-practices.pdf; Gavin Newsom signs controversial bill regulating California warehouse development 9-30-24 LAT.pdf; text of AB 98 enacted.pdf; Sierra Club Costco Settlement Agreement for the Tracy Costco Annex (fully executed) (24.11.14).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[Some people who received this message don't often get email from [REDACTED] [Learn why this is important](https://aka.ms/LearnAboutSenderIdentification) at <https://aka.ms/LearnAboutSenderIdentification>]

Caution: This is an external email. Please take care when clicking links or opening attachments.

All:

Please see that this letter and all attachments are sent to the Planning Commission ASAP so that they have time to read them before their Wed meeting.

Thank you.

Eric Parfrey

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This email has been checked for viruses by Avast antivirus software.
<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.avast.com%2F&data=05%7C02%7Cjennifer.lucero%40cityoftracy.org%7Cc9ba9110c23c438df4f508dd75ed324a%67C43d8f586c7ec4242aade55d14be25093%7C0%7C0%7C638796385946045697%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIiYiOilwLjAuMDAwMCIsIiAiOiJXaW4zMilsIkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C&sdata=vwDpsSbLZaZr%2Fks%2Boln5C%2Bnq5Ljz8XaxRXrkH5DP50Y%3D&reserved=0>



April 7, 2025

Tracy Planning Commission

Via e-mail

publiccomment@cityoftracy.org

forrest.ebbs@cityoftracy.org

scott.claar@cityoftracy.org

Re: Comments on the Proposed Tracy Hills Commerce Center Project

Members of the Planning Commission:

The Sierra Club submits the following comments for your consideration of the Tracy Hills Commerce Center Project CEQA analysis.

Please ensure that all future digital notices regarding this and every other discretionary project that are pending with the City are sent to Eric Parfrey, Sierra Club, at [REDACTED]

The project consists of the construction of seven industrial warehouse buildings ranging in size from approximately 117,907 square feet to approximately 355,116 square feet, totaling approximately 1.73 million square feet on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal. The project also includes a Vesting Tentative Subdivision Map to create 16 parcels on 194 acres, suggesting that additional development that has not been described is planned by the speculative developer.

In general, we are disappointed that this project fails to incorporate any of the mitigation measures to reduce greenhouse gas (GHG) and toxic diesel truck emissions that have most recently been applied to the Costco warehouse project in Tracy (Attachment A to this letter), as well as other projects in San Joaquin County and the state of California.

The CEQA Analysis for the Project is Inadequate

The project relies on an outdated Environmental Impact Report (EIR) that was certified by the City Council for the Tracy Hills Specific Plan **nine years ago** in April, 2016. The City prepared a so-called EIR Consistency Analysis and Environmental Checklist for the project that concludes erroneously that no additional mitigation measures are needed or available to reduce project impacts.

However, the consistency analysis fails to account for several new laws and regulations that have been adopted since 2016. The analysis fails to acknowledge and incorporate feasible mitigation measures that have become have been required of recently approved similar large scale warehouse projects.

Section 15162(a) (3) (A-D) of the California Environmental Quality Act (CEQA) Guidelines requires a lead agency to consider whether “new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental document; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental document; or (C) ***that 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 (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.” [emphasis added]

The consistency analysis does not address Executive Order 55-18. In 2018 Governor Brown signed Executive Order 55-18 calling for the state to achieve carbon neutrality as soon as possible and no later than 2045.¹

The consistency analysis discusses one new State law, the Scoping Plan adopted by the California Air Resources Board (CARB) in 2017. Notably, the analysis fails to even mention another critical CARB rule that was adopted more recently and is much more relevant to

¹ Executive Order to Achieve Carbon Neutrality: <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

warehouse projects: the Advanced Clean Fleets rule in 2021 and the 2022 CARB Scoping Plan.²

The consistency analysis also fails to account for a significant set of guidelines issued by the State Attorney General's Office, "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" (Attachment C to this letter).

Finally, the consistency analysis does not acknowledge the passage of Assembly Bill 98, which was signed by the Governor into law in 2024 (Attachment D to this letter)

Additional Feasible Mitigation Measures Must be Incorporated into the Project

The project's outdated mitigation measures originally adopted nine years ago fail to even come close to meeting a reduction in GHG and toxic diesel truck emissions. The project must be required to incorporate numerous additional measures recommended by the San Joaquin Valley Air Pollution Control District, the State Attorney General, the California Air Resources Board and other regulatory agencies, before this project can be considered for approval.

At a minimum, the approval of the project must include detailed, effective mitigation measures designed to reduce air quality, GHG and climate impacts by accomplishing the following:

- sufficient solar panels to provide power for the project
- utilize a "clean fleet" of light vehicles/delivery vans/trucks (Class 2 through 6) at the onset of business operations
- adopt standards to provide 100% electrification of all heavy-duty trucks (Class 7 and 8) using the project site by end of 2025 or when commercially available for the intended application, whichever date is later
- provide electric charging facilities on the project site sufficient to charge all electric trucks and employee vehicles

The world of logistics warehouse development and mitigation for air quality emissions and GHG has dramatically changed in California in the last nine years. Numerous court cases challenging CEQA documents in both the Inland Empire and in Northern California have set new standards. This revised CEQA analysis must incorporate a meaningful discussion of these recent court

² <https://ww2.arb.ca.gov/news/carb-approves-unprecedented-climate-action-plan-shift-worlds-4th-largest-economy-fossil-fuels>

cases and the most up to date measures that are being implemented by other distribution warehouse developers, largely at the urging of community activists and regulatory agencies.

Numerous advances have been made in terms of devising new programs and measures that would significantly reduce diesel emissions and GHG emissions from increased truck traffic. Major advances have also been made in solar and battery technology that will reduce GHG and reduce reliance on the existing PGE power grid.

In addition to the Costco settlement agreement, we have also attached the executed Settlement Agreement (Attachment B to this letter) between the Sierra Club, the City of Stockton, and Greenlaw Development, LLC (developer of the approved 203-acre Mariposa Industrial Park). The City of Stockton and the developer agreed to include all of the mitigation measures noted above and other site specific measures.

This speculative project must carefully consider all of the recommended mitigation measures outlined in the Attorney General's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" guidelines (Attachment C), as well as recent warehouse settlement agreements. The CEQA analysis must state which measures will be applied to this project. If measures are not included, the analysis must explain why the measures have been rejected.

We are making similar requests in comment letters on pending warehouse projects in the cities of Stockton, Lathrop, Manteca, and in unincorporated San Joaquin County.

If enacted by all jurisdictions in San Joaquin County, a standard set of air quality and greenhouse gas emission criteria will create a level playing field for all warehouse developers and protect the health of San Joaquin County residents, lessening the impacts of climate change and reducing air pollution.

In addition, the City must adopt a warehouse ordinance which would apply mitigation measures to all projects in the City. Governor Newsom has recently signed AB 98, which will require Tracy and other jurisdictions to apply much more stringent regulations for warehouse development (see Attachment D). This new law is subject to a clean up version that may add new regulations during the current legislative session.

Conclusion

As set forth above, the City's CEQA consistency analysis does not satisfy CEQA's requirements. At a fundamental level, it fails to provide an updated adequate and complete analysis of the project impacts and feasible mitigation measures. For these reasons, the Sierra Club respectfully requests that the City Planning Commission directs staff to more fully analyze the project and add those mitigation measures described here, before the City considers approval of the project.

Sincerely,

s/s Margo Praus, Chair,

Eric Parfrey, member

Mary Elizabeth M.S., R.E.H.S., Conservation Chair

Delta-Sierra Group, Sierra Club

cc: Robert Swanson, California Attorney General's Office
Stanley Armstrong, California Air Resources Board
Patia Siong and Harout Sagherian, San Joaquin Valley Air Pollution Control District
Aaron Isherwood and Joya Manjur, Sierra Club Environmental Law Program
Tracy City Council

Attachments:

- A. Letter to Tracy City Council regarding Costco Settlement Agreement
- B. Settlement Agreement between the Sierra Club, the City of Stockton, and Greenlaw Development, LLC (developer of the approved 203-acre Mariposa Industrial Park)
- C. Attorney General “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act”
- D. Los Angeles Times, “Gavin Newsom signs controversial bill regulating California warehouse development,” September 29, 2024; and text of AB 98

ATTACHMENT A
LETTER TO TRACY CITY COUNCIL
REGARDING COSTCO SETTLEMENT AGREEMENT



March 3, 2025

Via Electronic Mail

Tracy City Council
City of Tracy
333 Civic Center Plaza
Tracy, CA 95376
tracycitycouncil@cityoftracy.org
cityclerk@cityoftracy.org
cm@cityoftracy.org

Re: City Council Consideration of the Costco Warehouse Project

Dear Mayor Arriola and Honorable Members of the City Council:

The Sierra Club submits the following letter and attached documents so that decision-makers and members of the public have all relevant information needed to make an informed decision about this proposed project.

We have read the staff report and are perplexed that the report contains no mention of the settlement agreement and additional mitigation measures that were negotiated between the Sierra Club and Costco.

To ensure that the record contains all relevant documents, we have attached the settlement agreement, including the additional mitigation measures Costco has agreed to incorporate into the project. The settlement agreement was included in the Planning Commission packet for their meeting on December 4, 2024, but the agreement does not appear to be included in this City Council staff report.

We appreciate the efforts by Costco to further mitigate the air quality, greenhouse gas, and other impacts of their proposed warehouse project, beyond what the City was requiring. We expect that this level of mitigation will become the standard for all future warehouse projects that are approved in the City of Tracy, including pending projects such as the Banta warehouse and future Prologis projects in the City and County.

Press Release

See <https://www.sierraclub.org/press-releases/2024/12/sierra-club-costco-settlement-securer-groundbreaking-clean-truck>

In December, 2024 the Delta Sierra Group announced a legal settlement with Costco, the third largest retailer in the country. The agreement will require Costco's proposed 1.7-million-square-foot warehouse project in Tracy to transition to an electric truck fleet years ahead of state goals. The agreement also requires on-site solar generation, charging infrastructure and other requirements to mitigate air pollution and greenhouse gas emissions from the project (see attached press release).

Sierra Club's Delta Sierra Group, together with its legal counsel Shute, Mihaly & Weinberger and attorneys with the Sierra Club, negotiated with Costco for several months to incorporate these enhanced mitigation measures into its project plans.

Additional mitigation measures included in the Settlement Agreement

The following is a partial list of the most important "enhanced measures" agreed to by Costco. The full list of measures is included in Attachment A of the settlement agreement.

EM-1: Renewable Power: The Project applicant shall supply 100% of project electricity demand from renewable sources. The Project applicant shall procure power from a combination of onsite solar generation and direct source renewable purchased energy; however, at no time shall the Project site be supplied with any greater than 3.4 megawatts of direct source renewable purchased energy. Upon project opening, the Project applicant shall generate at least 3.8 megawatts of renewable electricity from solar facilities located on site. Such facilities may include solar photovoltaic panels on the roofs of the buildings or elsewhere on site (e.g., awnings, canopies or "solar trees" in parking area). The Project shall be designed and constructed to allow future expansion of solar facilities on site as electricity demand increases. The Project applicant shall, as part of the solar microgrid, install a battery storage system with enough capacity to power the project's basic building functions for 48 hours.

EM-6: Zero Emission Forklifts, Yard Trucks and Yard Equipment: The Project Applicant shall ensure that all exclusively on-site vehicles owned and operated by Costco (i.e., forklifts, yard goats, pallet jacks, scissor lifts, etc.) shall be electric or zero-emission vehicles, and shall provide on-site electrical charging facilities to adequately service such electric vehicles.

EM-7: Truck Idling Restrictions: The Project Applicant shall take reasonable measures to restrict truck idling (during construction and operation) onsite to a maximum of two minutes, and in no instance shall idling exceed five minutes. To achieve this limit, (a) trucks owned or operated by Costco that access the project site must be equipped with engine idle shutdown timers and (b) developer will inform drivers and operators of idling time limits by including highly visible signage at key points onsite, such as at docks and delivery areas. The Project Applicant shall train managers and employees on efficient scheduling and load management to minimize queuing and idling of trucks.

EM-8: Electric Charging: The Project Applicant shall provide electrical outlets for charging of employee e-bikes. The Project Applicant shall install conduit as infrastructure for electric vehicle charging stations onsite to allow for the Project to serve electric trucks in the future. Such conduit shall be provided on the site to serve 50% of the number of truck docking stations, with the location of conduit at the

discretion of the developer (e.g., truck trailer parking spaces or other locations). The Project Applicant shall ensure that sufficient electric vehicle charging stations are installed when necessary to serve the charging demands of electric trucks and vehicles domiciled at the Project site.

EM-14: Project Operations, Employee Trip Reduction: The Project applicant shall implement feasible Transportation Demand Management (TDM) strategies, which would decrease the VMT generated by the Project by 15 percent. Specific potential TDM strategies include, but are not limited to, the following:

- Emergency Ride Home (ERH) Program
- Existing, Agency-Run Employee Rideshare Program
- Employee Ride-Share Messaging and Promotion
- Designated Parking Spaces for Car Share Vehicles
- City Minimum or Fewer Parking Stalls
- Bicycle Parking at Front Entrance of Buildings: Secure, and Indoors or Covered
- Electrical Outlets for E-Bike Charging
- Lockers and Showers for Employees
- Onsite Food and Drink Service for Sale for Employees
- Enhanced Pedestrian Crossing Treatment within Site

The TDM Plan shall be submitted to the City for review, and the effectiveness of the TDM Plan shall be evaluated, monitored, and revised, if determined necessary by the City. The TDM Plan shall include the TDM strategies that will be implemented during the lifetime of the proposed Project and shall outline the anticipated effectiveness of the strategies. The effectiveness of the TDM Plan may be monitored through annual surveys to determine employee travel mode split and travel distance for home-based work trips, and/or the implementation of technology to determine the amount of traffic generated by and home-based work miles traveled by employees, which shall be determined in coordination with the City. Additionally, should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT, the Project applicant shall pay any VMT banking fee in effect at the time of building permit issuance to secure VMT credits of a total of 15 percent for the subject building, taking into account the stated percent efficacy for the TDM measures above. Should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT and a VMT banking fee is not in effect at the time of building permit issuance, the Project applicant shall make a one-time contribution to the City of Tracy transit service provider, TRACER, equal to the amount that would be calculated using the City's draft VMT banking fee of \$633.11 per VMT, as documented in the Transportation and Circulation section of the Draft EIR, to enable opportunity of transit services that would benefit the Tracy community in perpetuity and overcome the TDM Plan's shortfall in projected VMT reduction

EM-B: Zero Emission Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language, if the facility is leased in the future, to ensure the tenants/lessees are informed of all on-going operational responsibilities.

The property owner/tenant/lessee shall ensure that a 72% of all heavy-duty (Class 7 and 8) truck trips transporting goods from the Direct Delivery Center warehouse facility on the project site to the Market Delivery Operations facilities (that 72% being the "MDO Trips") are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet making MDO Trips

fully zero-emission by December 31, 2027 or when commercially available for the intended application, whichever date is later.

A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, <https://californiahvip.org/>, or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, <https://globaldrivetozero.org/>. In order for such vehicles to be considered as commercially unavailable, at least three (3) months prior to the deadline above, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs or equipment needed within 6 months.

In addition to the obligations above, the property owner/tenant/lessee shall ensure that, regardless of commercial availability determinations, a minimum of the following percentages of heavy-duty trucks (Class 7 and 8) making MDO Trips domiciled on the project site shall be zero-emission vehicles: 10% by December 31, 2027; 25% by December 31, 2030; 50% by December 31, 2033; 75% by December 31, 2036; and 100% by December 31, 2039.

Zero-emission heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.

EM-C: Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) owned by the property owner/tenant/lessee that travels to and from the project site, the following "clean fleet" requirements apply: (i) 65% of the fleet will be zero emission vehicles at start of operations, (ii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.

Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.

EM-D: Compliance Report: For the first five (5) years following project approval, the Operator of the warehouse facilities shall submit to the Sierra Club an annual compliance report within 30 days of December 31 each year addressing compliance with EM-B and EM-C. If the Sierra Club asks the Operator any clarifying questions or requests, the Operator shall respond to such inquiry in writing within thirty (30) days. If the Operator has not fully complied with EM-B within 5 years, the Operator shall submit a compliance report to the Sierra Club within 30 days of December 31, 2030, 2033, 2036, and 2039. Once the Operator has fully complied with EM-B or EM-C by transitioning to 100% zero-emission vehicles, no further reporting for that measure shall be required.

Prior to receipt of a final certificate of occupancy for each of the two phases of the Project (DDC building and Annex building), Developer will submit to the Sierra Club a report demonstrating compliance with all applicable measures in the MMRP and measures committed to in the agreement with the Sierra Club. Developer will endeavor to provide the Sierra Club with at least thirty (30) days' prior notice in advance of submitting the reports. If the Sierra Club asks the Developer any clarifying questions or requests, the Developer shall respond to such inquiry in writing within thirty (30) days.

EM-E: Lease Agreements and Future Owners: Any tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement. All obligations of the Project Applicant in these Tracy Costco Depot Annex Enhancement Measures shall apply to any future owner or operator of the Project.

EM- H: Building Codes: Project construction shall be subject to all applicable City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Nonresidential Voluntary Measures of the applicable California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, including but not limited to the Tier 2 standards in those Divisions, where applicable; provided, however, that the Tier 2 standards relating to the electric vehicle parking space requirements (e.g., CalGreen sections A5.106.5.1.2, A5.106.5.3.3, and A5.106.5.3.4) shall not pertain. Instead, Buildings 1 and 2 of the Project shall meet at least the July 2022 Green Building Standards Code mandatory requirements (effective January 1, 2023, or the requirements of a later version of the Green Building Standards Code, if applicable) for the number of employee and visitor parking stalls that shall be wired for electric vehicle charging (i.e., EV capable spaces) and that shall be active EV charging parking spaces (i.e., spaces supplied with EV Supply Equipment) upon the start of operation. Signage shall be installed at the parking stalls with EV wiring that are not active at the start of operation to indicate that such parking spaces will be converted to EV spaces once there is demand for such EV spaces. Beginning upon operation of the first building constructed and ending upon five (5) years after the completion of construction of the second building, the Project Applicant shall annually survey employees on their EV charging interest and demands and accommodate demand with additional EV charging equipment to meet demand.

Conclusion

In conclusion, we are grateful that Costco has agreed to implement these very important enhanced mitigation measures. The measures taken as a whole will go a long way to mitigate air quality and greenhouse gas emissions generated by the project. We hope and expect that all future large warehouse projects approved by the City of Tracy will also be required to implement these types of measures in their projects. We also expect that any future warehouse ordinance considered by the City will include these measures at a minimum.

Very truly yours,

Margo Praus, Chair and Eric Parfrey, member
Delta-Sierra Group

Cc: Tracy City Manager (via email)

Tracy City Clerk (via email)

Attachments:

- A. Press release from the Sierra Club
- B. Settlement Agreement between Costco and the Sierra Club

ATTACHMENT A

Sierra Club, Costco Settlement Secures Groundbreaking Clean Truck Requirements in Tracy

Measures are among the strictest ever imposed on a warehouse project in California

December 2, 2024

Contact

Sander Kushen, sander.kushen@sierraclub.org

TRACY, Calif. — The Sierra Club announced a legal settlement with Costco today that will require a massive, 1.7-million-square-foot warehouse project in Tracy to transition to an electric truck fleet years ahead of state mandates. The settlement, which resolves California Environmental Quality Act claims, also requires on-site solar generation, charging infrastructure and other requirements to mitigate air pollution and greenhouse gas emissions from the project.

“This settlement transforms what would have been business as usual diesel truck trips into a cutting edge transition plan for zero-emission vehicles,” said **Eric Parfrey, a long-time activist from Sierra Club's Mother Lode Chapter.** “These clean fleet requirements, along with Costco's mandate to supply 100% of the project's electricity demand with renewable energy, will prevent toxic air pollution and save lives in San Joaquin County.”

Under the agreement, 72 percent of heavy-duty trucks transporting goods from the facility to market delivery operations in other cities must be zero-emission by the end of 2027. Costco's on-site cargo handling equipment must be fully electric at the start of operations, and trucks at the project site will have to adhere to strict idling limits. The deal also requires Costco to power the project entirely with 100% renewable electricity and on-site solar generation.

The Costco settlement goes far beyond California's Advanced Clean Trucks Rule, which mandates only 11 percent of new heavy-duty truck sales be zero-emission by 2025. It represents the strongest clean fleet requirements the Sierra Club has achieved in any warehouse deal to date.

“The residents of Tracy can now breathe a bit easier,” **Parfrey** added. “Warehouse projects like this have the potential to benefit communities, but local government must proactively safeguard air quality from warehouse trucks and operations. This settlement will save the lives of children, our elderly and our other most vulnerable community members.”

The City of Tracy's Planning Commission will meet at 7:00 on Wednesday, December 4. The Sierra Club will be requesting that the city updates its Mitigation Monitoring and Reporting Program in order to allow the city to track the measures in the settlement.

ATTACHMENT B
Costco Settlement Agreement
See separate PDF file

Attachments B, C, and D
(see separate attached PDF files)

SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release of All Claims ("Agreement") is entered into by and between the Sierra Club, a California nonprofit public benefit association, the City of Stockton ("City"), a municipal services corporation, and Greenlaw Development, LLC, a California limited liability company ("Developer"), (collectively referred to as "Parties" or singularly "Party"), to terminate fully and finally all disputes concerning the matters set forth below.

RECITALS

WHEREAS, Developer, proposes to develop an approximately 203-acre site in the South Stockton area commonly known as the Mariposa Industrial Park for light industrial land uses (the "Project"). The conceptual site plan proposes construction and operation of 3,616,870 square feet of warehouse and ancillary office uses, approximately 1,831 auto parking spaces, 1,107 truck and trailer parking spaces, and related infrastructure. Developer has applied to the City for the following project approvals: (1) adoption of a Resolution certifying the Mariposa Industrial Park Environmental Impact Report (SCH #2020120283) ("EIR"), including a Statement of Overriding Considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"); and (2) adoption of an Ordinance for the Pre-zoning of APNs 179-220-10; -11; -12; -13; -16; -17; -18; -19; and -24 (the "Property") to Industrial, Limited (IL); and (3) adoption an Ordinance for a Development Agreement; and (4) adoption of a Resolution authorizing the filing of an annexation application with the San Joaquin Local Agency Formation Commission (collectively the "Project Approvals"); and

WHEREAS, The Sierra Club and the California Attorney General submitted comments on the EIR requesting that additional air quality and other mitigation measures be included in the EIR and MMRP for the Project and that a fund to mitigate impacts on affected residents be created; and

WHEREAS, the Parties wish to resolve fully and finally all disputes which may exist between the Parties concerning the Project Approvals.

NOW, THEREFORE, based upon the foregoing recitals and the terms, conditions, covenants, and agreements contained above and incorporated in full below, the Parties agree as follows:

AGREEMENT

For good and valuable consideration, the receipt of which is acknowledged by each Party hereto, the Parties promise and agree as follows:

1. If the City approves the Project, and (i) the certified EIR and adopted MMRP include all of the Mitigation Measures in the attached Mariposa Industrial Project Enhanced Measures, and (ii) the authorized Development Agreement includes all of the revised terms in the attached Mariposa Industrial Project Enhanced Measures, then (iii) neither the Sierra Club nor any of its affiliates will file any complaints, claims, grievances, special proceedings or any other actions against the City or Developer with any state,

federal, or local agency or court challenging the Project Approvals or the proposed annexation of the Project site to the City of Stockton. If an affiliate of the Sierra Club is determined to have made a challenge to the Project Approvals or the proposed annexation of the Project site to the City of Stockton in violation of this Section 1, such violation shall constitute a breach of this Agreement by the Sierra Club.

