PLANNING COMMISSION REGULAR MEETING AGENDA

Wednesday, May 28, 2025, 7:00 P.M.

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

One Commissioner will attend remotely at the following location:
G Street BLDG 947
Joint Base Pearl Harbor Hawaii
Hawaii, 96860

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

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

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

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

***Remote Public Comment**:*

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

- *Comments via:*
  - **Online by visiting** https://cityoftracyevents.webex.com and using the following
  - **Event Number: 2553 565 8075** and **Event Password**: Planning
  - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
  - Join by phone by dialing +1-408-418-9388, 2553 565 8075, #75266464# Press *3 to raise the hand icon to speak on an item.

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

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

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

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

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

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

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

MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

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

ROLL CALL

MINUTES – 05 14 25 Regular Meeting Minutes

DIRECTOR'S REPORT REGARDING THIS AGENDA

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

1. NEW BUSINESS

1.A STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, RECOMMEND THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS (1) APPROVE A ZONING TEXT AMENDMENT ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479 (2) APPROVE A REZONE OF THE PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE (3) APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR 275 RESIDENTIAL LOTS AND SEVERAL COMMON AREA PARCELS (4) APPROVE A DEVELOPMENT REVIEW APPLICATION FOR THE DEVELOPMENT OF 324 HOMES OF MIXED HOUSING TYPES (5) DETERMINE THAT THE ZONING TEXT AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) AND THE TRIWAY PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.

1.B STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION (1) RECOMMENDING CITY COUNCIL ADOPTION OF THE 2023 – 2031 HOUSING ELEMENT.

1.C 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).

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: May 22, 2025

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

MINUTES
TRACY CITY PLANNING COMMISSION
REGULAR MEETING
MAY 14, 2025, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA

CALL TO ORDER

Vice Chair Penning called the meeting to order at 7:05 p.m.

PLEDGE OF ALLEGIANCE

Vice Chair Penning led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Boakye-Boateng, Commissioner English, and Vice Chair Penning present. Commissioner Orcutt attempted to join the meeting remotely but was not able to participate due to a technical audio issue by the City. 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; Christina Delgadillo, Assistant Planner; Miranda Aguilar, Permit Technician; and Jennifer Lucero, Administrative Assistant.

MINUTES

Vice Chair Penning introduced the Regular Meeting Minutes from the April 23, 2025 Planning Commission Regular Meeting.

ACTION: It was moved by Commissioner Atwal and seconded by Commissioner English to approve the April 23, 2025 Planning Commission Regular Meeting Minutes. A voice vote found Commissioner Atwal, Commissioner Boakye-Boateng, Commissioner English and Vice Chair Penning, in favor. Chair Orcutt absent. Passed and so ordered; 4-0-1-0.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

A. STAFF RECOMMENDS THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION (1) RECOMMENDING THAT THE CITY COUNCIL INTRODUCE AND ADOPT AN ORDINANCE APPROVING AN AMENDMENT TO THE INDUSTRIAL AREAS SPECIFIC PLAN, APPLICATION NUMBER SPA24-0002, TO AMEND THE LAND

USE DESIGNATION FROM LIMITED INDUSTRIAL TO VILLAGE CENTER FOR THREE PARCELS TOTALING APPROXIMATELY 9.26 ACRES LOCATED NORTH OF VALPICO ROAD, EAST OF TRACY BOULEVARD, ASSESSOR'S PARCEL NUMBERS 246-130-15, 246-130-20, AND 246-130-25; AND (2) RECOMMENDING CITY COUNCIL DETERMINE THAT THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR) AND DOES NOT REQUIRE FURTHER ENVIRONMENTAL ASSESSMENT PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15183. THE APPLICANT AND THE PROPERTY OWNER IS RED MAPLE VILLAGE L.P.

Christina Delgadillo, Assistant Planner, presented staff report and addressed questions from the Commission.

Vice Chair Penning opened the Public Hearing at 7:20 p.m.

Brett Jolly, Land Use Attorney, spoke in favor of the project.

Seeing as no one else came forward, the Public Hearing was closed at 7:22p.m.

ACTION: It was moved by Commissioner Atwal and seconded by Commissioner Boakye-Boateng that the Planning Commission move to recommend that the city council:

(1) APPROVE AN AMENDMENT TO THE INDUSTRIAL AREAS SPECIFIC PLAN, TO AMEND THE LAND USE DESIGNATION FROM LIMITED INDUSTRIAL TO VILLAGE CENTER FOR THREE PARCELS TOTALING APPROXIMATELY 9.26 ACRES LOCATED NORTH OF VALPICO ROAD, EAST OF TRACY BOULEVARD, ASSESSOR'S PARCEL NUMBERS 246-130-15, 246-130-20, AND 246-130-25, APPLICATION NUMBER SPA24-0002; AND

(2) DETERMINE THAT THIS PROJECT IS CONSISTENT WITH THE GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR) AND NO FURTHER ENVIRONMENTAL ASSESSMENT IS REQUIRED, PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15183.

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

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 AMENDING TRACY MUNICIPAL CODE SECTION 10.08.4440 TO ADD A DEFINITION FOR FUEL PRICING SIGNS AND AMENDING SECTION 10.08.4500(G) TO EXEMPT FUEL PRICING SIGNS FROM THE STANDARD LIMITING THE NUMBER OF MONUMENT SIGNS TO TWO PER PARCEL; AND (2) DETERMINE THAT THIS AMENDMENT TO THE TRACY MUNICIPAL CODE DOES NOT HAVE THE POTENTIAL FOR CAUSING A SIGNIFICANT EFFECT ON THE ENVIRONMENT

AND THEREFORE PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15061(B)(3), NO ADDITIONAL ENVIRONMENTAL REVIEW IS NECESSARY.

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

Vice Chair Penning opened the Public Hearing at 7:40 p.m.

Scott Schendel, Applicant, states he is present for questions.

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

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Commissioner English that the Planning Commission recommend the City Council:

(1) INTRODUCE AND ADOPT AN ORDINANCE AMENDING TRACY MUNICIPAL CODE SECTION 10.08.4440, ADDING A DEFINITION FOR "FUEL PRICING SIGN" AND AMEND SECTION 10.08.4500(g) TO EXEMPT FUEL PRICE SIGNS FROM THE STANDARD LIMITING THE NUMBER OF MONUMENT SIGNS TO TWO PER PARCEL; AND

(2) DETERMINE THAT THE ZONING TEXT AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(b)(3), PROJECTS WITH NO POTENTIAL FOR CAUSING A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

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

C. 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 ACTION: INTRODUCE AND ADOPT AN ORDINANCE REPEALING AND REPLACING SECTION 10.08.3193 OF THE TRACY MUNICIPAL CODE, REGARDING MOBILE FOOD VENDORS.

Forrest Ebbs, Director of Community and Economic Development, presented staff report and addressed questions from the Commission.

Scott Claar, Planning Manager, addressed questions from the Commission.

Vice Chair Penning opened the Public Hearing at 8:15 p.m.

Gaby Machuca, Tracy Business Owner, presented questions for the Commission.

Alejandro Kandalaft, Tracy business owner with Los Primos Tex Mex Foods, expressed support for the updated Ordinance.

Seeing as no one else came forward, the Public Hearing was closed at 8:24 p.m.