2. The City will draft and consider a comprehensive Warehouse Sustainability Ordinance for future projects that establishes development standards for the construction of industrial warehousing and distribution facilities that exceed 100,000 square feet subject to periodic review for consistency with current regulatory agency recommendations before December 31, 2023. The City may incorporate the addition of warehouse sustainability requirements through its current Development Code revision/update process, provided that the ordinance is considered before December 31, 2023. City staff shall recommend adoption of the ordinance.
3. The City agrees that the Mitigation Measures in the attached Mariposa Industrial Project Enhanced Measures are designed to mitigate potentially significant environmental impacts of warehouse projects. If, prior to adopting the Warehouse Sustainability Ordinance, the City considers approving a project that proposes to develop industrial warehousing or distribution facilities that exceed 100,000 square feet, the City shall include all such applicable measures from the Mariposa Industrial Project Enhanced Measures in any Environmental Impact Report or Mitigated Negative Declaration for the project and consider requiring the project to comply with them.
4. Developer agrees to comply with the attached Mariposa Industrial Project Enhanced Measures and will comply with all applicable City building code requirements.
5. If the City approves the Project, the City will coordinate with the County of San Joaquin to develop and install signage prohibiting non-emergency vehicle access to the project site from Clark Drive or Marfargoa Road. Developer will be responsible for the costs of signage determined to be appropriate by the City and the County.
6. Developer shall pay Sierra Club \$34,350 as reimbursement for Sierra Club's attorney's fees and costs incurred in the administrative phase of the Project Approvals. Payment shall be made to the Shute, Mihaly & Weinberger LLP trust account. Developer shall make this payment within ten (10) days of the expiration of the statute of limitations set forth in Section 21167 of the Public Resources Code on actions or proceedings to attack, review, set aside, void, or annul the City of Stockton's determination of CEQA compliance for the Project Approvals, provided that no such action or proceeding has been initiated by the Sierra Club or its affiliates.
7. This Agreement shall be effective and binding upon the Parties only after the execution of both (1) this Agreement by all parties, and (2) the execution of a Memorandum of Understanding between the California Attorney General and the City relating to the City considering an ordinance to establish development standards for industrial warehouse land uses.

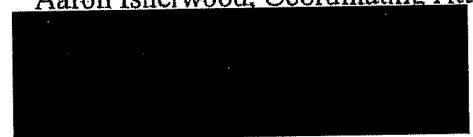
8. Miscellaneous.

- a. **Exclusive Remedies.** The Parties' sole and exclusive remedy for breach of this Agreement shall be an action for specific performance or injunction. In no event shall any Party be entitled to monetary damages for breach of this Agreement. In addition, no legal action for specific performance or injunction shall be brought or maintained until: (a) the non-breaching Party provides written notice to the breaching Party which explains with particularity the nature of the claimed breach, and (b) within thirty (30) days after receipt of said notice, the breaching Party fails to cure the claimed breach or, in the case of a claimed breach which cannot be reasonably remedied within a thirty (30) day period, the breaching Party fails to commence to cure the claimed breach within such thirty (30) day period, and thereafter diligently complete the activities reasonably necessary to remedy the claimed breach.
- b. All notices and other communications required to be provided pursuant to this Agreement shall be by electronic mail and by first class mail to the following persons at the following addresses:

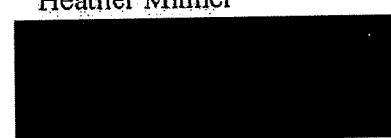
SIERRA CLUB:

Margo Praus
Delta-Sierra Group


with copy to:

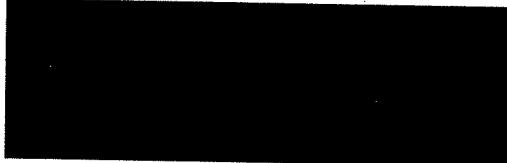
Sierra Club
Aaron Isherwood, Coordinating Attorney


with copy to:

Shute, Mihaly & Weinberger LLP
Heather Minner


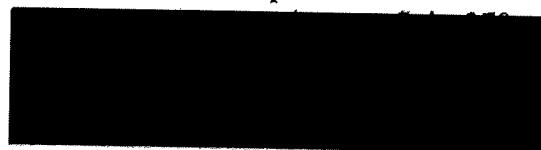
GREENLAW DEVELOPMENT, LLC:

Greenlaw Partners



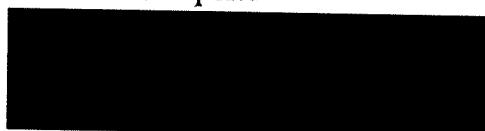
with copy to:

Cochran Law Group



with copy to:

Law Office of Daniel P. Doporto
Daniel P. Doporto



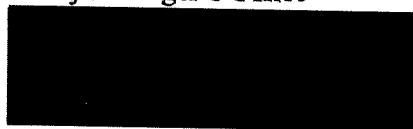
CITY OF STOCKTON:

City Attorney's Office



with copy to:

City Manager's Office



- c. **Binding on Successors.** The terms, covenants, and conditions of this Agreement shall be binding upon and shall inure to the benefit of the heirs, executors, administrators, successors and assignees of the respective Parties. Developer shall record a copy of this Agreement against the Property. Developer will provide a copy of the recorded Agreement to Sierra Club within fifteen (15) days of such recording. The Parties shall give notice to all other Parties of any successor or assignee to the Party.

- d. Non-Admission of Liability. The Parties acknowledge and agree that this Agreement is a settlement of disputed claims. Neither the fact that the Parties have settled nor the terms of this Agreement shall be construed in any manner as an admission of any liability by any Party.
- e. Assistance of Counsel. The Parties each specifically represent that they have consulted to their satisfaction with and received independent advice from their respective counsel prior to executing this Agreement concerning the terms and conditions of this Agreement.
- f. Waiver. Failure to insist on compliance with any term, covenant or condition contained in this Agreement shall not be deemed a waiver of that term, covenant or condition, nor shall any waiver or relinquishment of any right or power contained in this Agreement at any one time or more times be deemed a waiver or relinquishment of any right or power at any other time or times.
- g. Severability. Should any portion, word, clause, phrase, sentence or paragraph of this Agreement be declared void or unenforceable, such portion shall be considered independent and severable from the remainder, the validity of which shall remain unaffected.
- h. Governing Law and Venue. This Agreement is made and entered into in the State of California, and shall in all respects be interpreted, enforced and governed under the laws of said State without giving effect to conflicts of laws principles. Any action to enforce, invalidate, or interpret any provision of this Agreement shall be brought in San Joaquin County Superior Court.
- i. Entire Agreement. This Agreement constitutes the entire agreement between the Parties who have executed it and supersedes any and all other agreements, understandings, negotiations, or discussions, either oral or in writing, express or implied between the Parties to this Agreement. No representation, inducement, promise, agreement or warranty not contained in this Agreement, including, but not limited to, any purported supplements, modifications, waivers, or terminations of this Agreement shall be valid or binding, unless executed in writing by all of the Parties to this Agreement.
- j. Each of the signatories hereto represents and warrants that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.
- k. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original but all of which shall constitute one agreement.

[SIGNATURES COMMENCE ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the undersigned execute this Settlement Agreement and Release, and hereby agree to all terms and condition herein, on the dates set forth below:

SIERRA CLUB

By: John Doe
Name: John Doe
Its: Sierra Club, Inc.
Date: 11-11-2022

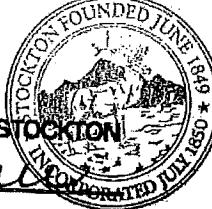
GREENLAW DEVELOPMENT, LLC

By: Rob Mitchell
Name: Rob Mitchell
Its: Partner
Date: 11/20/22

CITY OF STOCKTON

By: Harry Black
Name: Harry Black
Its: City Manager
Date: 12/22/22

ATTEST:
for CLERK OF THE CITY OF STOCKTON
By Ymf/maw



The seal is circular with a central figure and text around the border. The outer ring contains the text "STOCKTON FOUNDED JUNE 1849" at the top and "INCORPORATED JULY 1850" at the bottom. The inner circle features a landscape scene with mountains and water, and the word "CITY" is written across the bottom.

APPROVED AS TO FORM

By: Taryn Jones
Name: Taryn Jones
City Attorney
Date: 12/22/22

Attachment (1): Mariposa Industrial Project Enhanced Measures
1585908.7

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

The Final EIR Mitigation Measures will be revised to include the following:

AMM AIR-1: Solar Power: Owners, operators or tenants shall include with the building permit application, sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. Project sponsor shall include analysis of (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the "clean fleet" requirements, and (b) generating capacity of the solar installation.

AMM AIR-1 (continued): CDD shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space. The photovoltaic system shall include a battery storage system to serve the facility in the event of a power outage to the extent required by the 2022 or later California Building Standards Code.

AMM AIR-1 (continued): In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation's base or anticipated power use, the applicant shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.). Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports.

AMM AIR-1 (continued): The developer or tenant, or qualified solar provider engaged by the developer or tenant shall timely order all equipment and shall install the system when the City has approved building permits and the necessary equipment has arrived. The developer or tenant shall commence operation of the system when it has received the permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the building owner shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the project.

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

<p>EMM AIR-1: Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements.</p>	<p>AMM AIR-1: Architectural Coatings: Construction plans shall require that architectural and industrial maintenance coatings (e.g., paints) applied on the project site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite by a third party.</p>	<p>AMM AIR-3: Construction Worker Trip Reduction: Project construction plans and specifications will require contractor to provide transit and ridesharing information for construction workers.</p>	<p>AMM AIR-2: SJVAPCD Regulation VIII Compliance: Construction plans and specifications shall include a Dust Control Plan incorporating the applicable requirements of Regulation VIII, which shall be submitted to the SJVAPCD for review and approval prior to beginning construction in accordance with the requirements of Regulation VIII.</p>	<p>AMM AIR-2: Emission Standards for Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all on-going operational responsibilities.</p> <p>The property owner/tenant/lessee shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on the project site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025 or when commercially available for the intended application, whichever date is later.</p> <p>A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiavhvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory,</p>
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MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

<https://globaldrivetozero.org/>. The City shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made, and may (but is not required to) consult with the California Air Resources Board before making such final determination. In order for the City to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahwp.org website demonstrating the inability to obtain the required EVs or equipment needed within 6 months.

"Domiciled at the project site shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere).

Zero-emission heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.

AMM/AIR-3: Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.

"Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere).

Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

AMM AIR-4: Demonstrate Compliance with Clean Fleet Requirements: The applicant, property owner, tenant, lessee, or other party operating the facility (the "Operator") shall utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements in AMM AIR-2 (for Class 7 and 8 vehicles) and AMM AIR-3 (for Class 2 through 6 vehicles) above. Within 30-days of occupancy, the Operator shall demonstrate to the satisfaction of CDD staff, that the applicable clean fleet requirements are being met.

AMM AIR-4 (continued): In the event that vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the CDD to accommodate the unavailability of commercially available vehicles/trucks.

AMM AIR 4 (continued) The City shall quantify the air pollution and GHG emissions resulting from any modification of this condition. Within 12 months of failing to meet a "clean fleet" requirement the property owner/tenant/lessee shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the Air District serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the South Stockton and surrounding area. Property owner/tenant/lessee shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.

AMM AIR-4 (continued): The Operator shall implement the proposed measures after CDD review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The CDD staff may seek the recommendation of the California Air Resources Board in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application.

AMM AIR-4 (continued): Construction Meal Destinations: Project construction plans and specifications will require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

AMM AIR-5: Condition of Approved Compliance Report: The Operator shall submit a condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027. The report shall outline clean fleet requirements applicable at each report interval and include documentation demonstrating compliance with each requirement. The City shall consider each report at a noticed public hearing and determine whether the Operator has complied with the applicable clean fleet requirements. If the Operator has not met each 100% clean fleet requirement by December 31, 2027, then the Operator shall submit subsequent reports every year until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described in the previous paragraph. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the project site and through the ASK Stockton list serve.

AMM AIR-5 (continued): After the 100% clean fleet requirement has been implemented and confirmed by the CDD, the Operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the Operator is meeting the clean fleet requirements. At the time it confirms that the 100% clean fleet requirement has been implemented, the CDD will establish the due date for the first on-going compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. The on-going compliance reports and accompanying documentation shall be made available to the public upon request.

AMM AIR-6: Zero Emission Forklifts, Yard trucks and Yard Equipment: Owners, operators or tenants shall require all forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission. The owner, operator or tenant shall provide on-site electrical charging facilities to adequately service electric vehicles and equipment.

AMM AIR-7: Truck Idling Restrictions: Owners, operators or tenants shall be required to make their best effort to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB in the document: *commercial vehicle idling requirements July 2016*. Idling restrictions shall be enforced by highly-visible posting at the

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

site entry, posting at other on-site locations frequented by truck drivers, conspicuous inclusion in employee training and guidance material and owner, operator or tenant direct action as required.

AMM AIR-8: Electric Truck Charging: At all times during project operation, owners, operators or tenants shall be required to provide electric charging facilities on the project site sufficient to charge all electric trucks domiciled on the site and such facilities shall be made available for all electric trucks that use the project site.

AMM AIR-9: Project Operations, Food Service: Owners, operators or tenants shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.

AMM AIR-10: Project Operations, Employee Trip Reduction: Owners, operators or tenants shall provide employees transit route and schedule information on systems serving the project area and coordinate ridesharing amongst employees.

AMM AIR-11: Yard Sweeping: Owners, operators or tenants shall provide periodic yard and parking area sweeping to minimize dust generation

AMM AIR-12: Diesel Generators: Owners, operators or tenants shall prohibit the use of diesel generators, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards.

AMM AIR-13: Truck Emission Control: Owners, operators or tenants shall ensure that trucks or truck fleets domiciled at the project site be model year 2014 or later, and maintained consistent with current CARB emission control regulations.

AMM AIR-14: All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement.

AMM AIR-14 (continued): SmartWay: Owners, operators or tenants shall enroll and participate the in SmartWay program for eligible businesses

AMM AIR-15: Designated Smoking Areas: Owners, operators or tenants shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.

AMM AIR-16: Project construction shall be subject to all adopted City building codes, including the adopted Green Building Standards Code, version July 2022 or later. Prior to the issuance of building permits, the applicant/developer

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, including but not limited to the Tier 2 standards in those Divisions, where applicable, such as the Tier 2 advanced energy efficiency requirements as outlined under Section A5.203.1.2.

EMM AG-1: The project shall participate in and comply with the City's Agricultural Lands Mitigation Program, under which developers of the property shall contribute agricultural mitigation land or shall pay the Agricultural Land Mitigation Fee to the City.

The City and Applicant will revise the proposed Development Agreement to provide the following:

In the DA text and in Exhibit B, to clarify that cold storage facilities are prohibited on the site and transport refrigeration units (TRUs) may not enter the site. In the DA text provide that any future proposal to construct cold storage facilities on the site or to allow TRUs to enter the site would require an amendment to the Development Agreement that shall be deemed and processed as a Major Modification to the Development Agreement, an application to the City for a conditional use permit, and be subject to review under the California Environmental Quality Act and Stockton Municipal Code Chapter 16.168.

Section 8.3 of the DA will be revised as follows:

8.3 Mitigation Measures. Developer agrees to and shall comply with all applicable mitigation measures attached hereto as Exhibit C and with all applicable mitigation measures in the MIP EIR, as described in the Mitigation Monitoring/Reporting Program approved by the City on _____, 2023. Developer shall include in all tenant lease agreements for the project site a provision requiring the tenant/lessee to comply with all applicable requirements of the measures in this Section 8.3, a copy of which shall be attached to each to each tenant/lease agreement.

Section 10.1 of the DA will be revised as follows:

10.1 Annual Review. As required by California Government Code Section 65865.1 and pursuant to Section 16.128.110 of the Development Agreement Ordinance, the City of Stockton Planning Commission shall review

MARIPOSA INDUSTRIAL PROJECT
ENHANCED MEASURES

this Agreement and all actions taken pursuant to the terms of this Agreement with respect to the development of the Project every twelve (12) months at a duly-noticed public hearing to determine good faith compliance with this Agreement (“Annual Review”). Specifically, the Annual Review shall be conducted for the purposes of determining good faith compliance with the terms and/or conditions of this Agreement, including compliance with the mitigation measures in Section 8.3 of this Agreement. Each Annual Review shall also document the status of Project development. In the event the Planning Commission recommends modification or termination of this Agreement in connection with such Annual Review, the action to effectuate such modification or termination must be taken by City Council.

In the DA text, to require the City to coordinate with the County to develop and install signage prohibiting non-emergency vehicle access to the project site from Clark Drive or Marfargoa Road. The Applicant will be responsible for the costs of the signage determined to be appropriate by the City and the County.

In the text, to require the following:

Construction plans shall include a 10-foot by 65-foot landscaped berm along the 623-lineal foot and 493-lineal foot portions of the west line of the site, located north and south of Marfargoa Road, which will be required by and shown on Exhibit B to the Development Agreement. Landscaping of the berm shall include fast-growing evergreen trees to provide maximum visual screening, as determined by a qualified landscape architect. Construction plans shall also include a 10-foot wall along the 881-lineal foot and 1,316-lineal foot portions of the west line of the site, located north and south of Clark Drive, which will be required by and shown on Exhibit B to the Development Agreement. Construction plans shall also identify a 60-foot “no truck” zone along the entire length of the west line of the site, which will be required by and shown on Exhibit B to the Development Agreement. Construction plans shall also identify and prohibit building construction within a setback area located a minimum of 300 feet from the property line of residential properties along Marfargoa Road and Clark Drive. Notwithstanding the foregoing, the stairwells of ancillary/Accessory buildings may encroach into the 300-foot setback area.

In the text, to provide that, prior to the issuance of a grading permit, the Applicant will provide \$200,000 to a non-profit organization serving disadvantaged residents of San Joaquin County approved by the City’s Community Development Director, to fund a program to reduce exposure to emissions and noise from vehicle and truck traffic and industrial operations, for residents located within the geographic area bounded by Munford Avenue, Mariposa Road, Little John’s Creek and the SR99 Frontage Road. The program may fund or reimburse home air filtration systems, HVAC

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modifications, window replacements, weather stripping, or similar improvements; publicly available electric vehicle charging station(s); and/or air quality monitoring censors with publicly available real time data (such as PurpleAir censors).

ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE



Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)¹ regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.² This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.³ It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.⁴ While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.⁵ California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.⁶ The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.⁷ Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.⁸ This trend has only accelerated, with e-commerce growing to

¹ <https://oag.ca.gov/environment/justice>.

² <https://oag.ca.gov/environment/ceqa>; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

³ This September 2022 version revises and replaces the prior March 2021 version of this document.

⁴ Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

⁵ As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

⁶ Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), <https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/> (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

⁷ U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at <https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm> (last accessed September 18, 2022).

⁸ South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.⁹ The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.¹⁰

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particulate matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.¹² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California’s environmental justice screening tool, which measures overall pollution and demographic vulnerability.¹³ That

⁹ U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), available at <https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report> (last accessed September 18, 2022).

¹⁰ CBRE Research, *supra note 9*, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), available at <https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html>.

¹¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (last accessed September 18, 2022) (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts> (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (last accessed September 18, 2022) (DPM).

¹² Noise Sources and Their Effects, <https://www.chem.psu.edu/chemsafety/Training/PPETrain/dblevels.htm> (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

¹³ South Coast Air Quality Management District, “Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305” (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.¹⁴ Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.¹⁵

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors¹⁶ can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

¹⁴ *Id.* at 5-7.

¹⁵ Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported “riskiness” of loaning to their residents. In California cities where such “redlining” maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded “red,” signifying the least desirable areas where investment was to be avoided. See University of Richmond Digital Scholarship Lab, *Mapping Inequality*, <https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca> (Los Angeles), <https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca> (San Diego), <https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca> (Oakland), <https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca> (Stockton), <https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca> (Fresno) (all last accessed September 18, 2022).

¹⁶ In this document, “sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.¹⁷

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.¹⁸ Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.¹⁹

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

¹⁷ For more information about SB 1000, see <https://oag.ca.gov/environment/sb1000>.

¹⁸ <https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf> (last accessed September 18, 2022).

¹⁹ For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf> (last accessed September 18, 2022) (Riverside County); <http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId=> (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.²⁰
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

²⁰ CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.²¹
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

²¹ CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage²² to or from the project site to be zero-emission beginning in 2030.

²² “Drayage” refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

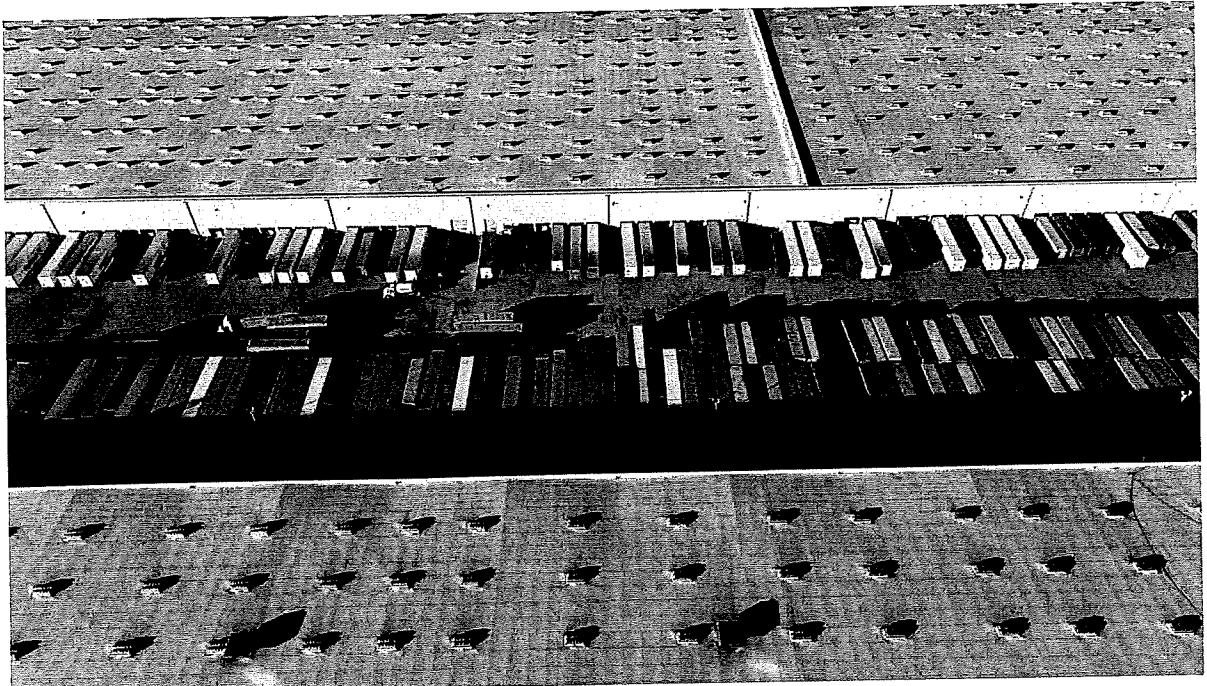
- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Gavin Newsom signs controversial bill regulating California warehouse development



A Walmart distribution center along Interstate 15 in Eastvale in the Inland Empire.

(Robert Gauthier/Los Angeles Times)

By Rebecca Plevin Staff Writer

Sept. 29, 2024 5:46 PM P

Gov. Gavin Newsom has signed a controversial bill that establishes siting and design standards for industrial warehouses that, according to supporters, would better protect the health of nearby residents.

The legislation comes as developers have converted large swaths of property along Inland Empire freeways into a logistics corridor for e-commerce, connecting goods shipped into Southern California ports with online shoppers across the nation. Although proponents of the developments say they bring jobs and infrastructure improvements, many residents living in the shadow lament the pollution, traffic and neighborhood disruption.

Beginning in 2026, Assembly Bill 98 will prohibit cities and counties from approving new or expanded distribution centers unless they meet specified standards. New warehouse developments will need to be located on major thoroughfares or local roads that mainly serve commercial uses. And warehouses will need to be set back several hundred feet from so-called "sensitive sites" such as homes, schools and healthcare facilities.