ACTION: It was moved by Commissioner Boakye-Boateng and seconded by Commissioner English that the Planning Commission recommend the City Council introduce and adopt an ordinance. Boakye-Boateng then brought up concerns about outdoor food prep, smells and noise. Commissioners wanted to make an amendment to allow outdoor portable grills, barbeques, or similar devices to be used but not within 50" of a residential land use.

It was moved by Commissioner Boakye-Boateng and seconded by Commissioner English that the Planning Commission recommend the City Council introduce and adopt an amended ordinance that:

(1) REPEALS AND REPLACES SECTION 10.08.3193 OF THE TRACY MUNICIPAL CODE, REGARDING MOBILE FOOD VENDORS AND WITH REVISIONS TO ALLOW OUTDOOR BARBECUES; AND

(2) DETERMINES THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

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

D. ITEMS FROM THE AUDIENCE

Gabby Machuca expressed gratitude to the City for everyone's help in amending the Mobile Food Vendor Ordinance.

E. DIRECTOR'S REPORT

Scott Claar stated that the Commissioners were given pages to update the appendix in their Housing Element Binders.

F. ITEMS FROM THE COMMISSION

Commissioner English stated that she will not be able to attend the 05 28 25 meeting.

Commissioner Atwal encouraged people to speak out to help build our city.

G. ADJOURNMENT

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

Time: 8:52 p.m.

_____
CHAIR

_____
STAFF LIAISON

PLANNING COMMISSION STAFF REPORT
Item No. 1.A

DATE	May 28, 2025
TITLE	The Triway Project
LOCATION	22.6 acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06)
APPLICATION TYPE	Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Tentative Subdivision Map (TSM24-0001), and Development Review Application (D24-0003)
CEQA STATUS	Categorically Exempt pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report.
PROJECT PLANNER	Scott Claar scott.claar@cityoftracy.org
PREPARED BY	Craig Hoffman (209) 831-6426 craig.hoffman@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, recommend that the City Council take the following actions:

(1) Approve a zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479.

(2) Approve a rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size.

(3) Approve a vesting tentative subdivision map for 275 residential lots and several common area parcels.

(4) Approve a development review application for the development of 324 homes of mixed housing types.

(5) Determine that the zoning text amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) and the Triway project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report.

The Applicant is Brookfield Bay Area Holdings LLC. and the Property Owners are Geurtje and Stanley Boersma, Annette Elissagaray, David Boersma, Julie and Wahid Tadros, Hacienda Ranch Homes, Peter and Karen Bareiss.

PROJECT DESCRIPTION

The Triway project consists of 275 homes, in addition to 49 JADUs for a total of 324 residential units on a 22.6-acre property (12.2 dwelling units per acre net) centered around a neighborhood park that the developer will build and dedicate to the City.

The Triway project proposes a mix of housing types within the same neighborhood to create a variety of housing types in a comprehensive designed development. The 275 new homes are configured in three styles: 96 semi-attached duet homes (ranging from approx. 1,598-2,101 SF) with 25 JADUs; 113 alley loaded homes (ranging from approx.1,592-2,115 SF); and 66 front loaded homes (ranging from approx.1,987-2,300 SF) with 24 JADUs.

The project includes a variety of home types which allow for different styles of living and affordability. The applicant has proposed this project to appeal to Tracy residents who want to remain in Tracy but may not be able to afford a new home on a large lot.

The Triway project represents an opportunity to develop a mixed income housing development with a variety of residential unit sizes and pricing levels to serve a diversity of residents at all stages of their lives and various life-style needs. This project would assist in filling the void of "Missing Middle" or more attainable housing in the City of Tracy.

This is a style of housing that the 2023 – 2031 Housing Element anticipates to provide for a more affordable option for the community. This is the type of project that is needed for workforce housing, move down housing and also a housing product for people that do not want to maintain larger yards.

The project applicant has provided a project description (Attachment B) and Public Benefit and Planning Objectives as (Attachment C).

General Plan

The property has a General Plan land use designation of Residential High (RH). The characteristic housing for the Residential High designation includes triplexes, fourplexes, town houses, apartments, and includes condominiums as an ownership type. Densities in the Residential High designation range from 12.1 to 25 units per gross acre.

This property was previously an opportunity site in the 2015 to 2023 Housing Element. It is a property that was intended to develop as a higher density site providing for housing that would be more affordable than conventional larger lot single family residential. The property was not previously rezoned.

The Triway project has a land use density of 12.2 units per acre and is consistent with the land use density intended for the Residential High general plan designation as well as the type of

proposed residential use. The project is consistent with the General Plan vision of “forming neighborhoods that are oriented around a focal point, which is a public space such as a park.” (Tracy 2011 General Plan, pg 2-17). The Triway project proposes a mix of housing types within the same neighborhood to accomplish Objective LU 4.1 of the General Plan to “create a mix of housing types in neighborhoods” (Tracy 2011 General Plan pg 2-43).

Rezone and Text Amendment

The City is required to update the zoning code to reflect the current General Plan land use designation of Residential High (RH) by rezoning to the High Density Residential or comparable zoning designation. The Triway Project is allowed under the HDR zoning standards in terms of use and density. The project applicant and city staff have been working to craft a new zoning designation that is consistent with the proposed small lot development and is more consistent with the type and style of housing being developed currently.

The proposed Small Lot Residential Zone is designed to provide for single-family dwellings, two-family dwellings and multi-family dwellings on small lots. The City of Tracy has approved this style of development within Tracy Hills and a couple of Planned Unit Development (PUD) Zones, such as Oxford Square and Westgate Duets. The rezone and new zoning designation is an update and is reflective of current market conditions and the types of housing product that is becoming more popular.

This updated zoning designation will also support the 2023 – 2031 Housing Element and the direction from the State to provide more affordable housing options and housing product types.

Vesting Tentative Subdivision Map

The project is applying for a vesting tentative map to subdivide what is currently four parcels into 275 residential lots and several common area parcels. Additionally, the project will abandon the prior Mission Court street dedication, which no longer reflects the development pattern.

The project includes public roads which form a large loop around the newly proposed neighborhood park, with parallel parking stalls on either side of the public road that can be used for park and residential visitors. Approximately 174 public parking spaces are expected, as well as 23 off street parking spaces scattered throughout the private alleys. The public road has two east/west connections in the North and South of the property and includes public roads on two of the four sides of the park. Private alleys, owned and maintained by the HOA, will provide garage access to homes while allowing for front doors along Valpico Road, the edges of the park, and common paseos (which are also owned and maintained by the HOA). Please see Attachment D.

The project includes a neighborhood park that is 3.5 acres in size, significantly larger than the 2.6 acres required by the municipal code and provided by Brookfield as a community benefit. This oversized park provides the outdoor space for the community, a place to play a pickup basketball game with neighbors, host a birthday barbeque or throw a ball with your children. This is a public park for the community to utilize.

The subdivision as proposed is consistent with the proposed zoning and City development codes and requirements and has been conditioned appropriately.

Development Review

The Triway project layout, architecture and public space improvements have been reviewed against the City of Tracy Design Goals and Standards.

The applicant has utilized a property that was initially designated for apartments and created a higher density, for sale product that provides a more immediate housing opportunity for Tracy citizens to own a home. The original design guidelines were adopted in 2002 and were focused on a more typical single-family design. This included large lots with single family housing and then a multifamily component. Staff did not anticipate a smaller lot development that would become more popular because of land costs and housing affordability.