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Additionally, if a developer demolishes housing to make way for a warehouse, the bill will require two new units of affordable housing for each unit that is destroyed. The developer will have to provide displaced tenants with 12 months' rent.

Assemblymember Juan Carrillo (D-Palmdale), co-author of the legislation, previously described the measure as a "very delicate compromise" that resulted from lengthy negotiations among a group that included labor, health, environmental and business representatives.

While some labor organizations supported the bill, environmental, community and civic groups statewide objected to the secrecy in which the bill was crafted in the final days of the session and said it fails to hold warehouse developers to higher standards.

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Several cities also opposed the legislation, which, according to an analysis by the Senate Appropriations Committee, requires general plan updates that could result in one-time costs for cities and counties ranging from tens of millions to potentially hundreds of millions of dollars.

The League of California Cities is committed to fixing this "costly, burdensome bill" during next year's legislative session, President Daniel Parra said in a statement Sunday.

"AB 98 is a massive unfunded mandate that will harm our cities, stifle job growth, and threaten the economic lifeblood of communities throughout California," he said.

Environmental advocates are especially concerned about the bill's setback requirements for projects involving warehouses 250,000 square feet and larger that are within 900 feet of homes, schools, parks or healthcare facilities.

In those cases, the bill requires that truck loading bays are located at least 300 feet from the property line in areas zoned for industrial use and 500 feet from the property line in areas not zoned for industrial use. Warehouses would also need to comply with design and energy efficiency standards.

Advocates argued the bill would simply enshrine current warehouse development practices into law and undermine local efforts to advocate for the much bigger setbacks recommended by state agencies.

In a 2022 report on best practices for warehouse projects under the state's environmental laws, the state attorney general's office recommends locating warehouse facilities so that their property lines are at least 1,000 feet from the property lines of sensitive sites such as homes and schools. It cites the state Air Resources Board, which in 2005 estimated an 80% drop-off in pollutant concentrations at approximately 1,000 feet from a distribution center.

In a statement issued Sunday, environmental groups and community organizations called on the governor and Legislature to work with them next year to get "real protections for our communities."

"This is disappointing for our communities who will have to bear the brunt of weak standards," said Andrea Vidaurre, co-founder and policy analyst for the People's Collective for Environmental Justice in San Bernardino.

Assembly Bill No. 98

CHAPTER 931

An act to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use.

[Approved by Governor September 29, 2024. Filed with
Secretary of State September 29, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

AB 98, Juan Carrillo. Planning and zoning: logistics use: truck routes.

(1) Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects.

This bill, beginning January 1, 2026, would prescribe various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The bill would except from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use, under prescribed conditions. The bill would require a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. The bill would require a facility operator to enforce the plan. The bill would provide for the revision of the plan in specified circumstances.

The bill would prohibit a city, county, or city and county from approving development of a logistics use that does not meet or exceed the standards outlined in the bill. The bill would require a city, county, or city and county to condition approval of a logistics use on 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years unless the housing unit was declared substandard by a building official, as specified, and payments to displaced tenants if residential dwellings are affected through purchase, as prescribed. The bill would define terms for these purposes.

(2) The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and specified land outside its

boundaries that includes, among other specified mandatory elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. Existing law requires, upon any substantive revision of the circulation element, that the legislative body modify the element to address specified additional issues.

This bill would require a county or city, by January 1, 2028, except as provided, to update its circulation element, as prescribed, including identifying and establishing specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and concentrations of sensitive receptors, as defined. The bill would establish specific standards for truck routes. The bill would require a county or city to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations. The bill would require a county or city to make truck routes publicly available and share maps of the truck routes with warehouse operators, fleet operators, and truck drivers. The bill would authorize the Attorney General to enforce these provisions, as provided, including by imposition of a fine of up to \$50,000 every 6 months if the required updates have not been made.

(3) Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law provides that the south coast district is governed by a board consisting of 13 members and requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations.

This bill would require the south coast district to establish a process for receiving community input on how any penalties assessed and collected for violation of the Warehouse Indirect Source Rule are spent, as specified. The bill would require the south coast district, subject to an appropriation for this express purpose, to, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments. The bill would require the south coast district to use the data collected to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors from logistics use development operations and to submit its findings to the Legislature on or before January 1, 2033. The bill would also require the district to submit an interim report to the Legislature on or before January 1, 2028, to evaluate the impact of air pollution on sensitive receptors, as defined, from logistics use development operations in the Counties of Riverside and San Bernardino, as provided.

(4) By modifying the duties of local agencies with regard to the approval of logistics use development and requiring the revision of the circulation

element of a general plan, the bill would impose a state-mandated local program.

(5) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(6) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Chapter 2.8 (commencing with Section 65098) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.8. WAREHOUSE DESIGN AND BUILD STANDARDS

65098. As used in this chapter:

(a) "21st century warehouse" means a logistics use that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least 1 percent of the roof area, or equivalent LED efficient lighting.

(3) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(4) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(5) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2030, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(6) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(b) "Expansion of an existing logistics use" means the expansion of an existing logistics use by 20 percent or more of the existing square footage. Office space shall not be included as part of the existing square footage or in the square footage for the 20-percent expansion threshold.

(c) "Heavy-duty truck" means a class 7 or class 8 truck. As used in this subdivision:

(1) "Class 7 truck" means a truck with a gross vehicle weight rating of 26,001 to 33,000 pounds.

(2) "Class 8 truck" means a truck with a gross vehicle weight rating of greater than 33,000 pounds.

(d) "Logistics use" means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. "Logistics use" does not include any of the following:

(1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.

(2) A building primarily served by rail to move cargo goods or product.

(3) (A) A Strategic Intermodal Facility.

(B) For purposes of this subdivision, "Strategic Intermodal Facility" means a project that satisfies all of the following requirements:

(i) Logistics facilities, including warehousing and transloading facilities, served by rail.

(ii) Intermodal freight transport services.

(iii) All facility structures and related rail operations are located within a single site footprint.

(e) "Sensitive receptor" means one or more of the following:

(1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.

(2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.

- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, unless the development of the park and recreation areas are included as a condition of approval for the development of a logistics use.
- (5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- (6) Hospitals, as defined in Section 128700 of the Health and Safety Code.
- (f) "Small off-road engines" means spark-ignition engines rated at or below 19 kilowatts.
- (g) "Tier 1 21st century warehouse" means a logistics use that meets all of the following:
 - (1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:
 - (A) (i) Photovoltaic system installation and associated battery storage.
 - (ii) For purposes of the photovoltaic system installation requirement in clause (i), all warehouse square footage should be considered conditioned space.
 - (B) Cool roofing.
 - (C) Medium- and heavy-duty vehicle charging readiness.
 - (D) Light-duty electric vehicle charging readiness and installed charging stations.
 - (2) Has skylights in at least one percent of the roof area, or equivalent LED efficient lighting.
 - (3) Has a microgrid-ready switchgear system capable of supporting distributed energy resources.
 - (4) Is advanced smart metering ready.
 - (5) Has a minimum of 50 percent of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.
 - (6) Has a minimum of 10 percent of all passenger vehicle parking spaces installed with electric vehicle charging stations.
 - (7) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.
 - (8) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.
 - (9) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2028, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(10) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(h) "Warehouse concentration region" includes the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

65098.1. (a) Commencing January 1, 2026, any proposed new or expanded logistics use development 250,000 square feet or more where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(b) Commencing January 1, 2026, except as provided for in subdivision (c), any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, where the loading bay is within 900 feet of a sensitive receptor, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(c) Commencing January 1, 2026, any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, and is located in the warehouse concentration region, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(d) Commencing January 1, 2026, any proposed new or expanded logistics use development less than 250,000 square feet where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the

jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(2) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(3) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(4) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(5) Provides conduits at loading bays equal to one truck per every loading bay serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(6) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(7) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(e) (1) Except as provided in paragraph (2), on or before January 1, 2028, a city, county, or city and county shall update its circulation element to include truck routes, as specified in Section 65302.02.

(2) On or before January 1, 2026, all cities and counties in the warehouse concentration region shall update its circulation element to include truck routes, as specified in Section 65302.02.

65098.1.5. (a) (1) Notwithstanding any other provision of law, any existing logistics use development in existence as of September 30, 2024, shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a new sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(2) Notwithstanding any other provision of law, if, by September 30, 2024, a proposed expansion of a logistics use development is in a local entitlement process, then the proposed expansion shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3)

of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(3) Notwithstanding any other provision of law, if, by September 30, 2024, a property is currently in a local entitlement process to become a logistics use, then the proposed logistics use development shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(b) (1) Any new logistics use developments that require the rezoning of land and must undergo a municipal entitlement process shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if the start of the entitlement process for the logistics use began before any sensitive receptor started its own entitlement or permitting process, unless the proposed sensitive receptor was an existing allowable use according to local zoning regulations.

(2) During a logistics use development's entitlement process for a new or expanded logistics use, if a new sensitive receptor is proposed or established within the distances required by paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, then those distance requirements shall not apply to the logistics use development so long as the logistics use development was not already subject to those requirements prior to the new sensitive receptor being proposed or established.

(c) This chapter shall not apply to any logistics projects that were subject to a commenced local entitlement process prior to September 30, 2024.

(d) The protection afforded by this section shall remain in effect from the time of the initial application submission through the completion of the entitlement process, including any necessary rezoning actions and through the development period. If no development activity occurs within five years of entitlement approvals, the protections shall be waived.

(e) This chapter shall not apply to a logistics project that received an approval by a local agency prior to the effective date of this chapter. For purposes of this subdivision, “approval” shall have the same meaning as set forth in subdivision (a) of Section 15352 of Chapter 3 of Division 6 of Title 14 of the California Code of Regulations.

65098.2. (a) Any new logistics use facility within 900 feet of a sensitive receptor shall have a buffer as follows:

(1) If the logistics use development is subject to the requirements of subdivision (a) or (d) of Section 65098.1, the buffer shall be 50 feet in width measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(2) If the logistics use development is subject to either subdivision (b) or subdivision (c) of Section 65098.1, the buffer shall be 100 feet in width

measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(b) Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height, drought tolerant natural ground landscaping with proper irrigation, and solid-screen buffering trees as described in subdivision (c).

(c) Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be utilized.

65098.2.5. The entry gates into the loading truck court for a new or expanded logistics use facility shall be positioned after a minimum of 50 feet of total available stacking depth inside the property line. The stacking depth shall be increased by 70 feet for every 20 loading bays beyond 50 loading bays, to the extent feasible.

65098.2.7. (a) The purpose of this section is to ensure that logistics use developments, beginning January 1, 2026, are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use development to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(b) (1) Any new logistics use development shall be sited on roadways that meet the following classifications:

- (A) Arterial roads.
- (B) Collector roads.
- (C) Major thoroughfares.
- (D) Local roads that predominantly serve commercial uses.

(2) For purposes of this chapter, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1000 feet are designed for commercial or industrial use according to the local zoning ordinance.

(c) A waiver may be granted where siting on the designated roadways pursuant to subdivision (b) is impractical due to unique geographic, economic, or infrastructure-related reasons. The waiver shall be approved by the city, county, or city and county, provided that the applicant demonstrates all of the following:

- (1) There is no feasible alternative site that exists within the designated roadways.
- (2) A traffic analysis has been completed and submitted to the local approving authority.
- (3) The site is an existing industrial zone.
- (4) The proposed site will incorporate mitigations to minimize traffic and environmental impacts on residential areas to the greatest extent feasible.

65098.3. (a) Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use developments along entrances to the site and at the truck loading bays.

(b) Signs shall be installed at all heavy-duty truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan, as described in Section 65098.4, and in the state highway system.

65098.4. Prior to the issuance of a certificate of occupancy, a facility operator shall establish and submit for approval to the planning director or equivalent position for the city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. The truck routing plan shall describe the operational characteristics of the use of the facility operator, including, but not limited to, hours of operation, types of items to be stored within the building, and proposed truck routing to and from the facility to designated truck routes that, to the greatest extent possible, avoid passing sensitive receptors. The truck routing plan shall include measures, such as signage and pavement markings, queuing analysis, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the truck routing plan. A revised truck routing plan shall be submitted to the planning director or equivalent position prior to a business license being issued by the city, county, or city and county for any new tenant of the property. The planning director or equivalent position shall have discretion to determine if changes to the truck routing plan are necessary, including, but not limited to, any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

65098.5. (a) A city, county, or city and county shall not approve development of a logistics use that does not meet or exceed the standards outlined in this chapter.

(b) This section shall not be construed to restrict the existing authority of a city, county, or city and county to deny a logistics use facility altogether.

65098.6. A city, county, or city and county shall condition approval of a logistics use on the following:

(a) Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, pursuant to Section 17920.3 of the Health and Safety Code, prior to purchase by the developer. For each housing unit demolished, regardless of market value of the unit, two units of affordable housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that are deed-restricted shall be built within the jurisdiction. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.

(b) If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

65098.7. Nothing in this chapter shall be construed to supersede mitigation measures required by the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

65098.8. The Legislature finds and declares that the movement and storage of freight and the impact of this activity on public health and communities across the state as set forth in this chapter is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter applies to all cities, including charter cities.

65098.9. The provisions of this chapter shall not apply to a logistics use development if it meets both of the following:

(a) The logistics use development is a mixed-use development that may create sensitive receptors on the site of the new logistics use development.

(b) There are no existing sensitive receptors within 900 feet of the loading bay.

SEC. 2. Section 65302.02 is added to the Government Code, to read:

65302.02. By January 1, 2028, except as provided for in subdivision (h), a county or city shall update its circulation element, as required by subdivision (b) of Section 65302, to do all of the following:

(a) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(b) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:

(1) Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(2) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(3) On and after January 1, 2028, all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.

(A) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(B) For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the

properties fronting the road within 1000 feet are designated for commercial or industrial use according to the local zoning ordinance.

(c) The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(d) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.

(e) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(f) The city or county shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate, consistent with Section 65351.

(g) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(h) The warehouse concentration region, as defined in Section 65098, shall implement the provisions of this section by January 1, 2026.

(i) The Attorney General may enforce this section.

(1) The Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to fifty thousand dollars (\$50,000) every six months if the required updates have not been made.

(2) Upon appropriation by the Legislature, any fines collected shall be distributed by the Attorney General and returned to the local air quality management district in which the fine was imposed and be used for the district's efforts to improve air quality.

SEC. 3. Section 40458.5 is added to the Health and Safety Code, to read:

40458.5. (a) Subject to an appropriation for this express purpose, the south coast district shall, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments.

(b) The south coast district shall use the data collected pursuant to subdivision (a) to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors.

(c) The south coast district shall submit its findings to the Legislature on or before January 1, 2033. On or before January 1, 2028, the south coast district shall submit an interim report to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics

use developments at varying distances from sensitive receptors. This report shall be used to assess the effectiveness of setbacks on public health.

(d) (1) The requirement for submitting a report imposed pursuant to subdivision (c) is inoperative on January 1, 2040, pursuant to Section 10231.5 of the Government Code.

(2) A report to be submitted pursuant to subdivision (c) shall be submitted in compliance with Section 9795 of the Government Code.

SEC. 4. Section 40522.7 is added to the Health and Safety Code, to read:

40522.7. The south coast district shall establish a process for receiving community input on how any penalties assessed and collected for violations of the Warehouse Indirect Source Rule are spent. The south coast district shall ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release of All Claims ("Agreement") is entered into by and between the Sierra Club, a California nonprofit public benefit association, and the Delta-Sierra Group (collectively, "Sierra Club"), and Costco Wholesale Corporation ("Developer"), (collectively referred to as "Parties" or singularly "Party"), to terminate fully and finally all disputes concerning the matters set forth below.

RECITALS

WHEREAS, Developer proposes to develop an approximately 105-acre warehouse facility commonly known as the Tracy Costco Depot Annex (the "Project") for light industrial land uses within the City of Tracy. The conceptual site plan proposes construction and operation of 1,736,724 square feet of warehouse space in two warehouse buildings, an employee parking lot with 576 parking stalls, approximately 600 truck and trailer parking stalls, and related infrastructure. Developer has applied to the City of Tracy ("City") for the following project approvals: (1) adoption of a Resolution certifying the Tracy Costco Annex Environmental Impact Report (SCH #2020080531) ("EIR"), including a Statement of Overriding Considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"); (2) pre-zoning of the property to M-1; (3) annexation of the Project site into the City; (4) approval of building design, landscaping, and other site features; and (5) building, grading, and other permits necessary for project construction ((1) through (5), collectively, the "Project Approvals"); and

WHEREAS, the Sierra Club submitted comments on the EIR requesting that additional air quality and other mitigation measures be included in the EIR and MMRP for the Project; and

WHEREAS, the Parties wish to resolve fully and finally all disputes that may exist between the Parties concerning the Project Approvals.

NOW, THEREFORE, based upon the foregoing recitals and the terms, conditions, covenants, and agreements contained above and incorporated in full below, the Parties agree as follows:

AGREEMENT

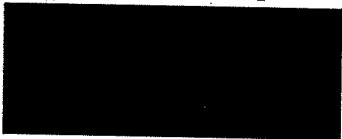
For good and valuable consideration, the receipt of which is acknowledged by each Party hereto, the Parties promise and agree as follows:

1. If the City approves the Project, and the certified EIR and adopted MMRP include all of the Mitigation Measures in Part I of the attached Tracy Costco Depot Annex Project Enhanced Measures (Attachment A), and Developer submits to the City an amended Project Statement stating that the Project includes all of the Enhanced Measures in Part II of the attached Tracy Costco Depot Annex Project Enhanced Measures, then neither the Sierra Club nor any of its affiliates will, now or in the future, file or submit any petitions, complaints, claims, grievances, special proceedings or any other actions against the City or Developer with any state, federal, or local agency or court challenging the Project Approvals or the proposed annexation of the Project site into the City. If the Sierra Club or an affiliate of the Sierra Club makes any claim against any of the Project Approvals or

the proposed annexation of the Project site into the City in violation of this Section 1, such violation shall constitute a breach of this Agreement by the Sierra Club.

2. In connection with the development of the Project, Developer agrees to comply with both Parts I and II of the Tracy Depot Annex Project Enhanced Measures set forth in Attachment A and will comply with all applicable City building code requirements.
3. Provided that no claim has been initiated by the Sierra Club or any of its affiliates, Developer shall reimburse Sierra Club \$73,463.00 for Sierra Club's attorney's fees and costs incurred in the administrative phase of the Project Approvals. Payment shall be made to the Shute, Mihaly & Weinberger LLP trust account. Developer shall make this payment within ten (10) days of the expiration of the statute of limitations set forth in Section 21167 of the Public Resources Code applicable to actions or proceedings to attack, review, set aside, void, or annul the City of Tracy's determination of CEQA compliance for the Project Approvals, or within 90 days of the date this Agreement is fully executed, whichever is later.
4. This Agreement shall be effective and binding upon the Parties upon the execution of this Agreement by all parties.
5. Miscellaneous.
 - a. **Exclusive Remedies.** The Parties' sole and exclusive remedy for breach of this Agreement shall be an action for specific performance or injunction. In no event shall any Party be entitled to monetary damages for breach of this Agreement. In addition, no legal action for specific performance or injunction shall be brought or maintained until: (a) the non-breaching Party provides written notice to the breaching Party which explains with particularity the nature of the claimed breach, and (b) within thirty (30) days after receipt of said notice, the breaching Party fails to cure the claimed breach or, in the case of a claimed breach which cannot be reasonably remedied within a thirty (30) day period, the breaching Party fails to commence to cure the claimed breach within such thirty (30) day period, and thereafter diligently completes the activities reasonably necessary to remedy the claimed breach.
 - b. **Notices.** All notices and other communications required to be provided pursuant to this Agreement shall be by electronic mail and by first class mail to the following persons at the following addresses:

SIERRA CLUB:

Margo Praus
Delta-Sierra Group


with copy to:

Sierra Club
Aaron Isherwood, Coordinating Attorney
[REDACTED]

with copy to:

Shute, Mihaly & Weinberger LLP
Heather Minner
[REDACTED]

COSTCO:

Costco Wholesale Corporation
Alice Truong
[REDACTED]

with copy to:

Anna Shimko
Burke, Williams & Sorensen, LLP
[REDACTED]

- c. **Binding on Successors.** The terms, covenants, and conditions of this Agreement shall be binding upon and shall inure to the benefit of the heirs, executors, administrators, successors and assigns of the respective Parties. Developer shall record a copy of this Agreement against the Property. Developer will provide a copy of the recorded Agreement to Sierra Club within fifteen (15) days of such recording. The Parties shall give notice to all other Parties of any successor or assign of the Party.
- d. **Non-Admission of Liability.** The Parties acknowledge and agree that this Agreement is a settlement of disputed claims. Neither the fact that the Parties have settled nor the terms of this Agreement shall be construed in any manner as an admission of any liability by any Party.
- e. **Assistance of Counsel.** Each Party specifically represents that it has consulted to its satisfaction with and received independent advice from its respective counsel

prior to executing this Agreement concerning the terms and conditions of this Agreement.

- f. Waiver. Failure to insist on compliance with any term, covenant or condition contained in this Agreement shall not be deemed a waiver of that term, covenant or condition, nor shall any waiver or relinquishment of any right or power contained in this Agreement at any one time or more times be deemed a waiver or relinquishment of any right or power at any other time or times.
- g. Severability. Should any portion, word, clause, phrase, sentence or paragraph of this Agreement be declared void or unenforceable, such portion shall be considered independent and severable from the remainder, the validity of which shall remain unaffected.
- h. Governing Law and Venue. This Agreement is made and entered into in the State of California, and shall in all respects be interpreted, enforced and governed under the laws of said State without giving effect to conflicts of laws principles. Any action to enforce, invalidate, or interpret any provision of this Agreement shall be brought in San Joaquin County Superior Court.
- i. Entire Agreement. This Agreement constitutes the entire agreement between the Parties who have executed it and supersedes any and all other agreements, understandings, negotiations, or discussions, either oral or in writing, express or implied between the Parties to this Agreement. No representation, inducement, promise, agreement or warranty not contained in this Agreement, including, but not limited to, any purported supplements, modifications, waivers, or terminations of this Agreement shall be valid or binding, unless executed in writing by all of the Parties to this Agreement.
- j. Each of the signatories hereto represents and warrants that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.
- k. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original but all of which shall constitute one agreement.

[SIGNATURES COMMENCE ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the undersigned execute this Settlement Agreement and Release, and hereby agree to all terms and conditions herein, on the dates set forth below.