The design guidelines provide direction on positive features and allow flexibility and creativity in design. This flexibility allows staff to ensure that a project is consistent with the intent of the design guidelines. For the Triway project staff is reviewing a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines.

The project site has been designed to be oriented towards a neighborhood park amenity. The road system makes accessing the park feature easy from anywhere in the development. The small lot project layout creates villages that will provide for housing product variation.

The project is broken up into three distinct housing product types: the Devon at the Triway (duets), the Kinsley at the Triway (alley load) and Somerset at the Triway (front loaded conventional.

The Devon product is comprised of four floorplans that have the opportunity for four elevation styles. The variation of floor plans and elevational styles allows for a diversity of what a streetscape will look like.

The Kinsley product is comprised of four floorplans that have the opportunity for three elevation styles. This product is alley loaded that allows the view from the main street to focus on the front door.

The Summerset is a front-loaded product that is comprised of four floorplans that have the opportunity for three elevation styles. This is a more conventional home on a smaller lot.

This project provides for a massing and diversity of product that creates an aesthetic interest that might not come from larger multifamily buildings. This project is comprised of two-story buildings and an apartment complex or higher unit condo or triplex project would have a much different aesthetic and massing

This is a high-density project that is more in line with single family design standards.

Project Features

The applicant has provided project goals and a list of project features and benefits to help staff review the development for consistency with City standards. The project's goal is to build a high-

quality housing project with new infrastructure and amenities in this area of Tracy and help the City achieve its RHNA goals by developing homes that form a “Missing Middle” of housing typologies within the City.

Features to support the rezone and innovative project design includes the following:

- A substantially larger and more amenitized neighborhood park (3.5 acres) than otherwise required (2.6 acres) that would be built and dedicated to the City including the following improvements:
  - Sport court (basketball/multi-use) with lighting
  - Covered large picnic area (10 picnic tables)
  - 2-5 year-old playground with shade
  - 5-12 year-old playground with shade
  - Lighting
  - Site Furnishings: Benches, drinking fountain(s), trash receptacles
  - Bike Parking
- A Class 2 bicycle path and sidewalk that would connect to the existing City network and provide a direct pedestrian connection to the adjacent, existing Village Center retail area.
- The inclusion of 49 homes with junior accessory dwelling units (JADUs) throughout the Project that will be affordable housing by design. The JADUs will provide much-needed housing that allows for multigenerational families, both young adult family members or aging parents, to be able to afford to live in Tracy and do so in comfort.
- Expansion of the B2 Regional City Basin
- Frontage improvements to the Valpico Road public right of way

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS

The zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review.

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

The proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and development intensity for the

site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR.

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

SUMMARY

The Triway project is consistent with the General Plan land use designation for the property and the type of housing that will create opportunities for more affordable home ownership for our community. Staff is supportive of this project requested Zoning Code Amendment (ZA25-0001), Rezone (R24-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003).

ATTACHMENTS

A: Location Map
B: Project Description
C: Public Benefit and Planning Objectives
D: Vesting Tentative Subdivision Map
E: Project Design and Landscape Plans
F: Planning Commission Resolution
  Exhibit 1 – Proposed City Council Ordinance for Small Lot Residential (SLR) Zone
    Exhibit A – Small Lot Residential Zone
  Exhibit 2 – Proposed City Council Ordinance for Triway Rezone
    Exhibit A – Rezone from Light Industrial to Small Lot Residential
  Exhibit 3 - Proposed City Council Resolution for Triway Project Tentative Subdivision Map and Development Review
    Exhibit A – Project Findings for Tentative Subdivision Map and Development Review
    Exhibit B – Conditions of Approval for Tentative Subdivision Map and Development Review
G: Environmental Checklist

Attachment A – Location Map

RECEIVED
September 19, 2024
City of Tracy
Community and Economic Development

The Triway Project – Project Description

Overview

The Triway, the proposed Brookfield project on Valpico Road, consists of 275 homes, in addition to 49 JADUs, on a 22.6-acre property (12.2 dwelling units per acre net) centered around a community park that the developer will build and dedicate to the City. The project is consistent with the General Plan vision of "forming neighborhoods that are oriented around a focal point, which is a public space such as a park." (Tracy 2011 General Plan, pg 2-17).

The proposed park is 3.5 acres, significantly larger than the 2.6 acres required by the municipal code and provided by Brookfield as a community benefit. This oversized park provides the outdoor space for the community, a place to play a pickup basketball game with neighbors, host a birthday barbeque or throw a ball with your children. Additionally, the proposed small lot development would be relatively unique for Tracy, providing a mix of small lot designs in 3 neighborhoods at densities ranging from 10-14du/ac.

Having all the different types of homes clustered together creates the opportunity to provide consistency and distinction between them. The architecture will show a greater level of variety overall with a focus on "high quality construction and innovative architecture that reinforces the City's small-town feel" (Tracy 2011 General Plan, pg. 2-17). Integrating the homes together in this way, and into the proposed park frontages, will create organic interactions and common spaces to allow neighbors to build community and create a "sense of place" (Tracy 2011 General Plan, pg. 2-17).

As another community benefit, the Triway will build and connect to a Class 1 bike / multi-use trail that will empower residents to bike and walk to their favorite Tracy businesses and experiences. This also creates a direct pedestrian connection to the adjacent existing Village Center retail area via a pathway to the north and thus does not require accessing Valpico Road. This connectivity is consistent with the General Plan's vision that "Neighborhoods should be physically connected to one another via a series of roadways, bikeways and pedestrian paths," (Tracy 2011 General Plan, pg. 2-17).

Housing Mix

The Triway proposes a mix of housing types within the same neighborhood to accomplish Objective LU-4.1 of the General Plan to "create a mix of housing types in neighborhoods" (Tracy 2011 General Plan pg 2-43). The 275 new homes are configured in three styles: 96 semi-attached duet homes (ranging from approx. 1,598-2,101 SF) with 25 JADUs; 113 alley loaded homes (ranging from approx.1,592-2,115 SF); and 66 front loaded homes (ranging from approx.1,987-2,300 SF) with 24 JADUs.

The project includes a variety of home types which allow for different styles of living and affordability, including the 49 homes with JADUs. This variety of housing of detached and semi-detached homes is a housing typology designed to appeal to Tracy residents who want to remain in Tracy but may not be able to afford a new home on a large lot. The JADUs also provide the community benefit of affordable housing by design. Residents may elect to use the units to house family members, such as young adults and elderly relatives who otherwise could not afford to live in Tracy or, should the future owners rent the units, the rental rates are projected to be affordable for those with moderate level incomes. Having the JADU units inclusively scattered throughout the Project also supports community integration and provides a community benefit.

Affordability: Missing Middle Housing

The Triway project represents an excellent opportunity to develop an integrated mixed income housing development with a variety of residential unit sizes and pricing levels to serve a diversity of residents at all stages of their lives. A project such as Triway would assist in filling the void of "Missing Middle" or more attainable housing in the City of Tracy. Typically defined as medium density housing with density ranging from 8-15du/ac, "Missing Middle" housing is characterized by a range of housing options such as duplexes, cottage courts, and micro lots (under 4,000 SF). Houses are typically smaller than conventional single-family homes.

Ideally, these "Missing Middle" neighborhoods support walkability and access to locally-serving retail and public transportation options, which is why The Triway's location adjacent to the Raley's anchored shopping center is ideal. "Missing Middle" homes provide solutions along a spectrum of affordability to address the mismatch between conventional larger lot subdivisions and shifting demographics. "Missing Middle" housing can enable a wider range of families to achieve homeownership by offering a broader range of housing options and prices.

Additionally, including ADUs can help families afford mortgages through rental of those secondary units. Many families are looking for an affordable community to live in, and although the City of Tracy Housing Element states that Tracy has fewer cost burdened households than the surrounding county, nonetheless 22% of residential owners are cost burdened. The City clearly needs more affordable types of housing like this "Missing Middle" project will provide.

Infrastructure

As for infrastructure, stormwater for the site will be treated in a single, private stormwater basin, to be owned and managed by a homeowners' association (HOA) and then flow to the adjacent City regional 2B Expansion stormwater basin to discharge into the larger stormwater system.

The project includes public roads which form a large loop around the newly proposed community park, with parallel parking stalls on either side of the public road that can be used for park and residential visitors. Approximately 174 public parking spaces are expected, as well as 23 off street parking spaces scattered throughout the private alleys. The public road has two east/west connections in the North and South of the property and includes public roads on two of the four sides of the park.

Private alleys, owned and maintained by the HOA, will provide garage access to homes while allowing for front doors along Valpico Road, the edges of the park, and common paseos (which are also owned and maintained by the HOA). As discussed above, the multi-use trail connects the park and the community to the larger City trail system, allowing for multi-modal access to the proposed community open space and ensuring Objective LU-6.2 of "minimize[ing] conflicts between transportation corridors and neighboring uses" by providing multiple non-vehicular transportation options.

To facilitate the construction of public improvements, it is proposed that the site utilize tax financing, specifically the SCIP program, to support the extensive public infrastructure proposed with this project.

Land Use Approvals

The City is required to update their Zoning Code to reflect the current General Plan land use designation of Residential High (RH) by rezoning to the HDR zoning designation, but since this has not yet been completed by the City, the project will process the rezoning to PUD. The PUD zoning is necessary

because while The Triway Project is allowed under the HDR zoning standards in terms of use and density, the proposed lot size and setbacks do not comply with the HDR zone.

The project is also applying for a tentative map to subdivide what is currently four parcels into 275 residential lots and several common area parcels. Additionally, the project will abandon the prior Mission Court street dedication, which no longer reflects the development pattern. The project requires an existing railroad easement to be quitclaimed. These requirements have been discussed with the City of Tracy during preliminary conversations.

Based on the Tracy Environmental Checklist provided to the applicant, the City can review the project under California Environmental Quality Act (CEQA) based on the Section 15183 community plan exemption. The applicant agrees with this determination and supports the City engaging De Novo Planning Group to complete the analysis.

Project Goals and Public Benefits

The project's main goal is to build a high-quality housing project with new infrastructure and amenities in this area of Tracy and help the City achieve its RHNA goals by developing homes that form a "Missing Middle" of housing typologies within the City. We have been working with City staff for the last several months to develop a site plan that meets City priorities, and we look forward to collaborating with the City of Tracy to bring this shared vision to life.

Public benefits to support the PUD rezone includes the following:

- A substantially larger and more amenitized community park (3.5 acres) than otherwise required (2.6 acres) that would be built and dedicated to the City including the following improvements:
    - Sport court (basketball/multi-use) with lighting
    - Covered large picnic area (10 picnic tables)
    - 2-5 year-old playground with shade
    - 5-12 year-old playground with shade
    - Lighting
    - Site Furnishings: Benches, drinking fountain(s), trash receptacles
    - Bike Parking
- A Class 1 bicycle/multi-use trail that would connect to the existing City trail network and provide a direct pedestrian connection to the adjacent, existing Village Center retail area, including covering of the existing canal to facilitate the construction of the trail.
- The inclusion of 49 homes with junior accessory dwelling units (JADUs) throughout the Project that will be affordable housing by design. The JADUs will provide much-needed housing that allows for multigenerational families, both young adult family members or aging parents, to be able to afford to live in Tracy and do so in comfort.
- Expansion of the B2 Regional City Basin
- Frontage improvements to the Valpico Road public right of way

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The Triway Project - Public Benefits and Planning Objectives

Consistent with the General Plan vision of forming neighborhoods oriented around a focal point such as a public park, the proposed Triway project consists of 275 homes, plus 49 ADUs, on 22.6 acres, centered around a 3.5-acre community park connected to the City trail system that the project would build and dedicate to the City. The approximate costs to construct the public park and trail connection are over $3,000,000.

In addition to furthering the City's objectives related to housing, public benefits of the Project include the following:

- A substantially larger community park (3.5 acres) than otherwise required (2.6 acres) that would be built and dedicated to the City including the following improvements:
  - Sport court (basketball/multi-use) with lighting
  - Covered large picnic area (10 picnic tables)
  - 2-5 year-old playground with shade
  - 5-12 year-old playground with shade
  - Lighting
  - Site Furnishings: Benches, drinking fountains, trash receptacles
  - Bike Parking
- A Class 1 bicycle/multi-use trail that would connect to the existing City trail network and provide a direct pedestrian connection to the adjacent, existing Village Center retail area, including covering of the existing canal to facilitate the construction of the trail.
- The inclusion "Missing Middle" housing types, including duplexes, small lot homes and 49 homes with junior accessory dwelling units (JADUs) throughout the Project, all of which create affordable housing by design housing. In particular, the JADUs will provide much-needed housing that allows for multigenerational families, both young adult family members or aging parents, to be able to afford to live in Tracy and do so in comfort.

The Triway project is proposed as a Planned Unit Development (PUD) to combine a variety of uses, densities, and design characteristics as provided by the Tracy Code. The Project includes a community park as a central feature and focal point, surrounded by a mix of housing types configured in three styles – semi-attached duet homes, alley loaded homes, front loaded homes, plus the JADUs, allowing for different styles of living and affordability. The housing will be connected to the adjacent retail area to encourage walkability and non-auto centric homes.

Consistent with the PUD characteristics identified in the Code (Section 10.08.1760), the Project would include: common open space areas and the maintenance of common spaces in the Project such as paseos that will be paid by those directly benefiting from it (through a Home Owners Association), as well as preservation of natural amenities and/or creation of additional amenities.