SIERRA CLUB

By: Margo Prans

Name: Margo Prans

Its: Chair, Delta-Sierra Group

Date: 11/8/2024

COSTCO WHOLESALE

Signed by:
By: Teresa Jones

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Name: Teresa Jones

Its: Executive Vice President of Depots & Traffic

Date: 11/14/2024

Attachment A: Tracy Costco Depot Annex Project Enhanced Measures

Part I

EM-1: Renewable Power: The Project applicant shall supply 100% of project electricity demand from renewable sources. The Project applicant shall procure power from a combination of onsite solar generation and direct source renewable purchased energy; however, at no time shall the Project's site be supplied with any greater than 3.4 megawatts of direct source renewable purchased energy. Upon project opening, the Project applicant shall generate at least 3.8 megawatts of renewable electricity from solar facilities located on site. Such facilities may include solar photovoltaic panels on the roofs of the buildings or elsewhere on site (e.g., awnings, canopies or "solar trees" in parking area). The Project shall be designed and constructed to allow future expansion of solar facilities on site as electricity demand increases. The Project applicant shall, as part of the solar microgrid, install a battery storage system with enough capacity to power the project's basic building functions for 48 hours.
EM-2: Indirect Source Review: The Project Applicant shall comply with SWAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions.
EM-3: Architectural Coatings: The Project applicant shall ensure that construction plans require that architectural and industrial maintenance coatings (e.g., paints) applied on the Project site shall be consistent with a VOC content of <50 g/L. However, the Project applicant shall not be expected to exercise control over materials painted offsite by a third party.
EM-4: SWAPCD Regulation VII Compliance: The Project Applicant shall, during construction, install signage on any unpaved primary construction accessways onsite on the project site to limit vehicle speeds to no more than 15 mph. The Project Applicant shall comply with SWAPCD Regulation VII (fugitive dust rule).
EM-5: Construction Meal Destinations: Project construction plans and specifications shall require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide food service in a consistent manner.
EM-6: Zero Emission Forklifts, Yard Trucks and Yard Equipment: The Project Applicant shall ensure that all exclusively on-site vehicles owned and operated by Costco (i.e., forklifts, yard goats, pallet jacks, scissor lifts, etc.) shall be electric or zero-emission vehicles, and shall provide on-site electrical charging facilities to adequately service such electric vehicles.
EM-7: Truck Idling Restrictions: The Project Applicant shall take reasonable measures to restrict truck idling (during construction and operation) onsite to a maximum of two minutes, and in no instance shall idling exceed five minutes. To achieve this limit, (a) trucks owned or operated by Costco that access the project site must be equipped with engine idle shutdown timers and (b) developer will inform drivers and operators of idling time limits by including highly visible signage at key points onsite, such as at docks and delivery areas. The Project Applicant shall train managers and employees on efficient scheduling and load management to minimize queuing and idling of trucks.
EM-8: Electric Charging: The Project Applicant shall provide electrical outlets for charging of employee e-bikes. The Project Applicant shall install conduit as infrastructure for electric vehicle charging stations onsite to allow for the Project to serve electric trucks in the future. Such conduit shall be provided on the site to serve 50% of the number of truck docking stations, with the location of conduit at the discretion of the developer (e.g., truck trailer parking spaces or other locations). The Project Applicant shall ensure that sufficient electric vehicle charging stations are installed when necessary to serve the charging demands of electric trucks and vehicles domiciled at the Project site.
EM-9: Project Operations, Food Service: The Project Applicant shall provide food and drink service for sale onsite to provide meal options to operations employees in a consistent manner.

Attachment A: Tracy Costco Depot Annex Project
Enhanced Measures

EM-10: Project Operations, Employee Trip Reduction: The Project applicant shall implement feasible Transportation Demand Management (TDM) strategies, which would decrease the VMT generated by the Project by 15 percent. Specific potential TDM strategies include, but are not limited to, the following:

- Emergency Ride Home (ERH) Program
- Existing, Agency-run Employee Ride-share Program
- Employee Ride-Share Messaging and Promotion
- Designated Parking Spaces for Car Share Vehicles
- City Minimum or Fewer Parking Stalls
- Bicycle Parking at Front Entrance of Buildings, Secure, and Indoors or Covered
- Electrical Outlets for E-Bike Charging
- Lockers and Showers for Employees
- Onsite Food and Drink Service for Sale for Employees
- Enhanced Pedestrian Crossing Treatment within Site

The TDM Plan shall be submitted to the City for review, and the effectiveness of the TDM Plan shall be evaluated, monitored, and revised, if determined necessary by the City. The TDM Plan shall include the TDM strategies that will be implemented during the lifetime of the proposed Project and shall outline the anticipated effectiveness of the strategies. The effectiveness of the TDM Plan may be monitored through annual surveys to determine employee travel mode split and travel distance for home-based work trips, and/or the implementation of technology to determine the amount of traffic generated by and home-based work miles traveled by employees, which shall be determined in coordination with the City. Additionally, should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT, the Project applicant shall pay any VMT banking fee in effect at the time of building permit issuance to secure VMT credits of a total of 15 percent for the subject building, taking into account the stated percent efficacy for the TDM measures above. Should the initial TDM Plan submitted to the City for review be projected to fall short of achieving a 15 percent decrease in VMT and a VMT banking fee is not in effect at the time of building permit issuance, the Project applicant shall make a one-time contribution to the City of Tracy transit service provider, TRACER, equal to the amount that would be calculated using the City's draft VMT banking fee of \$633.11 per VMT, as documented in the Transportation and Circulation section of the Draft EIR, to enable opportunity of transit services that would benefit the Tracy community in perpetuity and overcome the TDM Plan's shortfall in projected VMT reduction

EM-11: Yard Sweeping: The Project Applicant shall devise and implement a property maintenance plan prior to project operation that includes sweeping parking lots regularly to remove road dust, tire wear, brake dust, and other contaminants.

EM-12: Diesel Generators: The Project Applicant shall ensure that diesel generators shall not be used on site during project operations, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's final Tier IV emission standards.

**Attachment A: Tracy Costco Depot Annex Project
Enhanced Measures**

Part II

EM-A: Construction Worker Trip Reduction: Project construction plans and specifications will require contractor to provide transit and ridesharing information for construction workers.

EM-B: Zero Emission Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language, if the facility is leased in the future, to ensure the tenants/lessees are informed of all on-going operational responsibilities.

The property owner/operator/tenant/lessee shall ensure that 72% of all heavy-duty (Class 7 and 8) truck trips transporting goods from the Direct Delivery Center warehouse facility on the project site to the Market Delivery Operations facilities (that 72% being the "MDO Trips") are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet making MDO Trips fully zero-emission by December 31, 2027 or when commercially available for the intended application, whichever date is later. The property owner/operator/tenant/lessee shall ensure that 100% of all heavy-duty (Class 7 and 8) truck trips originating on the project site to move goods between the project site and the existing Costco Tracy Depot are zero-emission at the start of operations.

A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, <https://californiahvip.org/>, or listed as available in the US on the Global Commercial Vehicle Drive to Zero Inventory, <https://globaldrivetozoero.org/>. In order for such vehicles to be considered commercially unavailable, at least three (3) months prior to the deadline above, the operator must secure documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs or equipment needed within 6 months.

In addition to the obligations above, the property owner/operator/tenant/lessee shall ensure that, regardless of commercial availability determinations, a minimum of the following percentages of heavy-duty trucks (Class 7 and 8) making MDO Trips shall be zero-emission vehicles: 10% by December 31, 2027; 25% by December 31, 2030; 50% by December 31, 2033; 75% by December 31, 2036; and 100% by December 31, 2039.

Zero-emission heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.

EM-C: Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) owned by the property owner/tenant/lessee that travels to and from the project site, the following "clean fleet" requirements apply: (i) 65% of the fleet will be zero emission vehicles at start of operations, (ii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv)

Attachment A: Tracy Costco Depot Annex Project
Enhanced Measures

Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.

EM-D: Compliance Report: For the first five (5) years following project approval, the Operator of the warehouse facilities shall submit to the Sierra Club an annual compliance report within 30 days of December 31 each year addressing compliance with EM-B and EM-C. If the Sierra Club asks the Operator any clarifying questions or requests, the Operator shall respond to such inquiry in writing within thirty (30) days. If the Operator has not fully complied with EM-B within 5 years, the Operator shall submit a compliance report to the Sierra Club within 30 days of December 31, 2030, 2033, 2036, and 2039. Once the Operator has fully complied with EM-B or EM-C by transitioning to 100% zero-emission vehicles, no further reporting for that measure shall be required.

Prior to receipt of a final certificate of occupancy for each of the two phases of the Project (DDC building and Annex building), Developer will submit to the Sierra Club a report demonstrating compliance with all applicable measures in the MMRP and in this Attachment A.. Developer will endeavor to provide the Sierra Club with at least thirty (30) days' prior notice in advance of submitting the reports. If the Sierra Club asks the Developer any clarifying questions or requests, the Developer shall respond to such inquiry in writing within thirty (30) days.

EM-E: Lease Agreements and Future Owners: Any tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement. All obligations of the Project Applicant in these Tracy Costco Depot Annex Enhancement Measures shall apply to any future owner or operator of the Project.

EM-F: SmartWay Program: Owners, operators or tenants shall enroll and participate in the SmartWay program for eligible businesses, which is a voluntary public-private program developed by the US EPA that provides a system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains and helps companies identify and select more efficient carriers, transportation modes, and equipment; this requirement shall apply to vehicles owned and controlled by the Project owners, operators or tenants.

EM-G: Designated Smoking Areas: Owners, operators or tenants shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.

EM-H: Building Codes: Project construction shall be subject to all applicable City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Nonresidential Voluntary Measures of the applicable California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, including but not limited to the Tier 2 standards in those Divisions, where applicable; provided, however, that the Tier 2 standards relating to the electric vehicle parking space requirements (e.g., CalGreen sections A5.106.5.1-2, A5.106.5.3.3, and A5.106.5.3.4) shall not pertain. Instead, Buildings 1 and 2 of the Project shall meet at least the July 2022 Green Building Standards Code mandatory requirements (effective January 1, 2023, or the requirements of a later version of the Green Building Standards Code, if applicable) for the number of employee and visitor parking stalls that shall be wired for electric vehicle charging (i.e., EV capable spaces) and that shall be active EV charging parking spaces (i.e., spaces supplied with EV Supply Equipment) upon the start of operation. Signage shall be installed at the parking stalls with EV wiring that are not active at the start of operation to indicate that such parking spaces will be converted to EV

Attachment A: Tracy Costco Depot Annex Project
Enhanced Measures

spaces once there is demand for such EV spaces. Beginning upon operation of the first building constructed and ending upon five (5) years after the completion of construction of the second building, the Project Applicant shall annually survey employees on their EV charging interest and demands and accommodate demand with additional EV charging equipment to meet demand.

EM-1: Agricultural Lands: The project shall comply with the requirements of the City's Agricultural Lands Mitigation Program.

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

A Land Use Planning, Design, and Environmental Firm

Response To Comment -- Received 04.08.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

Memorandum

date April 8, 2025
to Scott Claar, Senior Planner, City of Tracy
cc Matthew Summers, Forrest Ebbs – City of Tracy
Daniel Deporto – Deporto Law
from Christina Erwin and Ben Ritchie
subject Tracy Commerce Center Response to Comment

The City of Tracy prepared a Consistency Analysis and Environmental Checklist for the Tracy Hills Specific Plan Amendment and the Commerce Center Project (February 2025). Following publication of that document on the City's website, the City received a letter from the Sierra Club, Delta-Sierra Group, Mother Lode Chapter (April 7, 2025).

Under Section 15168(c) of the CEQA Guidelines, when a program EIR has been certified for a development program such as a general plan or specific plan, "later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." Section 15168(c)(2) further states, "if the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being with the scope of the project covered by the program EIR, and no new environmental document would be required."

Section 15162(a) of the California Environmental Quality Act (CEQA) Guidelines requires a lead agency to consider whether:

- (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.
 - (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.
 - (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

April 8, 2025

Memorandum - Tracy Commerce Center Response to Comment
Page 2



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

(Emphasis added)

The proposed Tracy Commerce Center Project would require an amendment to the THSP to change the maximum building height in the Light Industrial (M1-TH) zone from 45 feet to 47 feet, a vertical alteration of only 2 feet. The change to the maximum building height in the M1-TH zone:

- would not result in a net change of developable land;
- would not allow for a change in the square footage of development permitted or alteration of land use densities; and
- may only minimally change the overall allowed specific types of light industrial uses that may occupy the buildings as the internal building heights would be increased by two feet, allowing for potentially taller trucks to access the buildings' interior or facilitate additional stacking of warehouse goods.

The increase in building height by two feet would not be a "substantial change" or constitute a change of "substantial importance." An increase in building height would not alter the amount of traffic generated by development of the THSP nor alter the amount GHG emissions generated by development of the THSP as compared to what was analyzed in the certified Tracy Hills Specific Plan Recirculated Subsequent Environmental Impact Report (THSP SEIR) (certified 2016).

If none of the three triggers for preparing a subsequent EIR outlined in CEQA Guidelines Section 15162(a)(3) exist, then an agency shall use an addendum to make changes or additions to the prior EIR or negative declaration (CEQA Guidelines Section 15164(a)). The Consistency Analysis and Environmental Checklist serves that purpose. Because there is no change to the THSP beyond the alteration in industrial building heights in the THSP Area, no additional mitigation measures addressing greenhouse gas emissions or transportation-related air emissions are required.

**Public Comment -- Received 04.07.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)**

From: [Jessie Ixta](#)
To: [Scott Claar; Public Comment](#)
Cc: [Jaime McNeil; Rehman Khan](#)
Subject: Tracy Hills Commerce Center Project-Comments
Date: Monday, April 7, 2025 12:55:54 PM
Attachments: [2025-4-07 COT TracyHillsCommerceCenterProjectResponse Letter.pdf](#)

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Mr. Claar,

The San Luis & Delta-Mendota Water Authority (SLDMWA) appreciates the opportunity to comment in response to the private development for the Tracy Hills Commerce Center Project. The Tracy Hills Commerce Center Project proposes development that encroaches upon and/or is adjacent to the Delta-Mendota Canal (DMC) and its right-of-way (ROW). The DMC is an integral part of the federal Central Valley Project, conveying water for agricultural, municipal, industrial, and environmental uses. The continued safe and reliable operation of the DMC is critical to the communities and ecosystems that it serves, thus I have attached our comment letter regarding this project.

Thank You,

Jessie Ixta

Senior Engineering Tech, **San Luis & Delta-Mendota Water Authority**

FAA Certified Remote Pilot



A 15990 Kelso Road, Byron, CA 94514





April 7, 2025

Via E-Mail

Scott Claar, Planning Manager
Planning Division
333 Civic Center Plaza
Tracy, CA 95376
E-mail: Scott.Claar@cityoftracy.org; publiccomment@cityoftracy.org

Re: Tracy Hills Commerce Center Project - Comments

Dear Mr. Claar:

The San Luis & Delta-Mendota Water Authority (SLDMWA) appreciates the opportunity to comment in response to the Tracy Hills Commerce Center Project. The Tracy Hills Commerce Center (Project) proposes development that encroaches upon and/or is adjacent to the Delta-Mendota Canal (DMC) and its right-of-way (ROW). The DMC is an integral part of the federal Central Valley Project, conveying water for agricultural, municipal, industrial, and environmental uses. The continued safe and reliable operation of the DMC is critical to the communities and ecosystems that it serves.

The DMC and the DMC ROW are owned by the U.S Bureau of Reclamation (Reclamation). SLDMWA operates and maintains (O&M) the DMC under a transfer agreement with Reclamation. Reclamation and SLDMWA work together to ensure that any infrastructure improvements and/or development activities on or near the DMC ROW will not have a negative impact on the DMC or on SLDMWA's ability to operate and maintain the DMC.

15990 KELSO ROAD

BYRON, CA

Project Planning and Design Must be Consistent with Reclamation's Guidelines

Development and construction that encroaches upon and/or is adjacent to the DMC must be consistent with Reclamation's Engineering and O&M Guidelines for Crossings, April 2008 (Reclamation's Guidelines).¹ Applicants requesting to encroach upon Reclamation's land, such as the DMC ROW, must obtain a written land use

94514

209 832-6200

¹ Reclamation Guidelines available at https://www.usbr.gov/gp/mtao/canal_crossing_guidance.pdf.

Letter to Mr. Scott Claar
April 7, 2025

Page 2 of 4

authorization from Reclamation (Reclamation's Guidelines, Section 2.0; 43 C.F.R. § 429). It has been SLDMWA's experience that the most efficient way for applicants to ensure consistency with Reclamation's Guidelines is to proactively involve SLDMWA and Reclamation during a project's design and planning phase and for approving entities to require SLDMWA and/or Reclamation's approval as a condition of their approval.

Below is a non-inclusive list of requirements from Reclamation's Guidelines typically encountered by applicants during the plan review process that the developer must consider during planning and design activities and that the approving entities must require as a condition of their approval. Applicable sections from Reclamation's Guidelines are noted in parenthesis.

- The applicant shall not utilize the DMC ROW in any way without express approval by a land use agreement through Reclamation (Section 2.0), or temporary access permit from SLDMWA, where applicable (Section 3.2.6).
- All storm drainage shall be conveyed away from the DMC ROW (Sections 3.2.12, 3.2.13, and 4.4).
- Full compliance with NEPA is required for any improvements occurring within the DMC ROW.
- Fencing around the ROW boundaries shall be designed to protect the DMC from trespassers and vandalism. Proper fencing must be installed 1 foot outside of Reclamation's ROW and maintained by the new development (Section 4.5.3 and 4.5.8).
- At all roadway intersections, gates shall be designed and installed to prevent unauthorized access to DMC roadways (Section 4.1.10).
- Bridge crossings with public walkways must be designed to prevent unwanted debris from being discharged into the canal (Section 3.2.13).
- The modification of existing bridges, or the construction of new bridges shall take the existing O&M roads into consideration. American Association of State Highway and Transportation Officials (AASHTO) criteria for sight distances at the intersection of the O&M roads and roadways at new bridges shall be met to allow O&M vehicles to cross them safely (Section 4.1.4). Where existing or new proposed bridge crossings exceed 2 lanes of travel in either direction, additional requirements may be necessary to provide safe crossings. The

proposed crossing modifications shall be reviewed and approved by Reclamation and SLDMWA.

- All new crossings shall be full span. No supports are allowed within the canal prism, and power poles shall be located outside of the ROW (Sections 4.6.2-2, 4.6.3.2).
- Subsidence is a wide spread issue on the DMC, and all new construction shall take subsidence impacts into consideration for the design life of the structure (Section 4.1.3). Consultation with SLDMWA and Reclamation will be required to discuss subsidence rates and future predicted elevations.
- All utility crossings of the DMC ROW shall be reviewed and approved by SLDMWA and Reclamation (Section 4.6).
- Existing drain inlets are to be plugged to the satisfaction of SLDMWA and Reclamation (Section 4.4.12). Refer to SLDMWA drawing No. 2202033 '*DRAIN INLET ABANDONMENT STANDARD PLAN*'. Note: All work required within the canal prism will be completed by SLDMWA staff at the applicant's expense. All other abandonment requirements will be responsibility of the applicant. Applicable fees shall apply.
- Existing turnouts are to be either plugged, or protected in place to the satisfaction of SLDMWA, Reclamation, and the appropriate water district (Section 4.4.12). Refer to SLDMWA drawing No. 2202034 '*TURNOUT ABANDONMENT STANDARD PLAN*'. Applicant will be required to work directly with the appropriate water district for all activities related to the turnouts. Note: All work required within the canal prism will be completed by SLDMWA staff at the applicant's expense. All other abandonment requirements will be the responsibility of the applicant. Applicable fee shall apply.

Lastly, please include the Reclamation Lands Division in Fresno on all future notices. Notices should be addressed to the following:

Bureau of Reclamation; Lands Division
Attn: Michael Inthavong
1243 N Street
Fresno, CA 93721-1813

Conclusion

Thank you for this opportunity to submit these comments. SLDMWA looks forward to working with the City of Tracy to ensure that the Project is consistent with Reclamation's Guidelines and to reviewing the Draft EIR.

Any questions for SLDMWA can be sent to the Engineering Department at 15990 Kelso Rd, Byron, CA 94514. I can be reached for questions at [REDACTED] or through email at [REDACTED]

Sincerely,



Jaime McNeil, P.E.
Engineering Manager

Public Comment -- Received 04.08.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [sidrah butt](#)
To: [Tracy City Council](#)
Subject: Distribution Center Development
Date: Tuesday, April 8, 2025 10:51:51 PM

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I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

The development of this distribution center would also put an undue strain on the already limited infrastructure in our area. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to take into account the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. The introduction of a large industrial facility would drastically diminish the quality of life and could reduce property values, causing economic harm to homeowners and creating an environment that families are likely to avoid in the future. As a community already lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco Bay Area, Sacramento & Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for low rent and develop these areas with high-paying jobs

I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Public Comment -- Received 04.08.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Zeeshan Ansari](#)
To: [Tracy City Council](#)
Subject: Concern of distribution center on Corral Hollow
Date: Tuesday, April 8, 2025 10:52:03 PM

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Dear Council,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Public Comment -- Received 04.08.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [kanza aamir](#)
To: [Tracy City Council](#)
Subject: Important concern over distribution centers
Date: Tuesday, April 8, 2025 11:03:30 PM

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Hello,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

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I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Kanza Aamir

Public Comment -- Received 04.08.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Hasan Masud
To: Tracy City Council
Subject: Concerned Resident
Date: Tuesday, April 8, 2025 11:08:42 PM

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Dear City Officials,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only a suboptimal decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Hasan

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: jamal arif
To: Tracy City Council
Cc: Jamal Arif
Subject: Distribution Center near Corral Hollow Elementary School
Date: Wednesday, April 9, 2025 7:28:54 AM

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I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhood's. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

M. Jamal Arif

A large black rectangular redaction box covering the signature of M. Jamal Arif.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Sameha Arsalan
To: Tracy City Council
Subject: Tracy Resident - Distribution Centers will effect our quality of life
Date: Wednesday, April 9, 2025 7:35:52 AM

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Hi,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Tracy Resident
Sameha.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Mustafa Husain
To: Tracy City Council
Subject: Request to halt DC development in Corral Hollow neighborhood
Date: Wednesday, April 9, 2025 7:51:59 AM

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Hello City Officials,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Mustafa Husain

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Arsalan
To: Tracy City Council
Subject: Concern about the proposed distribution center near Corral Hollow
Date: Wednesday, April 9, 2025 8:54:26 AM

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Hi,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you
Arsalan Farooq

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Kannan Prabu
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:03:07 AM

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Dear Tracy City ,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Kannan
Tracy Hills resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: pranava kumar
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:07:12 AM

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Hello Sir/Madam,

Good morning.

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks & Regards,
-Pranav
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Shailaja
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:28:04 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Note: We moved to Tracy 3 years ago with a hope for a better neighbourhood and **we had not seen any development for residents** , but other nearby cities were being developed in a faster phase but Tracy is lagging behind even with such a huge neighbourhood.

We really hope for more new developments for residents and **we don't need any more distribution Centers**, which are of no use to residents.

Sincerely,
Shailaja
Tracy Resident.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ratnakar Reddy
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:27:22 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks & Regards

Ratnakar

Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Yugesh Anne
To: Midori Lichtwardt; Tracy City Council
Subject: SAVE TRACY - No More Distribution Centers Near Residential Neighborhoods
Date: Wednesday, April 9, 2025 9:22:51 AM

Caution: This is an external email. Please take care when clicking links or opening attachments.

Dear Tracy Council,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for

the future of our neighborhood.

Regards,
Yugesh Anne
Tracy Resident

--
YUGESH.ANNE

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Rahul Reddy
To: Tracy City Council; Midori Lichtwardt
Subject: NO DISTRIBUTION CENTERS on Corral Hollow
Date: Wednesday, April 9, 2025 9:22:14 AM

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Greetings City Council,

I am writing to let you know about my concern about the proposed development of a distribution center near Corral Hollow Elementary School and adjacent residential neighborhoods. As a member of this community, I am alarmed by the potential consequences this project may have on our children, families, and overall quality of life.

Placing a large industrial facility so close to a school raises serious safety and health concerns. Increased traffic from heavy trucks would pose a daily risk to children walking to and from school, particularly during busy drop-off and pick-up hours. The likelihood of accidents would rise significantly. Additionally, the accompanying air, noise, and light pollution would create a harsh and unhealthy environment for students and residents alike.

Beyond safety, the development would place an unsustainable burden on our local infrastructure. Our roads are not built to support constant industrial traffic. This would worsen congestion and make it more difficult for families to commute or move around the neighborhood. Delayed emergency response times caused by traffic backups could put lives at risk.

The proposed facility would also jeopardize the economic well-being of homeowners. Many families have chosen this area because of its quiet, residential nature and proximity to quality schools. Introducing a large-scale industrial operation would drastically reduce property values and undermine the community character that attracted so many of us here in the first place.