Project planning objectives include:

- Develop a high-quality housing project to expand the available supply of residential housing options in the City
- Provide a variety of residential housing opportunities that are visually attractive and accommodate housing demand in the City
- Further increase the housing supply through the inclusion of JADUs as an additional housing type that can accommodate multi-generational residents and are affordable by design
- Orient the new residential development around a community park to create a sense of place around public open space
- Develop a project that is consistent and compatible with surrounding land uses, and follows a logical development pattern
- Provide infrastructure and amenities to support the development and enhance the community

Attachment D: Vesting Tentative Valpico Road

Attachment E: Project Designs & Landscape Plans

These attachments are too large to include in the packet. The attachments can be viewed in the Materials section next to the Agenda on the City of Tracy's website https://www.cityoftracy.org/government/boards-and-commissions/planning-commission

Attachment F

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-_____

RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF TRACY CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, TAKE THE FOLLOWING ACTIONS:

1. **INTRODUCE AND ADOPT AN ORDINANCE THAT**
   - **(A) APPROVES A ZONING TEXT AMENDMENT ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479; AND**
   - **(B) DETERMINE THAT THE ZONING TEXT AMENDMENT CREATING THE SMALL LOT RESIDENTIAL (RSL) ZONE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) IN THAT PROJECTS WITH NO POTENTIAL FOR CAUSING A SIGNIFICANT EFFECT ON THE ENVIRONMENT NEED NO FURTHER ENVIRONMENTAL REVIEW.**

2. **INTRODUCE AND ADOPT AN ORDINANCE THAT**
   - **(A) APPROVES A REZONE OF THE TRIWAY PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE; AND**
   - **(B) DETERMINE THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.**

3. **ADOPT A RESOLUTION THAT**
   - **(A) APPROVES A VESTING TENTATIVE SUBDIVISION MAP FOR 275 RESIDENTIAL LOTS AND SEVERAL COMMON AREA PARCELS; AND**
   - **(B) APPROVES A DEVELOPMENT REVIEW PERMIT FOR THE DEVELOPMENT OF 324 HOMES OF MIXED HOUSING TYPES; AND**
   - **(C) DETERMINES THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.**

WHEREAS, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003); and

WHEREAS, the project site is a 22.6 acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06); and

WHEREAS, the project site has a General Plan land Use designation of Residential High; and

WHEREAS, the project site has a Zoning designation of Light Industrial; and

WHEREAS, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

WHEREAS, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

WHEREAS, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

WHEREAS, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

WHEREAS, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

WHEREAS, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

WHEREAS, the proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

WHEREAS, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the General Plan; and

WHEREAS, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the proposed Small Lot Residential (SLR) Zone; and

WHEREAS, the proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions; and

WHEREAS, the site is physically suitable for the type of development and will be developed in accordance with City standards; and

WHEREAS, the Triway project layout, architecture and public space improvements have been reviewed against the City of Tracy Design Goals and Standards; and

WHEREAS, the Triway project is reviewed as a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of

materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines; and

WHEREAS, the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review; and

WHEREAS, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

WHEREAS, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on May 28, 2025; now, therefore, be it

RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine that the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review, as any proposed residential development project will require its own environmental review under CEQA; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt an ordinance in **Exhibit 1** to approve a zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine that the Triway project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report. The proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and

development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The City Council hereby determines that none of the conditions or circumstances that would require preparation of a subsequent environmental document, pursuant to Section 15183 of the CEQA Guidelines, exist in connection with the proposed Triway project, and therefore, pursuant to Section 15183, no further environmental document is required; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt an ordinance in **Exhibit 2** to approve a rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size; provided, however, that the approval of this rezone shall not be effective until the first day following the effective date of the Ordinance approving the zoning text amendment adding the Small Lot Residential (SLR) Zone to the municipal code; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt as resolution in **Exhibit 3** to approve the Triway project vesting tentative subdivision map for 275 residential lots and several common area parcels; provided, however, that the approval of this vesting tentative subdivision map shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt as resolution in **Exhibit 3** to approve a development review permit for the Triway project development of 324 homes of mixed housing types; provided, however, that the approval of this development review permit shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential; and be it

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Planning Commission of the City of Tracy on May 28, 2025, by the following vote:

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

_____
CHAIR

ATTEST: _____
STAFF LIAISON

Date of Attestation: _____

Exhibit 1 – Proposed City Council Ordinance for Small Lot Residential (SMR) Zone
Exhibit A – Small Lot Residential Zone
Exhibit 2 - Proposed City Council Ordinance for Triway Rezone
Exhibit A – Rezone from Light Industrial to Small Lot Residential
Exhibit 3 – Proposed City Council Resolution for Vesting Tentative Subdivision Map and Development Review
Exhibit A – Project Findings for Vesting Tentative Subdivision Map and Development Review
Exhibit B – Conditions of Approval for Vesting Tentative Subdivision Map and Development Review

EXHIBIT 1

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TRACY ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479

WHEREAS, The City of Tracy General Plan provides for Residential High and Residential Medium land use designations; and

WHEREAS, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

WHEREAS, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

WHEREAS, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

WHEREAS, the current Tracy Municipal Code does not provide for a small lot development option; and

WHEREAS, The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

WHEREAS, the Small Lot Residential (SLR) Zone classification is intended for areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan; and

WHEREAS, the Small Lot Residential (SLR) Zone will allow the developers to offer a diverse housing mix by introducing various small lot housing products; and

WHEREAS, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

WHEREAS, The proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

WHEREAS, the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review; and

WHEREAS, On May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council introduce and adopt an ordinance approving the SLR Zone; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on _____, 2025;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. The City Council determines the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review, as any proposed residential development project will require its own environmental review under CEQA.

SECTION 3. The City Council hereby approves the zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479, as attached to this Ordinance as Exhibit “A”. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 4. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 5. This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk’s office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov’t. Code §36933.)

SECTION 6. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and

each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 1st day of July, 2025, and finally adopted on the ____ day of _____, 2025, by the following vote:

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

Article 9.5 – Small Lot Residential Zone (SLR)

10.08.1471 - Purpose (SLR).

The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations within the areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan.

10.08.1472 - Permitted uses (SLR).

(a) The following uses shall be permitted in the SLR Zone:

(1) Single-family, two-family, or multiple-family dwelling; Accessory dwelling unit, subject to TMC section 10.08.3180;

(2) Boarding and rooming house;

(3) Emergency homeless shelter, subject to TMC section 10.08.3197;

(4) Single-Room Occupancy Facility ("SROs"), subject to TMC section 10.08.3197;

(5) Crop and tree farming;

(6) Public park, building or school; and

(7) Accessory use or structure as provided in section 10.08.1080 of Article 5 of this chapter.

(b) The following conditional uses shall be permitted in the SLR Zone subject to the granting of a use permit as provided in sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

(1) Mobile home park or mobile home park subdivision;

(2) Condominium or planned residential development;

(3) Church and church related use;

(4) Educational, cultural, institutional or recreational use;

(5) Private school, nursery school or day care center;

(6) Board and care facility;

(7) Hospital, convalescent hospital, rest home or nursing home; and

(8) Mortuary.

10.08.1473 - Lot area and width (SLR).

The following lot area and width requirements shall apply in the SLR Zone:

(a) The minimum lot area shall be 1,400 square feet.

(b) The minimum lot width shall be twenty-five (25') feet. Lots may be created with access provided by a private court or lane. For such cases where a lot fronts onto a private court or lane, rather than a public street, the property line dividing the lot from the private court or lane shall be the front lot line.

(c) The requirements set forth in this section may be increased or decreased for conditional uses.

10.08.1474 - Density (SLR).

There shall be at least 1,400 square feet of net lot area for each dwelling unit in the SLR Zone.

10.08.1475 - Minimum yards (SLR).

The following minimum yards shall be required in the SLR Zone:

(a) Front: Three (3') feet, including setback to garage;

(b) Side: Three (3') feet, except that the minimum side yard shall be zero for attached dwellings, and the street side yard on a corner lot shall be five (5’) feet minimum;

(c) Rear: Three (3') feet.

(d) Distance between buildings: Six (6') feet.

(e) Detached accessory buildings shall meet the minimum distance between buildings and the minimum yards of the SLR Zone.

10.08.1476 - Height (SLR).

The maximum height in the SLR Zone shall be three stories or forty (40') feet, whichever is less.

10.08.1477 - Lot coverage (SLR).

The maximum aggregate coverage of all buildings in the SLR Zone shall not exceed seventy-five (75%) percent of the lot.

10.08.1478 - Off-street parking (SLR).

All single-family, two-family, and multiple-family dwellings in the SLR Zone shall provide off-street parking that meets the minimum requirements in Article 26 of this chapter for single-family residential.

10.08.1479 - Development review (SLR).

Development approval of all uses, buildings, and site development in the SLR Zone shall be required as provided in Article 30 of this chapter.

Exhibit 2

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TRACY REZONING THE TRIWAY PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE

WHEREAS, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003); and

WHEREAS, the project site is a 22.6 acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06); and

WHEREAS, the project site has a General Plan land Use designation of Residential High; and

WHEREAS, the project site has a Zoning designation of Light Industrial; and

WHEREAS, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

WHEREAS, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

WHEREAS, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

WHEREAS, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

WHEREAS, The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

WHEREAS, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

WHEREAS, the proposed Small Lot Residential (SLR) Zone is consistent with the

General Plan; and

WHEREAS, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

WHEREAS, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, and implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

WHEREAS, On May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council rezone the property from Light Industrial to Small Lot Residential; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on _____, 2025;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. The City Council determines the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. Therefore, no further environmental review is necessary.

SECTION 3 The City Council hereby approves the rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size, as attached to this Ordinance as Exhibit “A”.

SECTION 4. This rezone will become effective once the Small Lot Residential (SLR) Zone has its final adoption and becomes effective.

SECTION 5. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 6. This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

SECTION 7. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 1st day of July, 2025, and finally adopted on the ____ day of _____, 2025, by the following vote:

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

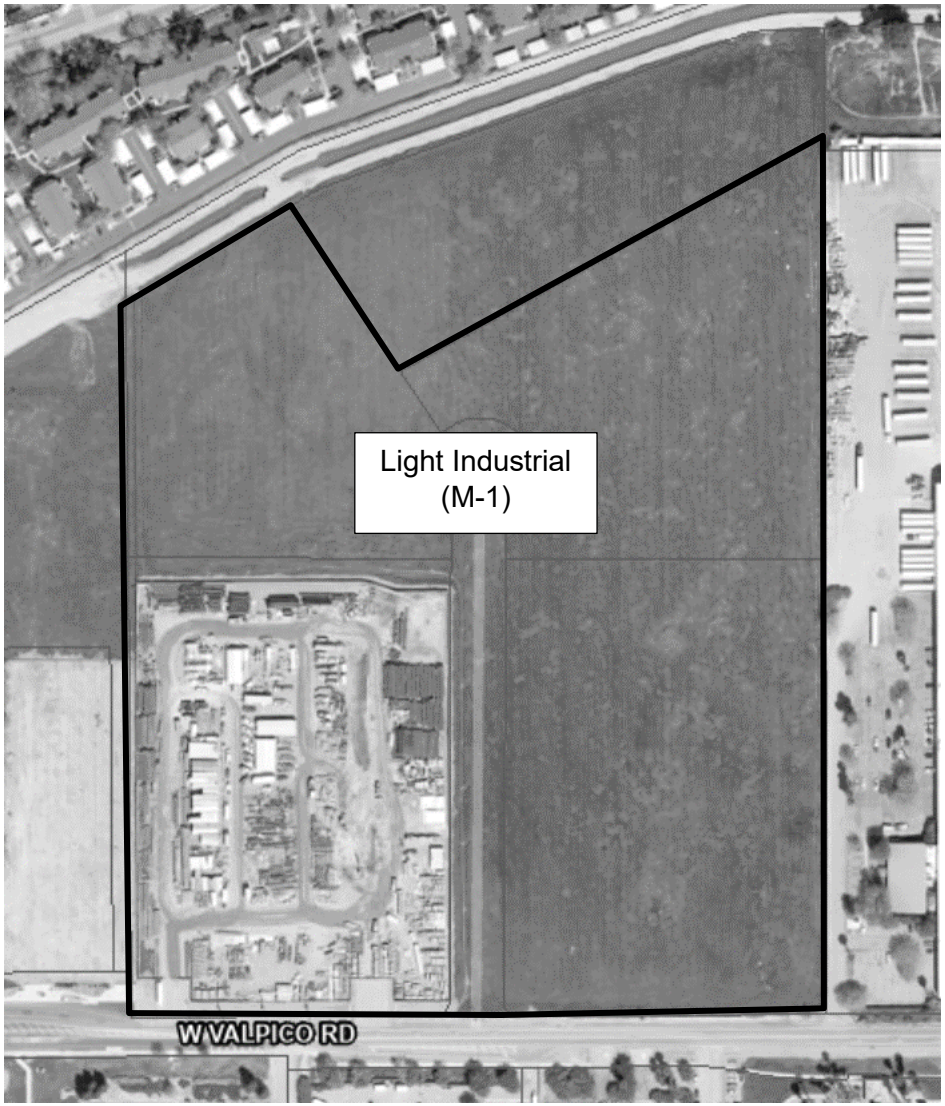
_____
MAYOR

ATTEST:

_____
CITY CLERK

Exhibit A

Triway Project Rezone



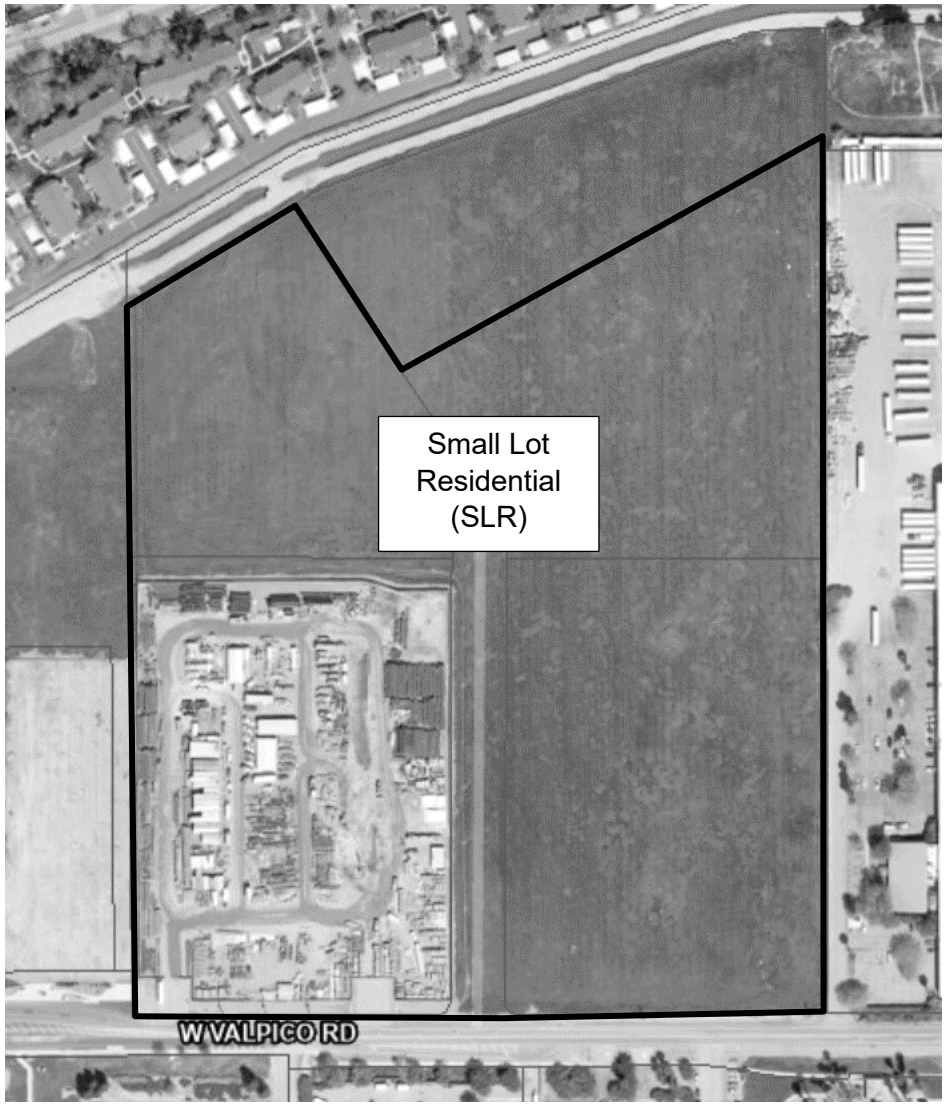


Exhibit 3

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

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1. **APPROVING A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRIWAY PROJECT CONSISTING OF 275 RESIDENTIAL LOTS AND SEVERAL COMMON AREA PARCELS;**
2. **APPROVING A DEVELOPMENT REVIEW PERMIT FOR THE TRIWAY PROJECT CONSISTING OF THE DEVELOPMENT OF 324 HOMES OF MIXED HOUSING TYPES; AND**
3. **DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.**

WHEREAS, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Application (D24-0003); and

WHEREAS, the project site is a 22.6 acre site located at 200 Valpico Road (APNs: 246-130-03, 04, 05, and 06); and

WHEREAS, the project site has a General Plan land Use designation of Residential High; and

WHEREAS, the project site has a Zoning designation of Light Industrial; and

WHEREAS, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

WHEREAS, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

WHEREAS, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

WHEREAS, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

WHEREAS, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

WHEREAS, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

WHEREAS, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the General Plan; and

WHEREAS, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the proposed Small Lot Residential (SLR) Zone; and

WHEREAS, the proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions; and

WHEREAS, the site is physically suitable for the type of development and will be developed in accordance with City standards; and

WHEREAS, the Triway project layout, architecture and public space improvements have been reviewed against the City of Tracy Design Goals and Standards; and

WHEREAS, the Triway project is reviewed as a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines; and

WHEREAS, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

WHEREAS, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on May 28, 2025, and voted to recommend that the City Council approve the project; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on July 1, 2025; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy determine that this project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report. The proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The City Council hereby determines that none of the conditions or circumstances that would require preparation of a subsequent environmental document, pursuant to Section15183 of the CEQA Guidelines, exist in connection with the proposed Triway project, and therefore, pursuant to Section 15183, no further environmental document is required.

FURTHER RESOLVED: That based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the Vesting Tentative Subdivision Map for the Triway Project (Application Number TSM24-0001), subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this vesting tentative subdivision map shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential (Application Number R24-0001), which itself relies on the Ordinance approving the creation of the Small Lot Residential zone becoming effective ; and be it

FURTHER RESOLVED: That based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the Development Review Application for the Triway Project (Application Number DR24-0003), subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this development review shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential (Application Number R24-0001), which itself relies on the Ordinance approving the creation of the Small Lot Residential zone becoming effective.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council of the City of Tracy on July 1, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
APRIL QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Exhibit A – Findings to support approval of the Triway Project - Vesting Tentative Subdivision Map and Development Review Permit
Exhibit B – Conditions of Approval for Vesting Tentative Subdivision Map and Development Review Permit

City of Tracy
Vesting Tentative Subdivision Map Findings
Development Review Findings
Triway Project
Application Number TSM24-0001 and DR24-003
City Council – July 1, 2025

Vesting Tentative Subdivision Map Findings

In accordance with Tracy Municipal Code (TMC) Section 12.28.020, the City Council has final authority on all Vesting Tentative Subdivision Maps, following recommendation by the Planning Commission. Vesting Tentative Subdivision Maps must meet the requirements set forth in TMC Chapters 12.28 and 12.16, including a noticed public hearing.

After consideration of the entire record, under TMC Sections 12.28.040 and 12.16.070, the City Council may approve the Vesting Tentative Subdivision Map if the facts in the record support the following findings:

(1) The proposed map is consistent with the general plan, any applicable specific plan, and this title;

(2) The site is physically suitable for the type of development;

(3) The site is physically suitable for the proposed density of development;

(4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

(5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;

(6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52).

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, to consider approving a Vesting Tentative Subdivision Map for the Triway Project (Application Number TSM24-0001), and upon its conclusion, makes the following requisite findings for the Vesting Tentative Subdivision Map based on consideration of the entire record of evidence, including, without limitation, the following:

(1) The proposed Vesting Tentative Subdivision Map (Application Number TSM24-0001) is consistent with the General Plan, the Small Lot Residential (SLR) Zone, TMC Chapter 10.08 Zoning Regulations, and Title 12, the Subdivision Ordinance, of the Tracy Municipal Code. The property has a General Plan designation of Residential High and a zoning designation of Small Lot Residential (SLR) Zone.

(2) The site is physically suitable for the type of development. The site is flat and has public utilities adjacent to the site. The existing property does not have features that limit the

ability to subdivide the property into a small lot development.

(3) The site is physically suitable for the proposed density of development. All proposed development on the property will be consistent with the allowable densities and floor area ratios prescribed by the General Plan and the development standards in the Tracy Municipal Code. Traffic circulation is designed in accordance with City standards for the proposed development to ensure adequate traffic service levels are met.

(4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The proposed Triway Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006).

Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. Pursuant to CEQA Guidelines Section 15183, no additional environmental documentation is required. Significant fish or wildlife or their habitat have not otherwise been identified on the site and no further environmental documentation is required. In addition, the subdivider will demonstrate compliance with the San Joaquin County Multi-Species Habitat Conservation & Open Space Plan administered by the San Joaquin Council of Governments for the protection of any wildlife or habitats found on the site prior to development.

(5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. There are no public easements on the property that would conflict with the proposed subdivision. The developer will comply with all utility and infrastructure requirements as development occurs. The subdivision will facilitate the construction and dedication of various streets for proper circulation in accordance with City standards.

(6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52). The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards.

Development Review Permit Findings

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the City Council must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;

- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the City Council may approve the Development Review Permit if the facts in the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable Specific Plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The Project increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and for the citizens of Tracy. For the Triway project staff is reviewing a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines.

The project site has been designed to be oriented towards a neighborhood park amenity. The road system makes accessing the park feature easy from anywhere in the development. The small lot project layout creates villages that will provide for housing product variation.