It is also important to recognize the missed opportunity. As a community still lacking in essential services like grocery stores, healthcare clinics, and general retail, this land could be far better utilized to serve residents' day-to-day needs. Instead of building another distribution center, the city could invest in retail or community-oriented infrastructure that would directly benefit the people who live here.

Tracy is uniquely positioned within a major transportation triangle between San Francisco, Sacramento, and Los Angeles. This strategic location gives the city a rare opportunity, not just for logistics, but to become a regional business hub. I urge the City Council to consider developing a business park that would attract a diverse range of companies, offer high-paying jobs, and support long-term economic growth—without compromising the health and safety of our families.

I strongly urge you to pause this development immediately and take into account the long-term implications it would have on our neighborhoods. Please consider alternative locations for industrial expansion that do not put our children, families, and homes at risk.

Thank you for your time and attention to this critical issue. I trust you will act in the best

interests of the people you represent and safeguard the future of our community.

Thanks!
RahulReddy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Shiv Kumar Sharma
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:15:05 AM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Shiv Sharma
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Raghavendra, S
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:14:48 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Raghu
Tracy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: swetha busa
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - No more distribution centers near residential neighbourhoods
Date: Wednesday, April 9, 2025 9:14:03 AM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighbourhood.

Best Regards,
Swetha Abhijith
Tracy resident.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Vijaykumar Nagarajan
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:14:03 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for

the future of our neighborhood.

Note: We moved to Tracy 5 years ago with a hope for a better neighbourhood and **we had not seen any development for residents** when compared to other nearby cities(Matenca and Lathrop).

We really hope for more new developments for residents and we don't need any more distribution Centers, which cause more harm to residents.

Sincerely,
Vijaykumar Nagarajan
Tracy Resident.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Srikanth B
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:14:01 AM

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Hi, I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Srikanth Bathineni
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: rubeena khan
To: Tracy City Council
Subject: No more distribution center near residential neighborhood
Date: Wednesday, April 9, 2025 9:13:05 AM

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Good morning

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you
Rubeena khan
Homeowner lennar

Sent from Yahoo Mail for iPhone

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: VILAKSHAN VARMA
To: Tracy City Council; Lichtwardt@cityoftracy.org
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:09:21 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Vilakshan Varma Ande,
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Sakshi Trivedi
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy- NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:39:02 AM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Yours sincerely
Sakshi Trivedi
Tracy resident

From: Raghu Nalluri
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:44:23 AM

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Dear Tracy City Council Members,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

The development of this distribution center would also put an undue strain on the already limited infrastructure in our area. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to take into account the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. The introduction of a large industrial facility would drastically diminish the quality of life and could reduce property values, causing economic harm to homeowners and creating an environment that families are likely to avoid in the future. As a community already lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not a good decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco Bay Area, Sacramento & Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for low rent and develop these areas with high-paying jobs

I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks and Regards
Raghuram

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: AP
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOOD
Date: Wednesday, April 9, 2025 9:45:52 AM

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Hello

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Anjal Patel
Tracy [Resident/Business owner]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Prajna A Mohan
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:52:56 AM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Prajna Prabhakara
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [A SUNILAASISH](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 9:54:22 AM

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Dear City Council,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

The development of this distribution center would also put an undue strain on the already limited infrastructure in our area. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to take into account the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. The introduction of a large industrial facility would drastically diminish the quality of life and could reduce property values, causing economic harm to homeowners and creating an environment that families are likely to avoid in the future. As a community already lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco Bay Area, Sacramento & Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for low rent and develop these areas with high-paying jobs

I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Yours Sincerely,
Murthy Sunil
Tracy [Resident]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Vamsidhar Goud Chennagouni](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Urgent Concern: Proposed Distribution Center Near Corral Hollow Elementary
Date: Wednesday, April 9, 2025 9:55:11 AM

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Esteemed Members of the Tracy City Council,

I am writing to voice my deep concern regarding the proposed distribution center near Corral Hollow Elementary School and the surrounding residential neighbourhoods. As a dedicated member of this community, I am deeply troubled by the potential impact this project could have on our children, families, and overall quality of life.

The proximity of such a large industrial facility to a school raises immediate safety and health concerns. Increased truck traffic in the area significantly heightens the risk to students walking to and from school, especially during peak hours. The potential for accidents is simply too great to ignore. Moreover, the resulting air, noise, and light pollution would create a harmful environment for both children and residents alike.

Our infrastructure is already strained, and this development would only exacerbate the problem. Local roads are not equipped to handle a constant influx of heavy trucks, leading to increased congestion and delayed emergency response times—an unacceptable risk for our families.

Economically, this project threatens the stability of our neighborhood. Families have chosen to settle here due to the peaceful, residential environment and the safe, accessible school. The introduction of a distribution center would erode property values and discourage future residents from moving into the area. What this community truly needs is investment in essential local services—grocery stores, healthcare facilities, and retail options—not more industrial development.

As elected officials, I urge you to prioritize the health, safety, and long-term interests of the people you serve. Placing a distribution center so close to a school and family homes is not only short-sighted but fundamentally misaligned with our community's values and vision.

Tracy is uniquely positioned within a triangle of major highways to San Francisco,

Sacramento, and Los Angeles. Rather than overloading our neighbourhoods with warehouses, the city has a golden opportunity to attract high-value industries by developing a business park —one that brings professional jobs and economic growth without compromising our way of life.

I respectfully request that you halt this development and ensure that future planning decisions reflect the true needs and concerns of our community.

Thank you for your attention to this vital issue. I trust you will act in the best interest of our families and the future of Tracy.

Sincerely,
Vamsi Chennagouni
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [hema Ashwin](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Subject: Opposition to Proposed Distribution Center Near Corral Hollow Elementary
Date: Wednesday, April 9, 2025 9:59:25 AM

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Dear City Council Members,

My name is Hema Mallesh, I am a resident of Tracy at Tracy Hills community.

I am writing as a concerned resident to strongly oppose the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. This project poses significant risks to the health, safety, and overall well-being of our community.

The proposed location—just steps from an elementary school—raises serious safety and environmental concerns. The influx of heavy truck traffic would endanger children walking to and from school, particularly during busy drop-off and pick-up times. The potential for accidents in such a sensitive area is deeply troubling. Furthermore, the noise, air, and light pollution associated with industrial operations would create an unhealthy environment for students, families, and residents.

Our infrastructure is already under strain. Local roads are not designed to handle the volume and size of vehicles associated with a distribution hub. Increased congestion will not only disrupt daily commutes but could also delay emergency services—putting lives at risk.

This development also threatens to erode property values. Families move to this area for its safe schools and residential character. A large industrial facility in the heart of our community would dramatically alter that, deterring future homeowners and causing financial harm to current residents. With Tracy's current lack of basic retail options, we should be prioritizing the development of essential services—such as grocery stores, healthcare facilities, and

retail establishments—not large-scale industrial projects. As our elected representatives, I urge you to reconsider this proposal. Tracy has a unique geographic advantage—positioned within a triangle of major highways leading to San Francisco, Sacramento, and Los Angeles. Rather than expanding distribution centers, we should leverage this strategic location to build a thriving business park that attracts innovative companies, offers high-paying jobs, and strengthens our local economy without compromising community well-being. I respectfully request that you halt this development and seek solutions that reflect the true needs and values of our community. Let's work together to ensure Tracy grows responsibly—preserving safety, enhancing livability, and creating a sustainable future for all residents.

Thank you for your attention to this critical matter. I trust you will make the right decision for the families of our neighborhood.

Sincerely,

Hema Mallesh

Tracy Hills resident

Phone number: [REDACTED]

[Sent from Yahoo Mail for iPhone](#)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ashish Gupta
To: Tracy City Council; Midori Lichtwardt
Subject: Please stop construction of Distribution centers near residential areas
Date: Wednesday, April 9, 2025 9:57:05 AM

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Respected Tracy Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, traffic, safety and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

Lastly, as a Tracy resident, I feel cheated because the money we contribute towards property taxes and especially the Mello-Roos (intended for our new neighborhood's infrastructure development) is now being used to construct facilities that shouldn't even be near a residential area, let alone a school, and it's all happening against the residents' wishes.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put any children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento,

and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention on this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Ashish Gupta
Tracy Resident

[REDACTED]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Gurpreet Kaur
To: Tracy City Council
Subject: Save Tracy
Date: Wednesday, April 9, 2025 10:25:40 AM

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Sent from my iPhone **

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Gurpreet kaur(Tracy Hills Resident)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Sneha arumalla
To: Tracy City Council; Midori Lichtwardt
Subject: NO DISTRIBUTION CENTRES NEAR RESIDENTIAL AREAS
Date: Wednesday, April 9, 2025 10:24:52 AM

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Caution: This is an external email. Please take care when clicking links or opening attachments.

Hello Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you
Sneha
Resident, City Of Tracy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Navabharatha Bolagani](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy- NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:20:20 AM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Navabharatha Bolagani
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Stephanie Pedro
To: Tracy City Council
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:08:06 AM

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Thank you for your attention to this critical matter. I trust you will make the right choice for

the future of our neighborhood.

Sincerely,
Stephanie Pino
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Venky
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:08:05 AM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for

the future of our neighborhood.

Sincerely,
Dhandapani Venkatasubramanian
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Hardeep Obhi
To: Tracy City Council; Midori Lichtwardt
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:05:33 AM

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Hardeep Obhi
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Sai Krishna Devarakonda](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - No more distribution centers near residential- Pls develop - shopping business/ local business
Date: Wednesday, April 9, 2025 10:03:40 AM

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Hello Sir/Madam,

Good Morning!

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks,
Sai Krishna

Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Karun Chemu
To: Tracy City Council; Midori Lichtwardt
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:02:21 AM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Karunakar
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [myhome related](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: SAVE TRACY HILLS - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:32:31 AM

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Dear Council,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please IMMEDIATELY HALT this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

regards,

--Raj

Resident of Elan at Tracy Hills

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Premila Viswanathan](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: SAVE TRACY HILLS - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:33:36 AM

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Dear Council,

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

regards,
--Premila
Resident of Elan at Tracy Hills

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ruben Rodriguez
To: Tracy City Council; Midori Lichtwardt
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:39:55 AM

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Caution: This is an external email. Please take care when clicking links or opening attachments.

Hi! I'm Ruben Rodriguez a Tracy Hills resident. I'm sending the following email drafted by a concerned community member as I. I completely agree with the content of the email and I expect the city to take action and stand up in benefit of its residents. Thank you in advance for your support and understanding.

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Nikhil
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:41:10 AM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Nikhil Sharma
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Pavankumar Neeli](#)
To: [Midori Lichtwardt](#); [Tracy City Council](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:43:41 AM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

--
Regards,
Pavankumar.Neeli

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bhawna Joshi
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTER NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:44:09 AM

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Hi ,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks

Bhawna Vyas

Tracy hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [nagaraj_iv11](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Advocating for Responsible Development in Tracy: Keep Distribution Centers Away from Homes
Date: Wednesday, April 9, 2025 10:45:17 AM

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Dear Elected Representatives,

I am writing to express my strong opposition to the proposed distribution center near Corral Hollow Elementary School and adjacent residential neighborhoods. As a resident, I am deeply concerned about the severe negative impacts this project poses to our children's safety, community health, and overall quality of life.

The placement of a large industrial facility next to a school is fundamentally unsafe. The resulting surge in heavy truck traffic presents an unacceptable danger to children walking near the school and throughout our neighborhoods, significantly increasing accident risks, especially during peak hours. Furthermore, the inevitable air, noise, and light pollution will create an unhealthy environment detrimental to both students and residents.

This development would also overwhelm our local infrastructure. Our roads are ill-equipped for constant heavy truck traffic, guaranteeing increased congestion and potentially delaying critical emergency response times.

Moreover, this project completely disregards the long-term well-being and economic stability of our community. People chose this area for its safe school and peaceful residential nature. An industrial facility will drastically lower our quality of life and likely decrease property values, harming homeowners financially. Instead of warehouses, our community desperately needs essential local services like grocery stores, healthcare, and retail – resources this land could provide.

Leveraging Tracy's strategic location near major highways, we urge you to focus on attracting businesses that truly benefit residents. A well-planned business park could offer lower rents, attract diverse companies, and create high-paying local jobs, rather than burdening neighborhoods with incompatible industrial sprawl.

We implore you to prioritize the health, safety, and prosperity of your constituents. Approving this distribution center would be irresponsible and damaging. Please halt this project immediately and ensure future development aligns with the actual needs and well-being of the Tracy community.

Thank you for your urgent attention to this critical matter. We trust you will make the responsible choice for our neighborhood's future.

Thank you for your attention.

Nagaraj

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bala Thiyagarajan
To: Midori Lichtwardt; Tracy City Council
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:53:20 AM

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First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Bala Thiyagarajan
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: mani
To: [Tracy City Council: Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:53:35 AM

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Dear Tracy City Council Members,

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Manikanth Ayyalasomayajula
A Concerned Tracy Resident.

**Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)**

From: subhan alisha
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:53:36 AM

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

—
Sincerely,
Subhan
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Deepthi Pettugani
To: Tracy City Council, Midori Lichtwardt
Subject: SAVE TRACY- NO distribution centers near school and residential neighborhoods.
Date: Wednesday, April 9, 2025 10:53:38 AM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Deepthi A(Resident of Tracy hills)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Fathima Kausar
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 10:54:34 AM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

--
Sincerely,
Kausar
Tracy Business owner

--
Thanks,

Fathima Kausar

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [chanakya poosala](#)
To: [Tracy City Council](#)
Cc: [Midori Lichtwardt](#); [Public Comment](#)
Subject: *Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS*
Date: Wednesday, April 9, 2025 10:59:41 AM

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Hi Tracy Council,

I am writing to express my concern about the proposed Distribution Center development near **Corral Hollow Elementary School** and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises **serious safety and health concerns**. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an **unhealthy environment** for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

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As our elected representatives, I urge you to **prioritize the health, safety, and well-being of this community's residents**. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: NAGIREDDY VUMMA
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS.
Date: Wednesday, April 9, 2025 11:10:46 AM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Nagireddy Yumma

Tracy Resident - [REDACTED]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [kiranmai mora](#)
To: [Tracy City Council; Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS.
Date: Wednesday, April 9, 2025 11:13:40 AM

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Hi,

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Kiranmai Mora
Resident at Tracy Hills.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Destah Owens
To: Tracy City Council
Cc: Midori Lichtwardt
Subject: Save Tracy- NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:20:38 AM

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To Whom it May Concern:

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Destah Owens
Tracy Resident

[Sent from Yahoo Mail for iPhone](#)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: mugesh sq
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:21:03 AM

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Hello Tracy City Council,

I am a Tracy Hills Resident and I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Mugesh Gnanasekar,
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Prashanth
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:22:43 AM

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To the City Council,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Prashanth.
Tracy Resident.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [I.G.Krishna Balaji](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:31:38 AM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Balaji Gopalakrishnan
Tax paying Resident of City of Tracy.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Thara Nadig
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Raising our concern regarding upcoming Distribution Center development near corral Hollow Elementary school
Date: Wednesday, April 9, 2025 11:33:20 AM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Nadig Seetharam

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Vaishali Samant
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:34:24 AM

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Hello,

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First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

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Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [sridharreddypulla](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 11:53:25 AM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Sridhar Pulla
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [REDACTED]
To: Tracy City Council; Midori Lichtwardt
Subject: No More Distribution Centers Near Residential Neighborhoods
Date: Wednesday, April 9, 2025 11:58:12 AM

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Dear City Council,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Helen Kennedy

A solid black rectangular box used to redact a handwritten signature.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Denisse G.
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:06:08 PM

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To Whom May it Concern:

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Denisse Ruiz
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bhavani Jayaprakash
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:09:06 PM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Bhavani Jayaprakash
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: alan jacob
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Proposed distribution center
Date: Wednesday, April 9, 2025 12:31:50 PM

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Dear Tracy City Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

-Alan

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Shweta Kamik
To: Tracy City Council
Subject: Fwd: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:30:52 PM

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First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Shweta
Tracy Hills Resident and a Mother

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: blessin jacob
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Proposed distribution center
Date: Wednesday, April 9, 2025 12:30:27 PM

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Caution: This is an external email. Please take care when clicking links or opening attachments.

Dear Tracy City Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Blessin

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: jacob ge
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Proposed distribution center
Date: Wednesday, April 9, 2025 12:29:06 PM

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Dear Tracy City Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

-Jacob

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Kamlesh Bongirwar](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - No More Distribution Centers Near Residential Neighborhoods
Date: Wednesday, April 9, 2025 12:28:49 PM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Kamlesh Bongirwar
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bodla Siva
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Protecting Our Community [Tracy] : Concerns Regarding the Proposed Distribution Center Near Corral Hollow Elementary
Date: Wednesday, April 9, 2025 12:28:23 PM

Caution: This is an external email. Please take care when clicking links or opening attachments.

Hello,

This email serves to formally express my significant concerns regarding the proposed distribution center development in the vicinity of **Corral Hollow Elementary School and adjacent residential neighborhoods**. As a resident, I believe this project warrants immediate reconsideration due to its potential adverse impacts on public safety, environmental health, and community well-being.

The proximity of a large-scale industrial operation to an **educational institution** raises **critical safety** concerns related to increased vehicular traffic, particularly heavy trucks. This poses a demonstrable risk to the safety of **students** commuting to and from school and residents navigating the area. Furthermore, the anticipated air, noise, and light pollution associated with such a facility are incompatible with a healthy living and learning environment.

The existing local infrastructure is inadequate to support the increased demands of a major distribution center. The projected increase in heavy truck traffic will exacerbate congestion and potentially impede emergency service response times. Additionally, the proposed development fails to account for the negative externalities on residential property values, potentially undermining the economic stability of homeowners who invested in this community due to its proximity to schools and its peaceful character. The need for essential retail and service businesses within our community remains unmet, and this land could be better utilized to address those needs.

Recognizing Tracy's strategic geographic location within a major transportation corridor, I propose a more economically and socially beneficial alternative: the development of a business epicenter. This initiative could attract a diverse range of businesses by offering competitive rental rates, thereby generating high-quality employment opportunities and fostering sustainable economic growth for Tracy.

I urge you to immediately suspend the approval process for this distribution center and to prioritize development strategies that align with the long-term interests and well-being of the community. Future land-use decisions must reflect a commitment to public safety, environmental stewardship, and the preservation of residential quality of life.

Thank you for your attention to this critical policy matter. I trust that your decision-making process will prioritize the best interests of your constituents.

Sincerely,

Regards,
B.SivaPrasad

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ponsankar Shanmugam
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:25:19 PM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this

project and explore alternative sites that do not put our children, families, and homes at risk.

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Please ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks,
Sankar
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ganesh Kumar
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:20:37 PM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Ganesh
Tracy Hills Resident and father.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bhavani Jayaprakash
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 12:09:06 PM

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Dear Tracy City Council Members,

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Bhavani Jayaprakash
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Tracy - No More Distribution Centers Near Residential Neighborhoods
Date: Wednesday, April 9, 2025 12:30:06 PM

Another one

From: Kamlesh Bongirwar [REDACTED]
Sent: Wednesday, April 9, 2025 12:28 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Save Tracy - No More Distribution Centers Near Residential Neighborhoods

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Kamlesh Bongirwar
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Jennifer Lucero
To: Miranda Aguilar
Subject: FW: Distribution centers in Tracy Hills
Date: Wednesday, April 9, 2025 4:54:00 PM

Subject: Distribution centers in Tracy Hills

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Hello,

I'm a resident of Tracy Hills and I wanted to express my concern about putting a distribution center right in between two residential neighborhoods in Tracy.

My family and I were looking forward to the widening of the road at Corral Hollow - but now I am concerned that this will not be enough if heavy trucks are going through there at all hours. Additionally, 580 is currently congested and unless it is widened to a 6 or 8 lane highway, having two roads with primarily truck traffic that open out onto it is going to make the problem so much worse, even with upgraded entrances and exits. Until the federal government approves the widening of 580 I cannot see this as a viable option.

Many things have changed since this plan was approved in 2016 and amended in 2021. We did not expect Tracy to become a commuter town for the Bay Area at this scale. Our fire risk has been upgraded. The city and developers need to also be flexible as times change.

I would have loved to see businesses there that would support the community - auto repair shops, gymnastics and martial arts schools, indoor playgrounds, small warehouses for locally-owned businesses, along with limited food and drink establishments so workers can have breakfast and lunch. That would all fit within the M-1 zoning that currently exists. Maybe even an expanded animal shelter can go there ! It doesn't have to be regional distribution centers which may bring some jobs (until those jobs become automated as is happening at other DCs) but generally do not benefit local residents as much as large corporations.

I moved to Tracy because it was not another soulless Bay Area tech suburb. Please help us to maintain our community feel even as we get larger. I encourage you to stand with Tracy residents and prioritize us, not Amazon, Medline, or whatever companies end up moving in.

Thank you,
Andrea Mandal
[REDACTED]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Our Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:11:38 PM

From: Rupinder Singh [REDACTED]
Sent: Wednesday, April 9, 2025 12:55 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Save Our Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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Subject:* Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

With best regards
Rupinder Singh
Resident - Tracy Hills
Tracy, CA 95377

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: surinder grewal
To: Midori Lichtwardt; Tracy City Council
Subject: Corral hollow dc
Date: Wednesday, April 9, 2025 2:13:23 PM

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**

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards

Surinderpal Grewal

Sent from Yahoo Mail for iPhone

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Ravi Subramanian](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 2:14:30 PM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Ravi Subramanian
Tracy Resident at Ellis
[Redacted]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Rohit Kumar Temburni
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 2:19:17 PM

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Hi Midori, Scott and the Council of city of Tracy,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

--
Thanks and Regards,
Rohit Temburni.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Maya saif
To: Tracy City Council; Midori Lichtwardt
Subject: *ACTION ITEM:* *Please email the city council to act according to the people's interest in stopping DC from coming near the residential neighborhood.* *Email Address:* tracycitycouncil@cityoftracy.org; Midori.Lichtwardt@cityoftracy.org *Subject:* Save ...
Date: Wednesday, April 9, 2025 2:33:48 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely
Summaya resident of Tracy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [REDACTED]
To: [Tracy City Council](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 3:20:39 PM

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Dear Sir/Ma,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Mike Ejoh
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Dineshpothagani
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBOURHOODS
Date: Wednesday, April 9, 2025 2:54:06 PM

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Hi ,

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Best Regards,
-Dinesh (Tracy Resident)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Aditya Mohan
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save tracy - no to distribution centers and yes to shopping and business parks
Date: Wednesday, April 9, 2025 2:42:07 PM

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Good afternoon.

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Aditya Mohan
Tracy Hills Resident
Husband and Father

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Vikrant Vannavada
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 3:43:49 PM

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Respected Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Vikrant V

Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [reddy dodda](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 3:42:10 PM

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Hi Sir,

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter.

Sincerely,
Jitendra
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Mr. C
To: [Tracy City Council](#)
Cc: [Midori Lichtwardt](#)
Subject: *Subject: * Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:52:51 PM

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Hello TracyCity,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Shravani
Tracy hills owner.

**Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)**

From: Murali Krishnan
To: Tracy City Council; Midori Lichtwardt
Subject: No more distribution center in Tracy
Date: Wednesday, April 9, 2025 4:45:32 PM

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Dear Elected Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards
MuraliKrishnan Raghavan
Resident : Tracy Hills ,

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Satheesh Kumar
To: Tracy City Council: Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:34:17 PM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Satheesh
Tracy Resident.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: akshat agrawal
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:29:11 PM

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Dear Tracy City Council Members,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

The development of this distribution center would also put an undue strain on the already limited infrastructure in our area. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to take into account the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. The introduction of a large industrial facility would drastically diminish the quality of life and could reduce property values, causing economic harm to homeowners and creating an environment that families are likely to avoid in the future. As a community already lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to the San Francisco Bay Area, Sacramento & Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for low rent and develop these areas with high-paying jobs

I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Akshat Agrawal
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Cherry FunTV](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:55:06 PM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks,
Jagdish
Tracy hills resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Prathib Kumar](#)
To: [Tracy City Council; Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:54:52 PM

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Hi,

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards
Prathib Kumar

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Abhiraj Bhoite
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:54:38 PM

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Hello,

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Abhijit Bhoite
Tracy [Resident]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [srinivas kolli](#)
To: [Tracy City Council](#); [Scott Claar](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:55:47 PM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you,
Srinivas Kolli
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Vinay Kumar
To: Tracy City Council; Midori Lichtwardt
Cc: Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:56:05 PM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks,
Vinay - Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bijaya Singh
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:56:35 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers,

Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Bijaya Singh (Resident of Tracy)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Aparimita Das
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:58:58 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Aparimita Das
Resident of Tracy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Balusu vaishnavi
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:58:36 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you,

Vaishnavi Balusu,

Resident of Tracy

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Krishna Chandan
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:58:29 PM

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Hello,

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Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

--
Warm Regards,
Krishna

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Shiv Gurunathan
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 4:58:19 PM

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Dear Tracy Planning Commission & Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Warm regards,

Shiv

Tracy Hills Resident & concerned dad

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Pallavi Dubey
To: Tracy City Council: Midori Lichtwardt
Subject: Save Tracy- No more Distribution centers near residential neighborhood
Date: Wednesday, April 9, 2025 5:00:17 PM

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Hi City Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Yours sincerely,
Pallavi Dubey
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Our Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:12:41 PM

From: Sarwan Parkash <[REDACTED]>
Sent: Wednesday, April 9, 2025 1:01 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Save Our Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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Respected City Council members

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Looking forward for your help

Sarwan Singh

Resident - Tracy Hills
Tracy, CA 95377

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:25:38 PM

From: Abhishek Sinha [REDACTED]
Sent: Wednesday, April 9, 2025 1:24 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>
Cc: Scott Claar <Scott.Claar@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area. First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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I request you to please halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Abhi Sinha
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:25:56 PM

From: Venkat Koganti [REDACTED]
Sent: Wednesday, April 9, 2025 1:25 PM
To: Scott Claar <Scott.Claar@cityoftracy.org>; Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Best Regards,
Krishna K

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:47:20 PM

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, April 9, 2025 1:36 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Re: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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+Scott

Sent from my iPhone
Kannan

> On Apr 9, 2025, at 9:02 AM, Kannan Prabu <kannan.neo1@gmail.com> wrote:

>
>
>
> Dear Tracy City ,
>
> I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.
>
> First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.
>
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>
> Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.
>
> As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's

residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

>

> Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

>

> Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

>

> Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

>

>

> Regards,

> Kannan

> Tracy Hills resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar; Gina Peace
Subject: FW: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:50:18 PM

From: srinivas pothala [REDACTED]
Sent: Wednesday, April 9, 2025 1:48 PM
To: Tracy City Council <tracycitycouncil@cityoftracy.org>; Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Srinivas Pothala
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Scott Claar
To: Jennifer Lucero
Cc: Miranda Aguilar, Gina Peace
Subject: FW: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 1:50:45 PM

From: Sandeep Sisodiya [REDACTED]
Sent: Wednesday, April 9, 2025 1:50 PM
To: Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>; Tracy City Council <tracycitycouncil@cityoftracy.org>; Scott Claar <Scott.Claar@cityoftracy.org>
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many

families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As a Tracy Resident, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Sandeep Sisodiya
Tracy Resident

Sent via the Samsung Galaxy S23 Ultra 5G, an AT&T 5G smartphone
[Get Outlook for Android](#)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Arshad Khan
To: [Public Comment](#)
Cc: Scott Claar, Tracy City Council, Midori Lichtwardt, Arshad Khan
Subject: Event Number: 2552 756 9077: Proposed Tracy Hills Commerce Center project
Date: Wednesday, April 9, 2025 5:47:02 PM

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Dear City of Tracy Officials,

I am a resident of Tracy Hills and am NOT in favor of the proposed Tracy Hills Commerce Center project for a number of reasons including:

1. Expected heavy duty traffic increase with potential for increased accidents
2. Safety: Current road infrastructure is inadequate to handle heavy traffic
3. Health concerns due to increased pollution
4. Long-term impact on home prices due to the proximity to an industrial area.

Please consider these negative impacts and not approve the proposal. Thanks.
Sincerely,

Arshad Khan
[REDACTED] Tracy, CA 95377

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Arshad Syed](#)
To: [Tracy City Council](#)
Subject: Regarding proposed development of a distribution center near Corral Hollow Elementary School
Date: Wednesday, April 9, 2025 5:07:57 PM

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Dear City Council Members,

I am writing to express my deep concern and strong opposition to the proposed development of a distribution center near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, particularly heavy trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air pollution, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and the residents who live here.

The development of this distribution center would also put an undue strain on the already limited infrastructure in our area. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to take into account the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. The introduction of a large industrial facility would drastically diminish the quality of life and could reduce property values, causing economic harm to homeowners and creating an environment that families are likely to avoid in the future. As a community already lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

I urge you, as our elected representatives, to prioritize the health, safety, and well-being of the residents of this community. The development of a distribution center so close to a school and residential homes is not only an irresponsible decision, but it also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco Bay Area, Sacramento & Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for low rent and develop these areas with high-paying jobs

I respectfully request that you take immediate action to halt this development and ensure that future decisions reflect the needs and concerns of the community.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Arshad

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Buvana Rajesh
To: Tracy City Council; Midori Lichtwardt
Cc: Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:07:44 PM

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Dear Tracy City Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Bhuvaneswari Gajendran
Tracy [Resident]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Harika Ramineni
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Fwd: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:06:33 PM

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Hi,

We don't want to have Distribution Centers in the middle of residential areas. Lets make Tracy great that can compete with other neighborhoods like Dublin/Pleasanton etc.

Make it more liveable... Bring office spaces, not distribution centers..

Please see our concerns mentioned below.

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers , Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Srikanth R
Tracy Hills Resident
[REDACTED]

**Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)**

From: Pavan Reddy Salibindla
To: Midori Lichtwardt; Tracy City Council
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:06:25 PM

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Hey there,

I'm writing to share my concerns about the proposed distribution center near Corral Hollow Elementary School and the surrounding neighborhoods. As a concerned member of this community, I'm worried about the potential negative effects this project could have on our kids, families, and the overall quality of life in our area.

First off, the proximity of a big industrial facility to a school is a real safety and health concern. The extra traffic, including big trucks, puts our kids and families at risk when they're walking to and from school and the surrounding areas. Accidents, especially during busy school hours, are a real worry. And the air, noise, and light pollution from such a place would make it tough for our kids and residents to breathe and enjoy their homes.

This development would also put a huge strain on our already limited infrastructure. Our roads can't handle all the trucks, and the traffic would make it even harder for families to get around. It could also slow down emergency response times, which could be serious for our community.

And let's not forget about the long-term impact on property values. Many families have chosen to live here because of the safe school and peaceful neighborhood. Introducing a big industrial facility would really mess up the quality of life. It could lower property values, hurting homeowners and making it hard for families to stay. As a community without many local shops, we really need this space for essential businesses like grocery stores, healthcare, and department stores.

As your elected representatives, I'm reaching out to ask you to put the health, safety, and well-being of our community first. I'm worried about the decision to build a distribution center so close to a school and residential homes. It's not only irresponsible, but it could also make our neighborhood less safe and livable. Can you please reconsider this project and look for alternative sites that don't put our children, families, and homes at risk?

Tracy is a great location in the Triangle, surrounded by highways to San Francisco, Sacramento, and Los Angeles. Instead of building distribution centers, we could consider building a business epicenter to attract more businesses. A business park would mean companies could move to Tracy for lower rent and create high-paying jobs in the area.

Please stop this development and make sure future decisions take into account the needs and concerns of the community.

Thank you for your attention to this important issue. I trust you'll make the right choice for the future of our neighborhood.

Sincerely,
Pavan Salibindla
Tracy [Resident]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Prakash Sathiakumar
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:04:28 PM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

--
Sincerely,
Prakash S
Tracy [Resident]

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Abhishek Rai
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy
Date: Wednesday, April 9, 2025 5:04:15 PM

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Hi City Council members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Yours sincerely,
Abhishek Raj
Tracy Hills Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ranjini Balasubramaniam
To: Scott Claar; Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:03:34 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Ranjini Balasubramaniam
Resident of Tracy Hills

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Ranjini Balasubramaniam
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:02:16 PM

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Hello,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Arohi
Resident of Tracy Hills

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Divya Reddy
To: Tracy City Council
Subject: Save Tracy- No more distribution centers near RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:19:27 PM

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I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Sonika Singh
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:22:34 PM

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Hello Sir/Ma'am

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Sonika Singh
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: shah ketan
To: Midori Lichtwardt
Cc: Tracy City Council
Subject: No MORE DISTRIBUTION CENTERS NEAR RESIDENT AREA
Date: Wednesday, April 9, 2025 5:29:42 PM

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Dear sir/madam

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Ketankumar shah

[Sent from Yahoo Mail for iPhone](#)

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Dana Chand
To: Tracy City Council; Midori Lichtwardt
Cc: Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:34:08 PM

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Hi,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely
Dana Chand KC
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Sukanya Narendiran
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Protect Our Children and Neighborhood: Say No to the Proposed Distribution Center
Date: Wednesday, April 9, 2025 5:52:48 PM

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To whomever it concerns,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

The development of this distribution center would also put an undue strain on our already limited infrastructure. Our roads are not designed to handle the constant flow of large trucks, and the resulting congestion would make it even more difficult for families to navigate the area. Increased traffic could also slow emergency response times, which could have dire consequences for the well-being of residents.

Moreover, this project fails to consider the long-term impact on property values. Many families have chosen to live in this area because of its proximity to a safe school and peaceful residential community. Introducing a large industrial facility would drastically diminish the quality of life. It could reduce property values, causing economic harm to homeowners and creating an environment that families will likely avoid. As a community lacking basic retail resources, we need this space for essential local businesses such as grocery stores, healthcare services, and department stores.

As our elected representatives, I urge you to prioritize the health, safety, and well-being of this community's residents. Developing a distribution center so close to a school and residential homes is not only an irresponsible decision but also undermines the very essence of what makes our neighborhood a safe and livable place. Please reconsider this project and explore alternative sites that do not put our children, families, and homes at risk.

Tracy is uniquely located in a Triangle surrounded by highways to San Francisco, Sacramento, and Los Angeles. As an alternative to building distribution centers, Tracy council can work on building a business epicenter to attract more businesses. A business park will allow companies to move to Tracy for lower rent and create high-paying jobs in the area.

Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sukanya Narendiran

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Bharath Gunasekaran
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:44:55 PM

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Dear Tracy Council Members,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Bharath Guna
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: RAMA KRISHNA Tiruveedhula
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:56:12 PM

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To Tracy City Planning Council

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Namaste.
Rama Tiruveedhula
Resident of Tracy Hills Community

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Narendiran Rajaram
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 5:59:05 PM

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Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Praveen K Bandari](#)
To: [Scott Claar](#), [Tracy City Council](#), [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:43:05 PM

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Hi,

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks,
Praveen
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Surya Abhijith devaraju](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:59:12 PM

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Hello There,

I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you,
Regards,
Abhijith Devaraju
Tracy Hills Resident



Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Rashmi Kashyap](#)
To: [Tracy City Council](#)
Subject: Save Tracy: No more Distribution Centres near the residential area
Date: Wednesday, April 9, 2025 6:02:57 PM

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Respected Sir/Madam,

I am a resident of Tracy hills community with a middle schooler studying at the Corral Hollow Elementary School and a toddler who would be joining the school in the coming year.

Though I am here from only a couple of months, I have my property here and would like to spend more years in this area. This is a beautifully landscaped residential area with lot of engaging and educative things happening. It would really be troublesome for so many residents if there are multiple DCs getting approved. Already, there is a lot of traffic problem during the peak hours.

It would be really appreciative if you would consider my sincere request and not approve the land behind the Corral Hollow School for any more DCs as we already have a couple of them near to us.

Thanking you

Your's sincerely

FNU Rashmi Mysore Nagaraj

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Nitesh Jha
To: Tracy City Council; Midori Lichtwardt; Scott Claar
Subject: Re: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:05:15 PM

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Adding Scott

Respected members: Please look into this and take right decisions keeping residents and children in mind.

Thanks,
Nitesh

> On Apr 9, 2025, at 12:57 PM, Nitesh Jha [REDACTED] wrote:

>
>
> I am writing to express my concern about the proposed distribution center development near Corral Hollow Elementary School and the surrounding residential neighborhoods. As a member of this community, I am alarmed by the potential negative impact this project would have on our children, families, and the overall quality of life in our area.
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>
> Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

>
> Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our
neighborhood.
>
> Thanks,
> Nitesh Kumar Jha
> Tracy Resident & Business Owner

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [REDACTED]
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:25:15 PM

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Hello.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you.
Gopi

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Kathiravan S](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - No more distribution centers near residential neighborhoods
Date: Wednesday, April 9, 2025 6:30:49 PM

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Dear Sir/Madam,

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Kathiravan Subbiah

Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Kamala Kathiravan](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - No more distribution centers near residential neighborhoods
Date: Wednesday, April 9, 2025 6:33:03 PM

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community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,

Kamala Muthuraman

Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Mounika Vasista](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:38:52 PM

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Dear Tracy City Council Members,

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you
Mounika
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Santhosh reddy Dubbaka
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:03:44 PM

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Hi,

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First and foremost, the proximity of a large industrial facility to a school raises serious safety and health concerns. The increase in traffic, including hefty trucks, poses a significant risk to the safety of children walking to and from school and the surrounding areas. The potential for accidents, especially during busy school hours, cannot be ignored. Additionally, the air, noise, and light pollution associated with such a facility would create an unhealthy environment for our children and residents.

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Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Sincerely,
Santhosh reddy dubbaka
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: [Rajya Lakshmi Kondepati](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#); [Scott Claar](#)
Subject: NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:20:35 PM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thank you.
Rajya Lakshmi

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Chandra Anupogu
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:30:39 PM

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Please immediately halt this development and ensure that future decisions reflect the

community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Thanks
Chandra

From: [Sankara Narayanan A](#)
To: [Tracy City Council](#); [Midori Lichtwardt](#)
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:32:44 PM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. I trust you will make the right choice for the future of our neighborhood.

Regards,
Sankar
Tracy Resident

From: Santosh Vasista
To: Scott Claar; Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR TRACY NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:37:00 PM

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Thank you
Santosh Vasista
Tracy Resident

Public Comment -- Received 04.09.25
Re: Planning Commission Meeting 04.09.25
Item 1.B Tracy Hills Commerce Center
(SPA21-0004, TSM21-0003, D21-0012)

From: Prasanthi Karuturi
To: Tracy City Council; Midori Lichtwardt
Subject: Save Tracy - NO MORE DISTRIBUTION CENTERS NEAR RESIDENTIAL NEIGHBORHOODS
Date: Wednesday, April 9, 2025 6:42:02 PM

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Please immediately halt this development and ensure that future decisions reflect the community's needs and concerns.

Thank you for your attention to this critical matter. Hoping you will make the right choice for the future of our neighborhood.

Sincerely,
Prasanthi Karuturi
Tracy Resident



AB-98 Planning and zoning: logistics use: truck routes. (2023-2024)

*No School in
Tracy Hills*

CH/V → Signal.

SHARE THIS:

Date Published: 09/30/2024 09:00 PM

*No Lammer Rd.
opened.*

Assembly Bill No. 98

CHAPTER 931

An act to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of, the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use.

[Approved by Governor September 29, 2024. Filed with Secretary of State September 29, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

AB 98, Juan Carrillo, Planning and zoning: logistics use: truck routes.

(1) Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects.

This bill, beginning January 1, 2026, would prescribe various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The bill would except from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use, under prescribed conditions. The bill would require a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. The bill would require a facility operator to enforce the plan. The bill would provide for the revision of the plan in specified circumstances.

The bill would prohibit a city, county, or city and county from approving development of a logistics use that does not meet or exceed the standards outlined in the bill. The bill would require a city, county, or city and county to condition approval of a logistics use on 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years unless the housing unit was declared substandard by a building official, as specified, and payments to displaced tenants if residential dwellings are affected through purchase, as prescribed. The bill would define terms for these purposes.

(2) The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and specified land outside its

modify the element to address specified additional issues.

This bill would require a county or city, by January 1, 2028, except as provided, to update its circulation element, as prescribed, including identifying and establishing specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and concentrations of sensitive receptors, as defined. The bill would establish specific standards for truck routes. The bill would require a county or city to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations. The bill would require a county or city to make truck routes publicly available and share maps of the truck routes with warehouse operators, fleet operators, and truck drivers. The bill would authorize the Attorney General to enforce these provisions, as provided, including by imposition of a fine of up to \$50,000 every 6 months if the required updates have not been made.

(3) Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law provides that the south coast district is governed by a board consisting of 13 members and requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations.

This bill would require the south coast district to establish a process for receiving community input on how any penalties assessed and collected for violation of the Warehouse Indirect Source Rule are spent, as specified. The bill would require the south coast district, subject to an appropriation for this express purpose, to, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments. The bill would require the south coast district to use the data collected to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors from logistics use development operations and to submit its findings to the Legislature on or before January 1, 2033. The bill would also require the district to submit an interim report to the Legislature on or before January 1, 2028, to evaluate the impact of air pollution on sensitive receptors, as defined, from logistics use development operations in the Counties of Riverside and San Bernardino, as provided.

(4) By modifying the duties of local agencies with regard to the approval of logistics use development and requiring the revision of the circulation element of a general plan, the bill would impose a state-mandated local program.

(5) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(6) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Chapter 2.8 (commencing with Section 65098) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.8. Warehouse Design and Build Standards

65098. As used in this chapter:

(a) "21st century warehouse" means a logistics use that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the

but not limited to, the following requirements related to:

- (A) Photovoltaic system installation and associated battery storage.
- (B) Cool roofing.
- (C) Medium- and heavy-duty vehicle charging readiness.
- (D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least 1 percent of the roof area, or equivalent LED efficient lighting.

(3) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(4) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(5) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2030, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.
(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.
(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(6) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.
(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.
(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.
(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(b) "Expansion of an existing logistics use" means the expansion of an existing logistics use by 20 percent or more of the existing square footage. Office space shall not be included as part of the existing square footage or in the square footage for the 20-percent expansion threshold.

(c) "Heavy-duty truck" means a class 7 or class 8 truck. As used in this subdivision:

- (1) "Class 7 truck" means a truck with a gross vehicle weight rating of 26,001 to 33,000 pounds.
- (2) "Class 8 truck" means a truck with a gross vehicle weight rating of greater than 33,000 pounds.

(d) "Logistics use" means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. "Logistics use" does not include any of the following:

- (1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.
- (2) A building primarily served by rail to move cargo goods or product.
- (3) (A) A Strategic Intermodal Facility.
(B) For purposes of this subdivision, "Strategic Intermodal Facility" means a project that satisfies all of the following requirements:
 - (i) Logistics facilities, including warehousing and transloading facilities, served by rail.
 - (ii) Intermodal freight transport services.

- (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- (2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, unless the development of the park and recreation areas are included as a condition of approval for the development of a logistics use.
- (5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- (6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

(f) "Small off-road engines" means spark-ignition engines rated at or below 19 kilowatts.

(g) "Tier 1 21st century warehouse" means a logistics use that meets all of the following:

- (1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:
 - (A) (i) Photovoltaic system installation and associated battery storage.
 - (ii) For purposes of the photovoltaic system installation requirement in clause (i), all warehouse square footage should be considered conditioned space.
 - (B) Cool roofing.
 - (C) Medium- and heavy-duty vehicle charging readiness.
 - (D) Light-duty electric vehicle charging readiness and installed charging stations.
- (2) Has skylights in at least one percent of the roof area, or equivalent LED efficient lighting.
- (3) Has a microgrid-ready switchgear system capable of supporting distributed energy resources.
- (4) Is advanced smart metering ready.
- (5) Has a minimum of 50 percent of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.
- (6) Has a minimum of 10 percent of all passenger vehicle parking spaces installed with electric vehicle charging stations.
- (7) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.
- (8) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.
- (9) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2028, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.
 - (B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.
 - (ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph

extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(h) "Warehouse concentration region" includes the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

65098.1. (a) Commencing January 1, 2026, any proposed new or expanded logistics use development 250,000 square feet or more where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

- (1) Include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098.
- (2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.
- (3) Locate truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.
- (4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.
- (5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
- (6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(b) Commencing January 1, 2026, except as provided for in subdivision (c), any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, where the loading bay is within 900 feet of a sensitive receptor, shall comply with all of the following:

- (1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.
- (2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.
- (3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.
- (4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.
- (5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
- (6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(c) Commencing January 1, 2026, any proposed new or expanded logistics use development that is on land that

less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(d) Commencing January 1, 2026, any proposed new or expanded logistics use development less than 250,000 square feet where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(2) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(3) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(4) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(5) Provides conduits at loading bays equal to one truck per every loading bay serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(6) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(7) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(e) (1) Except as provided in paragraph (2), on or before January 1, 2028, a city, county, or city and county shall update its circulation element to include truck routes, as specified in Section 65302.02.

(2) On or before January 1, 2026, all cities and counties in the warehouse concentration region shall update its circulation element to include truck routes, as specified in Section 65302.02.

as of September 30, 2024, shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a new sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(2) Notwithstanding any other provision of law, if, by September 30, 2024, a proposed expansion of a logistics use development is in a local entitlement process, then the proposed expansion shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(3) Notwithstanding any other provision of law, if, by September 30, 2024, a property is currently in a local entitlement process to become a logistics use, then the proposed logistics use development shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(b) (1) Any new logistics use developments that require the rezoning of land and must undergo a municipal entitlement process shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if the start of the entitlement process for the logistics use began before any sensitive receptor started its own entitlement or permitting process, unless the proposed sensitive receptor was an existing allowable use according to local zoning regulations.

(2) During a logistics use development's entitlement process for a new or expanded logistics use, if a new sensitive receptor is proposed or established within the distances required by paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, then those distance requirements shall not apply to the logistics use development so long as the logistics use development was not already subject to those requirements prior to the new sensitive receptor being proposed or established.

(c) This chapter shall not apply to any logistics projects that were subject to a commenced local entitlement process prior to September 30, 2024.

(d) The protection afforded by this section shall remain in effect from the time of the initial application submission through the completion of the entitlement process, including any necessary rezoning actions and through the development period. If no development activity occurs within five years of entitlement approvals, the protections shall be waived.

(e) This chapter shall not apply to a logistics project that received an approval by a local agency prior to the effective date of this chapter. For purposes of this subdivision, "approval" shall have the same meaning as set forth in subdivision (a) of Section 15352 of Chapter 3 of Division 6 of Title 14 of the California Code of Regulations.

65098.2. (a) Any new logistics use facility within 900 feet of a sensitive receptor shall have a buffer as follows:

(1) If the logistics use development is subject to the requirements of subdivision (a) or (d) of Section 65098.1, the buffer shall be 50 feet in width measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(2) If the logistics use development is subject to either subdivision (b) or subdivision (c) of Section 65098.1, the buffer shall be 100 feet in width measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(b) Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height, drought tolerant natural ground landscaping with proper irrigation, and solid-screen buffering trees as described in subdivision (c).

(c) Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size

depth shall be increased by 10 feet for every 20 loading days beyond 20 loading days, to the extent feasible.

65098.2.7. (a) The purpose of this section is to ensure that logistics use developments, beginning January 1, 2026, are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use development to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(b) (1) Any new logistics use development shall be sited on roadways that meet the following classifications:

- (A) Arterial roads.
- (B) Collector roads.
- (C) Major thoroughfares.
- (D) Local roads that predominantly serve commercial uses.

(2) For purposes of this chapter, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1000 feet are designed for commercial or industrial use according to the local zoning ordinance.

(c) A waiver may be granted where siting on the designated roadways pursuant to subdivision (b) is impractical due to unique geographic, economic, or infrastructure-related reasons. The waiver shall be approved by the city, county, or city and county, provided that the applicant demonstrates all of the following:

- (1) There is no feasible alternative site that exists within the designated roadways.
- (2) A traffic analysis has been completed and submitted to the local approving authority.
- (3) The site is an existing industrial zone.
- (4) The proposed site will incorporate mitigations to minimize traffic and environmental impacts on residential areas to the greatest extent feasible.

65098.3. (a) Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use developments along entrances to the site and at the truck loading bays.

(b) Signs shall be installed at all heavy-duty truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan, as described in Section 65098.4, and in the state highway system.

65098.4. Prior to the issuance of a certificate of occupancy, a facility operator shall establish and submit for approval to the planning director or equivalent position for the city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. The truck routing plan shall describe the operational characteristics of the use of the facility operator, including, but not limited to, hours of operation, types of items to be stored within the building, and proposed truck routing to and from the facility to designated truck routes that, to the greatest extent possible, avoid passing sensitive receptors. The truck routing plan shall include measures, such as signage and pavement markings, queuing analysis, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the truck routing plan. A revised truck routing plan shall be submitted to the planning director or equivalent position prior to a business license being issued by the city, county, or city and county for any new tenant of the property. The planning director or equivalent position shall have discretion to determine if changes to the truck routing plan are necessary, including, but not limited to, any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

65098.5. (a) A city, county, or city and county shall not approve development of a logistics use that does not meet or exceed the standards outlined in this chapter.

deny a logistics use facility altogether.

65098.6. A city, county, or city and county shall condition approval of a logistics use on the following:

(a) Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, pursuant to Section 17920.3 of the Health and Safety Code, prior to purchase by the developer. For each housing unit demolished, regardless of market value of the unit, two units of affordable housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that are deed-restricted shall be built within the jurisdiction. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.

(b) If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

65098.7. Nothing in this chapter shall be construed to supersede mitigation measures required by the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

65098.8. The Legislature finds and declares that the movement and storage of freight and the impact of this activity on public health and communities across the state as set forth in this chapter is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter applies to all cities, including charter cities.

65098.9. The provisions of this chapter shall not apply to a logistics use development if it meets both of the following:

- (a) The logistics use development is a mixed-use development that may create sensitive receptors on the site of the new logistics use development.
- (b) There are no existing sensitive receptors within 900 feet of the loading bay.

SEC. 2. Section 65302.02 is added to the Government Code, to read:

65302.02. By January 1, 2028, except as provided for in subdivision (h), a county or city shall update its circulation element, as required by subdivision (b) of Section 65302, to do all of the following:

(a) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(b) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:

(1) Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(2) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(3) On and after January 1, 2028, all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.

(A) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(B) For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designated for commercial or industrial use according to the local zoning ordinance.

signage for truck parking and appropriate idling facility locations.

(e) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(f) The city or county shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate, consistent with Section 65351.

(g) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(h) The warehouse concentration region, as defined in Section 65098, shall implement the provisions of this section by January 1, 2026.

(i) The Attorney General may enforce this section.

(1) The Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to fifty thousand dollars (\$50,000) every six months if the required updates have not been made.

(2) Upon appropriation by the Legislature, any fines collected shall be distributed by the Attorney General and returned to the local air quality management district in which the fine was imposed and be used for the district's efforts to improve air quality.

SEC. 3. Section 40458.5 is added to the Health and Safety Code, to read:

40458.5. (a) Subject to an appropriation for this express purpose, the south coast district shall, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments.

(b) The south coast district shall use the data collected pursuant to subdivision (a) to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors.

(c) The south coast district shall submit its findings to the Legislature on or before January 1, 2033. On or before January 1, 2028, the south coast district shall submit an interim report to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors. This report shall be used to assess the effectiveness of setbacks on public health.

(d) (1) The requirement for submitting a report imposed pursuant to subdivision (c) is inoperative on January 1, 2040, pursuant to Section 10231.5 of the Government Code.

(2) A report to be submitted pursuant to subdivision (c) shall be submitted in compliance with Section 9795 of the Government Code.

SEC. 4. Section 40522.7 is added to the Health and Safety Code, to read:

40522.7. The south coast district shall establish a process for receiving community input on how any penalties assessed and collected for violations of the Warehouse Indirect Source Rule are spent. The south coast district shall ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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AB 98: Planning and zoning: logistics use: truck routes.

Session Year: 2023-2024

House: Assembly

Current Status:

PASSED ✓

(2024-09-29: Chaptered by Secretary of State - Chapter 931, Statutes of 2024.)

 **Introduced**

 **First Committee Review**

 **First Chamber**

 **Second Committee Review**

 **Second Chamber**

 **Enacted**

[Summary](#)

[Bill Text](#)

[Status](#)

[Votes](#)

[Supporters & Opponents](#)

[Analysis](#)

Version:

Chaptered (9/29/2024)



(1) Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects.

any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The bill would except from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use, under prescribed conditions. The bill would require a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. The bill would require a facility operator to enforce the plan. The bill would provide for the revision of the plan in specified circumstances.

The bill would prohibit a city, county, or city and county from approving development of a logistics use that does not meet or exceed the standards outlined in the bill. The bill would require a city, county, or city and county to condition approval of a logistics use on 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years unless the housing unit was declared substandard by a building official, as specified, and payments to displaced tenants if residential dwellings are affected through purchase, as prescribed. The bill would define terms for these purposes.

(2) The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and specified land outside its boundaries that includes, among other specified mandatory elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. Existing law requires, upon any substantive revision of the circulation element, that the legislative body modify the element to address specified additional issues.

This bill would require a county or city, by January 1, 2028, except as provided, to update its circulation element, as prescribed, including identifying and establishing specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and concentrations of sensitive receptors, as defined. The bill would establish specific standards for truck routes. The bill would require a county or city to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations. The bill would require a county or city to make truck routes publicly available and share maps of the truck routes with warehouse operators, fleet operators, and truck drivers. The bill would authorize the Attorney General to enforce these provisions, as provided, including by imposition of a fine of up to \$50,000 every 6 months if the required updates have not been made.

(3) Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law provides that the south coast district is governed by a board consisting of 13 members and requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations.

This bill would require the south coast district to establish a process for receiving community input on how any penalties assessed and collected for violation of the Warehouse Indirect Source Rule are spent, as specified. The bill would require the south coast district, subject to an appropriation for this express purpose, to, beginning on

developments. The bill would require the south coast district to use the data collected to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors from logistics use development operations and to submit its findings to the Legislature on or before January 1, 2033. The bill would also require the district to submit an interim report to the Legislature on or before January 1, 2028, to evaluate the impact of air pollution on sensitive receptors, as defined, from logistics use development operations in the Counties of Riverside and San Bernardino, as provided.

(4) By modifying the duties of local agencies with regard to the approval of logistics use development and requiring the revision of the circulation element of a general plan, the bill would impose a state-mandated local program.

(5) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(6) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Discussed in Hearing



Aug 31, 2024

Senate Floor



Aug 31, 2024

Assembly Floor



Aug 30, 2024

Senate Standing Committee on Appropriations

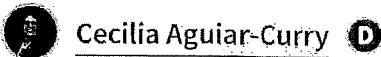


Aug 29, 2024

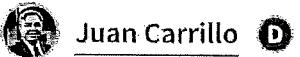
Senate Standing Committee on Local Government

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Bill Author



Cecilia Aguiar-Curry



Juan Carrillo



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ROB BONTA
Attorney General

Attorney General Bonta Announces Agreement with City of Stockton to Address Environmental Impacts from Continued Warehouse Development

Press Release / *Attorney General Bonta Announces Agreement with City of Stoc...*

Tuesday, December 6, 2022

Contact: (916) 210-6000, agpressoffice@doj.ca.gov

City will impose some of the most advanced mitigation measures in the state to address environmental impacts of proposed Mariposa Industrial Park Project

OAKLAND – California Attorney General Rob Bonta today announced an agreement requiring the City of Stockton to prepare and consider an ordinance implementing robust mitigation measures for future warehouse development in the city and impose similarly robust mitigation measures to the proposed Mariposa Industrial Park Project. In October 2021 and April 2022, Attorney General Bonta sent letters to the City of Stockton outlining concerns that its environmental review of the proposed Mariposa Project failed to adopt all feasible mitigation measures as required by the California Environmental Quality Act (CEQA). The Attorney General's Office subsequently worked with the City of Stockton to develop a suite of advanced mitigation measures to reduce the Mariposa

Project's impacts to the community of South Stockton. The City of Stockton also agreed to enter into a memorandum of understanding (MOU) with the Department of Justice to prepare and consider adopting an ordinance establishing development standards for future warehouse development in the City that aligns with the mitigation measures imposed on the revised Mariposa Project.

"For too long, warehouses have proliferated throughout California with little consideration of the health and safety impacts to the surrounding communities," **said Attorney General Bonta.** "As a result of these poor land use decisions, many low-income communities and communities of color continue to be among the most pollution burdened in the state. With today's settlement, the City of Stockton is committing to course correct by considering some of the most advanced mitigation measures in the state not just for the Mariposa Industrial Park Project, but for all future large warehouse projects in Stockton as well. These life-saving measures are technologically and economically feasible and will substantially reduce the environmental impacts of warehouse development on the surrounding communities. I hope this serves as a model for future warehouse projects across the state."

Communities in Stockton disproportionately suffer from the environmental impacts of industrial development where they live, work, and go to school. According to CalEnviroScreen, south Stockton's neighborhoods are exposed to pollution burdens in the top 10% of all communities in California, with some communities registering in the top 1%. The Mariposa Project is a proposed 3.6 million square foot warehouse complex located in southeast Stockton. Most of the Mariposa Project buildings will comprise hundreds of thousands of square feet and be used 24-hours a day, 7-days-a-week as fulfillment and logistics centers and warehouses. The Project is expected to attract over 12,000 vehicle trips per day, with a large fleet of trucks servicing the warehouses.

Following letters in October 2021 and April 2022, the Attorney General's Office worked with the City of Stockton to develop some of the most advanced mitigation measures of any warehouse developed in California to address the project's impacts on the surrounding

community. Many of the mitigation measures reflect the Attorney General's warehouse Best Practices guidance, and include a 100% electric vehicle (EV) heavy-duty on-site truck fleets, a requirement that operational power be supplied by solar and other renewable sources, large setbacks and landscaped barriers between sensitive receptors and the Mariposa Project, and a community benefit fund to support clean air projects in the south Stockton community.

In addition to these project-specific mitigation measures, the MOU between the City and the Department of Justice requires that the City prepare and consider adoption of a comprehensive warehouse ordinance modeled after the mitigation measures included in the Mariposa Project. If passed, this would represent the strictest warehouse ordinance passed by any jurisdiction in California, building off the Attorney General's innovative settlement requiring the City of Fontana to pass a warehouse ordinance requiring substantial mitigation measures for all future warehouse built within the city.

Attorney General Bonta is committed to fighting environmental injustices throughout the state of California and being a voice for frontline communities who are all too often under-resourced and overburdened. On April 28, 2021, Attorney General Bonta announced the expansion of the California Department of Justice's Bureau of Environmental Justice. More information on the Bureau and its work is available [here](#).

A copy of the MOU, which was approved last night by the Stockton City Council, is available [here](#).

#

ORDINANCE NO. 2023-12-1602

AN ORDINANCE AMENDING TITLE 16 OF THE STOCKTON MUNICIPAL CODE TO ESTABLISH NEW INDUSTRIAL WAREHOUSE DEVELOPMENT STANDARDS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STOCKTON AS FOLLOWS:

SECTION I: FINDINGS AND INTENT

The City Council is authorized by section 16.212.030 of the Stockton Municipal Code (SMC) to adopt amendments to Title 16 (Development Code) based on the Mandatory Findings of Fact for Development Code Amendments per SMC 16.116.050.

1. **Finding #1:** The proposed amendment ensures and maintains internal consistency with general land uses, objectives, policies, programs, and actions of all elements of the General Plan on balance and would not create any inconsistencies with this Development Code.

Evidence: The proposed amendments to Title 16 are needed for consistency with General Plan policies to provide enhanced development measures to mitigate potential environmental impacts from future projects. These amendments are internally consistent with all policy and supportive regulatory documents.

2. **Finding #2:** The proposed amendment will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the City.

Evidence: The purpose of the proposed amendments is to comply with the General Plan policies to proactively mitigate potential impacts. The proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare of the City as they will not result in a physical change in the environment. Future proposals will be reviewed for their compliance with all federal, state, and local standards.

3. **Finding #3:** The proposed amendment complies with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.

Evidence: The proposed ordinance is exempt pursuant to the California Environmental Quality Act (CEQA) Section 15061(b)(3), (Common Sense Exemption) and that no future environmental review is required for proposed code amendments pursuant to CEQA Section 15183 (Consistency with General Plan and Community Plan).

For Section 15061(b)(3) Exemption (General Rule "Common Sense")

CEQA requires the analysis of agency approvals for discretionary actions that could lead to a direct or indirect physical change in the environment. The proposed Project involves discretionary amendments to the Stockton Municipal Code (SMC) but is exempt from CEQA review as it would not significantly impact the environment. The zoning code amendments would amend the City's zoning standards to add enhanced development standards to logistics warehouses. These amendments are consistent with General Plan policies to enhance project reviews, environmental protections, and balance changes to encourage a strong industrial and goods movement market. The amendment would not result in a physical change to the environment as future projects would be reviewed on a case-by-case basis for this consistency to Federal, State, General Plan, zoning, and developmental standards. The Project is exempt from CEQA because it would not significantly affect the environment.

For Section 15183 (General Plan Consistency) Exemption

The General Plan Environmental Impact Report (GPEIR) was prepared and certified by the City Council as part of the Envision Stockton 2040 General Plan process (SCH# 2017052062). The proposed code amendments would amend the City's zoning standards to add enhanced development standards to logistics warehouses. These amendments are consistent with General Plan policies to enhance project reviews, environmental protections, and balance changes to encourage a strong industrial and goods movement market. The amendment would not result in a physical change to the environment as future projects would be reviewed on a case-by-case basis for this consistency to Federal, State, General Plan, zoning, and developmental standards. No potential new impacts related to the Project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the GPEIR. Therefore, no additional environmental review is required per CEQA Guidelines section 15183 (Consistency with General Plan or Community Plan).

4. **Finding #4 (Development Code Amendments):** The proposed amendment would be internally consistent with other applicable provisions of this Development Code.

Evidence: The proposed amendments are needed to implement General Plan policies to provide enhanced development measures to mitigate potential environmental impacts from future projects. These amendments are internally consistent with all policy and supportive regulatory documents. The proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare of the City as they will not result in a physical change in the environment. Future proposals will be reviewed for their compliance with all federal, state, and local standards.

SECTION II: AMENDMENT OF CODE

Title 16, Chapter 16.80 (Standards for Specific Land Uses) of the Stockton Municipal Code (SMC) is amended to add a new Section 16.80.390 (Logistics Warehouses) to read, as follows:

16.80.390 Industrial Warehouse Standards

This section establishes standards for logistics warehouses in zoning districts where they are allowed in compliance with the provisions of Division 2 (Zoning Districts, Allowable Land Uses, and Zone-Specific Standards).

A. Applicability. The standards will apply to the following applications:

1. These standards shall apply to logistics warehouses 100,000 square feet in size or greater. Logistics Warehouses are considered facilities used for the storage of farm products, furniture, household goods, or other commercial goods for distribution to wholesalers and/or retailers, including cold storage.

B. Development Standards.

1. Site Plan Design. The following standards shall apply to all entitlement reviews (site plan), grading and improvement plans, and construction permit reviews associated with facilities subject to the Logistics Warehouse standards. A copy of these standards shall be included on the approved (issued) construction plan and kept on-site during all phases of construction.
 - a. Unless determined to be physically impossible, when adjacent to sensitive receptors, a loading dock door shall be oriented away from the sensitive receptor and located a distance of 300- feet from said receptor, unless the dock doors are utilized by zero emission trucks and equipment only. The building and auto parking can be located within the 300-foot distance. A sensitive receptor shall be defined as schools, health care facilities, libraries, churches, correctional facilities, parks/recreational facilities, in home daycare, health facilities (hospitals, long term care facilities, retirement, and nursing homes) or more than two directly contiguous residential units.
 - b. A 20-foot landscaped planter (buffer) shall be installed along the property line adjacent to a sensitive receptor.
 - c. The buffer shall be landscaped and not be less than 50 percent of the total buffer size with two rows of 15-gallon trees planted along the length of the property line adjacent to the sensitive receptor.
 - d. The buffer landscape can include areas to be used for bioswales, retention/detention areas and/or other stormwater and water quality management areas in compliance with SMC Section 16.56 (Landscaping).
 - e. The buffer area shall include a minimum 10-foot solid decorative wall(s), or landscaped berm and wall, or landscaped berm adjacent to sensitive receptors unless a noise analysis indicates an alternative height is needed for sound attenuation.

- f. All on and off-site landscaping shall comply with SMC Chapter 16.56 (Landscaping).
- g. All landscaping shall be drought tolerant and, to the extent feasible, comprised of species with low biogenic emissions. Palm trees shall not be utilized.
- h. All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth with no undue pruning.
- i. Tree maintenance shall comply with SMC Section 16.56 as a certified Landscape Architect must prepare the Preliminary and Final Landscape plan and certify the planting is water efficient at the time of construction permit approval.
- j. Trees shall be installed in automobile parking areas to provide at least 35% shade cover of passenger vehicular parking areas within fifteen years. Trees shall be planted that can meet this requirement. The 35% shade created by trees amount can be substituted for solar canopy upon approval by the Director.
- k. To facilitate the installation of future electric vehicle charging stations for heavy-heavy duty (HHD) trucks, in connection with each individual development proposal, the subject building improvement plans shall identify an area for future HHD truck charging stations and the subject developer shall install conduit from the power source to the identified area.
- l. Provide EV charging stations for automobiles per building code and provide conduit to a future designated area for Heavy Duty Truck Charging Facility.
- m. All truck turning movements at entrances, exits, and street intersections shall be located on local industrial, collector or arterial streets and all vehicle entries shall be designed to prevent truck access to local and back-up residential collector streets.
- n. All trucks and commercial vehicles serving the facility shall occur in compliance with the City of Stockton Truck Traffic Route Map in SMC 10.08.030 and Surface Transportation Assistance Act (STAA) Truck Route Map.
- o. Off-street loading shall comply with Section 16.64.110 Off-street loading space standards and Section 16.36.30 to ensure driveway access and onsite circulation are designed and maintained to increase public safety and reduce congestion on public streets.
- p. Signs shall be posted inside and outside of the building and facility indicating all off-site parking is prohibited for adjacent street that do not permit parking.
- q. All truck driveway exits shall include signs directing truck drivers to the truck routes identified in the City of Stockton Truck Traffic Route Map and State Highway System designations.
- r. Upon commencement of operations, the tenant/operator of the facility shall be required to restrict truck idling on site to a

maximum of three (3) minutes, subject to exceptions defined by CARB's commercial vehicle idling requirements.

2. **Building Design.** The following standards shall apply to all entitlement reviews (design review), grading and improvement plans, and construction permit reviews associated with facilities subject to the Logistics Warehouse standards. A copy of these standards shall be included on the approved (issued) construction plan and kept on-site during all phases of construction.
 - a. All qualifying facilities shall be constructed using "cool roof" materials with an aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of the California (CAL) Green Building Tier 1 Standards.
 - b. Architectural and industrial coatings (e.g. paints) applied on the qualifying facility(ies) shall be consistent with the Volatile Organic Compound (VOC) content limits set by the San Joaquin Valley Air Pollution Control District (SJVAPCD) or the current edition of the California Green Building Standards Code (CALGreen), whichever is most restrictive. Developer or tenant is not required to exercise control over materials painted offsite.
 - c. Qualifying facilities shall be constructed in compliance with the most current edition of all adopted City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer of the qualifying facility(ies) shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built.
 - d. Each developer of an individual specific development proposal shall prepare the subject building structures in such a way to accommodate future solar panels pursuant to applicable Building Code requirements.
 - e. The building permit application for qualifying facilities must demonstrate that sufficient power will be provided from clean energy sources for the operational base power use at the start of operations. Developers shall have the following options, or any combination of options, for procuring clean energy to meet operational base power needs for new building structures. Options may include 1) installing solar panels on the subject building or building site, and/or 2) procuring 100% clean energy from AVA Community Energy, and/or 3) participating in California's Community Solar Program.
 - f. Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site include, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse lighting, site lighting, minimum power for dock positions (including chargers for yard equipment and any plug-ins

for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CalGreen code. Loads for all ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks.

- g. The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index of not less than 78.
h. Electrical Room Sizing. To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25% larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25% excess demand capacity.
i. Warehouse Dock Seal Doors. Exterior loading dock doors that are adjacent to conditioned or indirectly conditioned spaces shall have dock seals or dock shelters installed at the time of permitting.
j. Onsite Equipment Infrastructure. Project should provide infrastructure to support charging of electric power onsite equipment.
k. Demonstration of compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510 (Indirect Source Review) is required prior to obtaining any building permit for a qualifying facility.
l. Tenant/Operator of the qualifying facility(ies) shall enroll in the United States Environmental Protection Agency's SmartWay Program. Proof of enrollment shall be given to the Community Development Department prior to issuance of a Certificate of Occupancy of a Building Permit for the facility.
3. **Construction Permit Approval.** The following standards shall apply to all construction related activity associated with facilities subject to the Logistics Warehouse standards. A copy of these standards shall be included on the approved (issued) construction plan and kept on-site during all phases of construction.
 - a. Qualifying facilities shall comply with the San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements prior to beginning construction.
 - b. All off-road construction equipment, with a power rating of less than 19 kilowatts (e.g., plate compactors, pressure washers, shall be electric-powered.

- c. Subject to all other idling restrictions, off-road diesel-powered construction equipment shall not be left in the "on position" for more than 10 hours per day.
- d. Temporary electrical hookups to all construction yards and associated work areas shall be required.
- e. Temporary signage shall be posted in public view throughout the construction site indicating truck idling lasting more than five (5) minutes is prohibited. The signs shall include contact information for the facility operator or designee responsible for receiving complaints (i.e. excessive dust, fumes, odors) for the site, and contact information for the San Joaquin Valley Air Pollution Control District's on-line complaint system and its complaint call-line for those interested in filing a complaint. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.
- f. The construction contractor(s) shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.
- g. The facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.
- h. The facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.

C. On-Going Operations: The following standards shall be implemented during all on-going business.

1. All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission unless new technology is determined to be commercially unavailable.
2. Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
3. Employers shall provide employees with transit route and schedule information on systems serving the facility area and coordinate ridesharing amongst employees.
4. Employers shall provide on-site locations for food or catering truck service and cooperate with food service providers to accommodate food service to operations employees.
5. All outdoor areas allowing smoking shall be located at least 25 feet from the nearest property line.

6. All trucks, supportive vehicles and equipment shall be kept onsite in all loading, storage, and parking areas, and kept behind locked gates during nonbusiness hours.
7. Truck queuing, idling, or circling of vehicles, on public streets adjacent to the facility is prohibited.
8. Periodic yard and parking area sweeping shall be provided to minimize dust generation.
9. Diesel Generators are prohibited, except in emergency situations and during construction when establishing the facility's new electrical service connection. In those temporary cases, all generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards.

SECTION III. SEVERABILITY

If any part of this Ordinance is held invalid for any reason, such decision shall not affect the validity of the remaining portion of this Ordinance, and the City Council hereby declares that it would have passed the remainder of this Ordinance if such invalid portion thereof had been deleted.

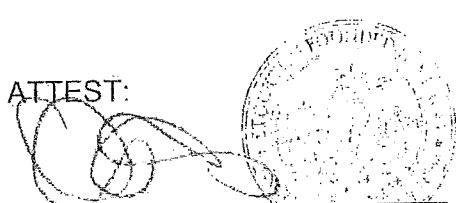
SECTION IV. EFFECTIVE DATE

This Ordinance shall take effect and be in full force thirty (30) days after its passage.

ADOPTED: May 16, 2023

EFFECTIVE: July 1, 2023

ATTEST:



ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

KEVIN J. LINCOLN II
Mayor of the City of Stockton

EXHIBIT A

In preparing and proposing the warehouse ordinance, City staff shall consider including at minimum the following conditions on qualifying facilities. To the extent that the following conditions are not included in the warehouse ordinance proposed for approval by City Council, City staff shall explain: (1) why such conditions are infeasible as defined under CEQA; (2) what alternative conditions are being proposed for inclusion in-lieu of any such omitted conditions; and (3) how such alternative conditions reduce potentially significant environmental impacts:

Construction Mitigation:

- San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII Compliance: Construction plans and specifications shall include a Dust Control Plan incorporating the applicable requirements of Regulation VIII, which shall be submitted to the SJVAPCD for review and approval prior to beginning construction in accordance with the requirements of Regulation VIII.
- Construction Vehicles & Equipment:
 - The use of electric-powered, battery-powered, natural gas, or hybrid construction equipment and vehicles are required during construction if commercially available. If substantial evidence is provided by the permittee or its contractor that such equipment is not commercially available, including a description of commercially reasonable efforts to secure such equipment, diesel-powered construction equipment greater than 50 horsepower meeting the highest rated California Air Resources Board (CARB) Tier technology available at the time of construction may be used. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of Stockton's Community Development Department (CDD) and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.
 - All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during construction of the qualifying facility(ies) shall be electric powered.
 - Subject to all other idling restrictions, off-road diesel-powered equipment shall not be left in the “on position” for more than 10 hours per day.
- Owners, operators or tenants of qualifying facilities shall provide “cool roof” specifications in construction plans verifying that the proposed roof will utilize cool roofing materials with an aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of the CALGreen Building Standards Code, Table A5.106.11.2.3 for Tier 1 and the City’s Green Building Standards within Chapter 15.72 of the Stockton Municipal Code.
- Temporary electrical hookup to the construction yard and associated work areas shall be required.
- The idling of heavy construction equipment for more than 5 minutes shall be prohibited. The owners, operators or tenants shall provide verification that construction specifications establish a

five-minute idling limit for all heavy-duty construction equipment utilized during construction of the proposed qualifying facility(ies). Signage shall be posted throughout the construction site regarding the idling time limit, and the construction contractor shall maintain a log for review. The log shall verify that construction equipment operators are advised of the idling time limit at the start of each construction day. Idling limits shall be noted in the construction specifications. The maintenance of logs documenting compliance shall be required.

- The construction contractors shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.
- Architectural and industrial maintenance coatings (e.g., paints) applied on the qualifying facility(ies) shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite by a third party.
- Qualifying facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.
- Qualifying facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.

Site Design:

- Qualifying facilities shall be constructed in compliance with the most current edition of all adopted City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer of the qualifying facility(ies) shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, A5.2 and A5.5, Energy Efficiency as outlined under Section A5.203.1.2.
- Qualifying facilities and their associated loading docks must be located no closer than 300 feet from sensitive receptors, and the City staff should consider the public health and safety benefits of requiring a larger buffer, up to 1,000 ft. All such setbacks will be measured from the loading dock or any building edge, whichever is closer, to the property line of any nearby sensitive receptors using the straight-line method. The setbacks and buffers required in this ordinance shall prevail over any less-stringent standards in the City's Development Code. Sensitive receptor shall be defined as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, correctional facilities, parks/recreation facilities, in-home daycares, and health facilities such as hospitals, long term care facilities, retirement and nursing homes.
- Qualifying facilities must include an onsite landscaped buffer, measured from the property line of all adjacent sensitive receptors. The width of the buffer shall be proportionate to the height of the warehouse building with specified minimums as set forth below unless infeasible. Landscaping shall be installed at the periphery of the qualifying facility(ies) site along adjacent rights of way and the landscaping buffer area shall not include the right of way itself. Landscape buffers shall not be required on interior boundaries of the qualifying facility(ies).

- The width of the buffer shall be set at a 2:1 ratio for all warehouses—for every 1 foot of building height, the buffer shall be 2 feet. The landscaping portion of this buffer shall not be less than 50% of this buffer, but may include areas to be used for bioswales, retention/detention areas and/or other stormwater and water quality management areas.
- The buffer area(s) shall include, at a minimum, a solid decorative wall(s) adjacent to sensitive receptors, natural ground landscaping, and solid screen buffering trees, as described below, unless there is an existing solid block wall. Onsite buffer areas shall not include deceleration lanes or right-turn lanes. To the extent allowed by other applicable City codes, policies and regulations the height of the decorative wall shall be at least 14 feet, except in buffer areas adjacent to sensitive receptors. For areas adjacent to sensitive receptors, the decorative wall shall be a minimum of 14 to 18 feet to the extent otherwise permitted by city codes, policies and regulations.
- Trees shall be used as part of the solid screen buffering treatment. Trees used for this purpose shall be evergreen, drought tolerant, and shall be spaced in two rows along the length of the buffer, with trees in each row offset, and each tree no greater than 15 feet on center. Spacing up to 20 feet may be allowed if wide canopy trees are used sufficient to create wall of vegetation that filters warehouse pollution. The property owner, tenant, operator, and any successors in interest shall maintain these trees for the duration of ownership, ensuring any unhealthy or dead trees are replaced with a similar tree as soon as possible.
- All landscaping shall be drought tolerant, and to the extent feasible, species with low biogenic emissions. Palm trees shall not be utilized.
- All landscaping areas shall be properly irrigated for the life of the qualifying facility(ies) to allow for plants and trees to maintain growth with no undue pruning.

Operational Mitigation

- Solar Power/Battery Energy Storage Systems:
 - The building permit application for qualifying facilities must demonstrate sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. The application shall include analysis of plans to meet (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the "clean fleet" requirements, and (b) generating capacity of the solar installation.
 - The photovoltaic system(s) shall include a battery energy storage system to serve the qualifying facility(ies) in the event of a power outage to the extent required by the most current edition of the California Building Standards Code.
 - Stockton's Community Development Department (CDD) shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space.
 - In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation's base or anticipated power use, the applicant of the qualifying facility(ies) shall demonstrate how all available space has

been maximized (e.g., roof, parking areas, etc.) for photovoltaic and battery energy storage system use. Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports and applicable building standards.

- The owners, operators or tenants, or qualified solar system contractor engaged by the developer or tenant, shall install the system when the City has approved building permits and the necessary equipment has arrived. The tenant/operator of the qualifying facility(ies) shall commence operation of the system only when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the owners, operators or tenants shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the qualifying facility(ies).
- Electric Vehicles (EV): The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/operators of the qualifying facility(ies) are informed of all on-going operational responsibilities.
 - Heavy-Duty EV Trucks: The property owners, operators or tenants of the qualifying facility(ies) shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025, or when commercially available for the intended application, whichever date is later.
 - Medium-Duty EV Vehicles: The property owners, operators or tenants of the qualifying facility(ies) shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled on site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.
 - "Domiciled on site" shall mean the vehicle is either (i) parked or kept overnight at the qualifying facility(ies) more than 70% of the calendar year or (ii) dedicated to the qualifying facility(ies) site (defined as more than 70% of the truck routes during the calendar year that start at the qualifying facility(ies) site even if parked or kept elsewhere). The tenant/operator of the qualifying facility(ies) shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the qualifying facility(ies) site.
 - Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

- A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, <https://californiahvip.org/> or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, <https://globaldrivetozero.org/>. The City shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. In order for the City to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs or equipment needed within 6 months.
- The tenant/operator of the qualifying facility(ies) shall utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements. Within 30 days of issuance of the final certificate of occupancy, the tenant/operator shall demonstrate to the satisfaction of CDD staff, that the applicable clean fleet requirements are being met. In the event that there is a disruption in the manufacturing of zero emission vehicles/trucks or that sufficient vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks.
- The tenant/operator of the qualifying facility(ies) shall implement the proposed measures after CDD review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The CDD staff may seek the recommendation of the California Air Resources Board in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application.
- Within 12 months of failing to meet a "clean fleet" requirement, the tenant/operator of the qualifying facility(ies) shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the Air District serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the area surrounding the new qualifying facility(ies). The tenant/operator shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.
- At all times during operation, and to the extent the applicable utility authorizes and has capacity to support, the tenant/operator of the qualifying facility(ies) shall be required to provide electric charging facilities on site sufficient to charge all electric trucks domiciled on the site, and such facilities shall be made available for all electric trucks that use the qualifying facility(ies).
- The tenant/operator of the qualifying facility(ies) shall require all forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission.

The tenant/operator shall provide on-site electrical charging facilities to adequately service such electric vehicles and equipment.

- EV Compliance Reporting:
 - The tenant/operator of the qualifying facility(ies) shall procure the zero emission vehicles/trucks required to meet the "clean fleet" requirements above. Within 30 days of issuance of the final certificate of occupancy, the tenant/operator shall submit a condition of approval compliance report outlining compliance with each clean fleet requirement applicable and including documentation demonstrating compliance with each requirement. The tenant/operator shall submit similar reports every two years thereafter until full compliance with the applicable clean fleet requirements is achieved. The City shall consider each report at a noticed public hearing and determine whether the tenant/operator has complied with the applicable clean fleet requirements. If the tenant/operator has not met each 100% clean fleet requirement by December 31, 2027, then the tenant/operator shall submit reports annually until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described above. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the qualifying facility(ies) site and through the ASK Stockton list serve.
 - After the 100% clean fleet requirement has been implemented and confirmed by the CDD, the tenant/operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the clean fleet requirements are being met. At the time it confirms that the 100% clean fleet requirement has been implemented, the CDD will establish the due date for the first on-going compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. The on-going compliance reports and accompanying documentation shall be made available to the public upon request
- For qualifying facilities at which cold storage and associated transport refrigeration units (TRUs) are proposed or may be a future use, unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide cold storage, a conduit shall be installed during construction of the building shell from the electrical room to 100% of the loading dock doors that have potential to serve the refrigerated space. If tenant improvement building permits are issued for any such cold storage space, electric plug-in units shall be installed at every dock door servicing the cold storage space to allow TRUs to plug in and truck operators with TRUs shall be required to utilize the electric plug-in units when at loading docks serving such refrigerated space.
- Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements.

- The tenant/operator of the qualifying facility(ies) shall enroll and participate in the SmartWay program for eligible businesses.
- Truck Routes and Ingress/Egress:
 - Entry gates into the loading dock/truck court area of the qualifying facility(ies) shall be sufficiently positioned to ensure all trucks and other vehicles are contained onsite and inside the property line. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to an industrial commerce facility is strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the qualified facility(ies).
 - Applicants shall submit to the CDD, and obtain approval of, all turning templates to verify truck turning movements at entrance and exit driveways and street intersection adjacent to industrial buildings prior to entitlement approval. Unless not physically possible, truck entries shall be located on collector streets (or streets of a higher commercial classification), and vehicle entries shall be designed to prevent truck access on streets that are not collector streets (or streets of a higher commercial classification), including, but not limited to, by limiting the width of vehicle entries.
 - Prior to issuance of certificate of occupancy, the tenant/operator of the qualifying facility(ies) shall establish and submit for approval to the CDD a truck routing plan to and from the State Highway System based on the City's latest Truck Route Map. The plan shall describe the operational characteristics of the use of the tenant/operator, including, but not limited to, hours of operations, types of items to be stored within the building, and proposed truck routing to and from the proposed facility(ies) to designated truck routes that avoids passing sensitive receptors, to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The tenant/operator shall be responsible for enforcement of the plan. A revised plan shall be submitted to the CDD prior to a business license being issued by the City for any new tenant/operator of the property. The CDD shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility(ies). Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
 - The tenant/operator of the qualifying facility(ies) shall post signs, that may be required by the City, in prominent locations inside and outside of the building indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited. City may require facility operator to post signs on surface or residential streets indicating that off-site truck parking is prohibited by City ordinance and/or the Truck Routing Plan.
 - Signs shall be installed, as required by the City, at all qualifying facility(ies) truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.
 - Upon commencement of operations, the tenant/operator of the qualifying facility(ies) shall be required to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB's commercial vehicle idling requirements. The facility must

post highly-visible signs identifying these idling restrictions at the site entry and at other on-site locations frequented by truck drivers and include these restrictions in employee training and guidance material.

- Signs at the qualifying facility(ies) shall be installed, as required by the City, in public view with contact information for a local designated representative who works for the facility(ies) operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the San Joaquin Valley Air Pollution Control District's on-line complaint system and its complaint call-line: 1-800-281-7003. Any complaints made to the facility(ies) operator's designee shall be answered within 72 hours of receipt.
- Workforce-Related Mitigation:
 - Prior to issuance of occupancy permits, the applicant/developer shall demonstrate to the satisfaction of the City, that the proposed parking areas for employee passenger automobiles are designed and will be built to accommodate EV charging stations, at no cost to employees. At minimum, the parking areas and the number of EV charging stations for employee passenger automobiles shall equal the Tier 1 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.1.
 - Prior to issuance of occupancy permits, the applicant/developer shall demonstrate to the satisfaction of the City, that the proposed parking areas for passenger automobiles are designed and will be built to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces for passenger automobiles shall equal the Tier 1 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.1.
 - The tenant/operator of the qualifying facility(ies) shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.
 - The tenant/operator of the qualifying facility(ies) shall provide employees transit route and schedule information on systems serving the qualifying facility(ies) area and coordinate ridesharing amongst employees.
 - Designated Smoking Areas: The tenant/operator of the qualifying facility(ies) shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.
- Yard Sweeping: Owners, operators or tenants of the qualifying facility(ies) shall provide periodic yard and parking area sweeping to minimize dust generation
- Diesel Generators: Owners, operators or tenants of the qualifying facility(ies) shall prohibit the use of diesel generators, except in emergency situations (including when the utility delays a facility's new electrical service connection), in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards.

Additional Mitigation

- To the extent a qualifying facility seeks and secures a Development Agreement with/from the City, the applicant, or its successor in interest, and the City shall comply with Government Code section 65865.1 and Stockton Development Code section 16.128.110. The City shall schedule a public hearing at the Planning Commission, with notice to all affected parties, at least every 12 months after approval of the Development Agreement, to receive and discuss the annual report on the status of the qualifying facility(ies)'s compliance with the Development Agreement. At those same hearings, the City shall review all the qualifying facility(ies)'s mitigation measures and conditions of approval for compliance.
- Applicants seeking one or more discretionary permits for proposed qualifying facility(ies) shall engage in a community outreach effort to engage the existing community in determining issues of concern that can be addressed through site design and other means during the land use entitlement process. Suggested outreach efforts include but are not limited to, hosting community meetings, making presentations at advisory and community councils, and hosting job fairs.

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement (“Agreement”) is entered into by and between the City of Stockton (“City”), and Rob Bonta, Attorney General of California, on behalf of the People of the State of California (“Attorney General”), and it is dated and effective as of the date that the last Party signs (“Effective Date”). The City, and the Attorney General are referred to as the “Parties.”

RECITALS

WHEREAS areas of the City, including south Stockton, have disproportionately suffered from the environmental impacts of industrial land uses located nearby residences and other sensitive receptors such as schools, parks, and hospitals. According to CalEnviroScreen, a tool used to identify communities exposed to high levels of pollution, south Stockton’s neighborhoods are exposed to pollution burdens in the top 10% of all communities in California, with some communities registering in the top 1%.

WHEREAS because of the extremely high levels of air pollution to which this environmental justice community is disproportionately exposed, the California Air Resources Board (CARB) has designated the area of south Stockton to the northwest of the Project as a top priority for reductions in emissions and improvements in air quality under AB 617. In 2021, CARB approved Stockton’s Community Emissions Reduction Program (CERP) after an extensive public process. The CERP includes projected investments of over \$32 million in emission reduction incentives and a variety of other clean air projects in the south Stockton AB 617 community area and additional measures to reduce exposure to air pollution for sensitive receptors.

WHEREAS in recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development. California, with its ports, population centers, and transportation network, has found itself at the center of this trend.

WHEREAS in response to project applications consistent with this demand, the City has approved millions of square feet of warehouse and logistics space, substantial amounts of which have been or will be constructed in the south Stockton community.

WHEREAS the Attorney General has previously submitted letters to the City regarding concerns with significant environmental impacts being created by such warehouse and distribution facility projects, including the Sanchez Hoggan Annexation Project and the South Stockton Commerce Center Project.

WHEREAS the City seeks to minimize additional environmental impacts from new warehouse and distribution facility development sited in south Stockton and throughout the City.

WHEREAS the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq. and California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387, requires, amongst other things, that the City impose feasible mitigation measures on applicable projects to minimize any significant environmental impacts. The California Supreme Court has determined that CEQA requires a lead agency “to implement all mitigation measures unless those measures are truly infeasible.” *Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 524–25 (citing *City of San Diego v. Board of Trustees of California State University* (2015) 61 Cal.4th 945, 967).

WHEREAS on August 24, 2021, the City released the Draft Environmental Impact Report (EIR) for the Mariposa Industrial Park Project. Public comments submitted on the Draft EIR, including comments from the Attorney General’s Office and the Sierra Club, raised concerns that the project’s

significant environmental impacts were not sufficiently disclosed, analyzed, and mitigated as required by CEQA.

WHEREAS on February 28, 2022, the City released the Final EIR for the Mariposa Industrial Park Project. In response, once again stakeholders, including the Attorney General's Office and the Sierra Club, raised concerns regarding the project, including the lack of feasible mitigation as required under CEQA.

WHEREAS the City, the Attorney General's Office, and the Sierra Club have been engaged in good-faith negotiations regarding additional feasible mitigation measures to reduce the potentially significant environmental impacts that the Mariposa Industrial Park Project may create.

WHEREAS as a result of those good-faith negotiations the City has proposed to require additional feasible mitigation measures on the Mariposa Industrial Park Project to further reduce the project's significant environmental impacts, as identified in the amended Mariposa Industrial Park Final Environmental Impact Report ("Revised Final EIR" State Clearinghouse No. 2020120283). The City Council intends to soon consider adopting: (1) a Resolution certifying that Revised Final EIR together with the adoption of CEQA Findings including a Statement of Overriding Considerations and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"); (2) an Ordinance for the Pre-Zoning of APNs 179-220-10, -12, -13, -16, -17, -18, -19, and -24 (the "Property") to Industrial, Limited; (3) an Ordinance for a Development Agreement; and (4) a Resolution authorizing the filing of an annexation application with the San Joaquin Local Agency Formation Commission (collectively the "Project Approvals").

WHEREAS the City has embarked on a comprehensive update to Title 16 of the City's Municipal Code, known as the Development Code, that is intended to produce a user-friendly Development Code, serving as an effective tool to implement the General Plan, shape future growth, and help realize the community's vision of promoting investment in downtown Stockton and historically underserved areas, preserving and enhancing neighborhood character, and improving community health and safety. The City anticipates adopting and publishing a new updated Development Code in 2023.

WHEREAS the City seeks to establish an ordinance applicable to future warehouse and distribution facility development projects ("warehouse ordinance") in order to set minimum development standards to mitigate environmental impacts from those projects. Such a warehouse ordinance will also provide clarity to stakeholders, including developers and the general public, regarding the requirements needed to construct warehouse and distribution facilities in the City.

AGREEMENT

Either as part of the aforementioned ongoing Development Code amendment process or as a separate, stand-alone process, City staff shall propose a warehouse ordinance to identify and apply all feasible mitigation measures to qualifying warehouse and distribution facility projects to minimize their potentially significant environmental impacts. The proposed warehouse ordinance shall be scheduled for consideration by the City Council before December 31, 2023.

The warehouse ordinance proposed to the City Council shall apply to qualifying facilities engaged in logistics use, which is defined as any warehouse or wholesaling and distribution land use which entails facilities to be used for the storage of farm products, furniture, household goods, or other commercial goods of any nature for distribution to wholesalers and/or retailers, including cold storage. Qualifying facilities do not include self-storage or mini-storage facilities offered for rent or lease to the

general public. Qualifying facilities shall include, at minimum, projects with a building or buildings totaling 100,000 square feet or larger.

In preparing and proposing the warehouse ordinance, City staff shall consider including at minimum the conditions included in Exhibit A. To the extent that the conditions included in Exhibit A are not included in the warehouse ordinance proposed for approval by City Council, City staff shall explain: (1) why such conditions are infeasible as defined under CEQA; (2) what alternative conditions are being proposed for inclusion in-lieu of any such omitted conditions; and (3) how such alternative conditions reduce potentially significant environmental impacts.

If the City enters into this Agreement and adopts the Project Approvals, including all of the Mariposa Industrial Project Enhanced Measures attached to the City's and Developer's separate settlement agreement with the Sierra Club, then the Attorney General shall not file any complaints, claims, grievances, special proceedings, legal challenges, or take any other actions against the City with any state, federal, or local agency or court challenging the City Council's adoption of the Project Approvals or the proposed annexation of the Property to the City of Stockton (the "AG Obligation").

GENERAL TERMS AND CONDITIONS

1. **Agreement Term.** This Agreement shall remain in effect until the City implements and complies with the commitment pursuant to the agreed-on deadline set forth herein.
2. **Default.** The Parties agree and acknowledge that time is of the essence for City staff to propose and for the City Council to consider adopting a warehouse ordinance before the December 31, 2023, deadline set forth in this Agreement. The Parties stipulate that the Superior Court in and for San Joaquin County shall have jurisdiction over the Parties and this Agreement to enforce the provisions of the Agreement until performance in full of all terms of the Agreement. The Court shall have full authority to enforce the Agreement as if the Parties had entered the Agreement as a stipulated judgment pursuant to Code of Civil Procedure, section 664.6. Nothing in this Agreement prevents the Attorney General from seeking any and all remedies for non-compliance with the Agreement.
3. **No Waiver.** This Agreement does not in any way limit or waive the Attorney General's jurisdiction, capacity, authorization, obligation, right, or discretion to determine whether any City action or failure to act complies with CEQA or any other law except as expressly provided in the AG Obligation above.
4. **Amendment.** No addition to or modification of any term or provision of this Agreement will be effective unless set forth in writing and signed by an authorized representative of each of the Parties.
5. **Signing Authority.** By signing this Agreement, the persons executing the Agreement represent that they have the capacity and authority to execute the Agreement as the representative of their respective agency and to bind their respective agency to the terms of this Agreement.
6. **Entire Agreement.** This Agreement contains the entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior negotiations, discussions, agreements, commitments, and understandings with respect thereto.
7. **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California.
8. **Joint Drafting.** This Agreement has been jointly drafted, and the general rule that it be construed against the drafting party is not applicable.
9. **Severability.** If a court should find any term, covenant, or condition of this Agreement to be invalid or unenforceable, the remainder of the Agreement shall remain in full force and effect.

10. Representation by Counsel. Each of the Parties affirmatively represents that it has been represented throughout this matter by attorneys of its own choosing. Each Party has read this Agreement and has had the terms used herein and the consequences thereof explained by its attorneys of choice. This Agreement is freely and voluntarily executed and agreed to by each Party after having been apprised of all relevant information and data furnished by its attorneys of choice. Each Party in executing this Agreement does not rely upon any inducements, promises, or representations made by any other Party except as set forth herein.

11. Counterparts and Electronic Signatures. This Agreement may be executed with counterpart signatures, each of which shall be deemed an original. The Agreement will be binding upon the receipt of original, facsimile, or electronically communicated signatures.

DATED: December ___, 2022

ROB BONTA
Attorney General of California
CHRISTIE VOSBURG
Supervising Deputy Attorney General

SCOTT LICHTIG
Deputy Attorney General
Attorneys for the People of the State of
California

DATED: December ___, 2022

CITY OF STOCKTON

HARRY BLACK
City Manager