The project is broken up into three distinct housing product types: the Devon at the Triway (duets), the Kinsley at the Triway (alley load) and Somerset at the Triway (front loaded conventional.

This project provides for a massing and diversity of product that creates an aesthetic interest that might not come from larger multifamily buildings. This project is comprised of two-story buildings and an apartment complex or higher unit condo or triplex project would have a much different aesthetic and massing

and

(b) The Project conforms to all applicable requirements of Chapter 10.08 of the Tracy Municipal Code, the City of Tracy General Plan, the Small Lot Residential (SLR) Zone, the City Design Goals and Standards, the California Building and Fire Codes, and all other applicable City Standards.

Conditions of Approval for Triway
Vesting Tentative Subdivision Map and Development Review Permit
Application Number TSM2024-0001 DR2024-0003
July 1, 2025

Project: These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map and Development Review Permit for the Triway Project, Application Numbers **TSM2024-0001** and **DR2024-0003**, including approximately 275 single-family residential lots and various other parcels.

Property: The property consists of approximately 22.6-acre site located at 200 Valpico Road (APNs: 246-130-03, 04, 05, and 06), Application Numbers TSM24-0001 and D24-0003.

Community Facilities Districts: Certain conditions of approval herein involve the establishment of one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of CFDs on the Property shall not limit the City from establishing additional CFDs over the Property, subject to an affirmative vote of the Property owner(s).

A. **Definitions; Abbreviations.**

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.

2. "Community and Economic Development Director" means the Community and Economic Development Director of the City of Tracy, or any other person designated by the City Manager or the Community and Economic Development Director, to perform the duties set forth here. (The Community and Economic Development Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)

3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

4. "Conditions of Approval" or "Conditions" means these conditions of approval.

5. "Property" means the approximately 22.6-acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06). Application Numbers TSM24-0001 and D24-0003.

The following abbreviations may be used in these Conditions:

EIR	Environmental Impact Report	PI&RA	Park Improvement and Reimbursement Agreement
DIA	Deferred Improvement Agreement	PUE	Public Utility Easement
OIA	Offsite Improvement Agreement	TMC	Tracy Municipal Code

B. Planning Division Conditions of Approval

1. Compliance with laws. The Subdivider shall comply with all laws (federal, state, and local) related to the development of real property within the Project boundaries, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, et seq.), the Subdivision Map Act (Government Code sections 66410, et seq.), the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and the Guidelines for the California Environmental Quality Act (California Administrative Code, title 14, sections 15000, et seq., "CEQA Guidelines").

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

3. Notice of protest period. Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Subdivider that the 90-day approval period (in which the Subdivider may protest the imposition of any fees, dedications, reservations, or other exactions that are within the purview of the Mitigation Fee Act [Government Code section 66000 et seq.] ("Exactions") and imposed on this Project by these Conditions of Approval) shall begin on the date of the conditional approval of this Project. If the Subdivider fails to file a protest of the Exactions complying with all of the requirements of Government Code Section 66020 within this 90-day period, the Subdivider will be legally barred from later challenging any of the Exactions. The terms of this paragraph shall not affect any other deadlines or statutes of limitations set forth in the Mitigation Fee Act or other applicable law, or constitute a waiver of any affirmative defenses available to the City.

4. Final Maps for Financing Purposes. For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

5. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM24-0001), which was approved by the City Council on July 1, 2025, unless modified by these Conditions.

6. Conformance with Development Review Permit. The development of the site and residential homes will be in substantial conformance with the approved Development Review Permit (Application Number DR24-0031), approved by the City Council on July 1, 2025, unless modified by these Conditions.

7. Streets, Streetlights and Sidewalks

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E), by doing one or more of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E);

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term operation, maintenance and replacement by the HOA for the traffic signals, streetlights, and street sweeping on the Property;

(3) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of operation, maintenance and replacement for the streets, streetlights, and sidewalks on the Property (including all costs required by PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required PG&E) are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

8. Police/Public Safety & Public Works

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of providing Police and public safety and Public Works services for the Property, by doing one of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

b. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit

with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of providing Police and public safety and Public Works services for the Property.

If the provisions for adequate funding of the on-going costs of providing Police and public safety and Public Works services for the Property are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

9. Landscaping Maintenance

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of maintenance and replacement for public landscaping for the Property (but shall exclude the community park), by doing one or more of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Subdivider shall form a Community Facilities District (CFD) for funding the on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments. or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Subdivider shall deposit an amount equal to the first year's taxes; and (6) the Subdivider shall be responsible for all costs associated with formation of the CFD.

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas within the entire tentative subdivision map area;

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the HOA of all public landscape areas within the entire tentative subdivision map area;

(3) For each Final Map, make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas within the Final Map area;

(4) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas.

10. Indemnification. The City has determined that City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. Accordingly, to the fullest extent permitted by law and as a condition of this approval, the applicant and property owner, and its representative(s), or its successors shall defend, indemnify and hold harmless the City, Its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses,

expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. The applicant and property owner, and its representative(s), or its successors shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

C. Development Engineering Division Conditions of Approval

C.1. Technical Analysis incorporated into these Conditions.

The developer shall comply with the applicable recommendations of the technical analyses/ reports prepared for the Project listed as follows:

a) "The Triway:2nd Submittal Vesting Tentative Map Traffic Review Comments Memorandum prepared by Kimley Horn, dated March 28, 2025 ("*Traffic Analysis*").

b) "Hydraulic and Hydraulic Analysis for the Proposed Triway Development Project" prepared by West Yost Consulting Engineers, dated April 1, 2025 *("SD System Analysis"*).

C.2. Tentative Subdivision Map

Prior to signature of the Vesting Tentative Subdivision Map, The Triway project submitted Vesting Tentative Map, "The Triway" Tract 4206, prepared by CBG engineers, dated April 2025, as approved by the City Engineer, the Developer shall comply with the requirements set forth in this section, to the satisfaction of the City Engineer.

C.2.1 The Developer shall submit one (1) paper copy of the approved tentative subdivision map for the Project. The owner of the Property must consent to the preparation of the Tentative Subdivision Map, and the proposed subdivision of the Property by signing the tentative map. The Tentative Subdivision Map shall contain all the appropriate signature blocks. If the Public Hearing officer finds that changes to the final tentative subdivision map. is needed, Developer shall provide the revised tentative subdivision map within ten (10) days after Public Hearing.

Tentative Subdivision Map Special Condition(s)

NONE

C.3. Final Subdivision Map

Prior to scheduling the final subdivision map for approval by the City Council, the Developer will demonstrate, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, the following:

C.3.1 Developer has completed all the requirements set forth in this section, and Condition C.2, above prior to recording of the final map.

C.3.2 The Final Subdivision Map prepared is in accordance with the applicable requirements of the Tracy Municipal Code (TMC), the City Design Standards, and in substantial conformance with the Tentative Subdivision Map for the Project. Said Final Subdivision Map shall be in substantial conformance with the City Council approved Tentative Subdivision Map prior to recording of the first final map.

Final Subdivision Map Special Condition(s)

C.3.3 The Final Subdivision Map shall include all offers of dedication of all right(s)-of-ways, and if applicable; all Public Access Easements (PAE); all Public Utility Easements (PUE), and all emergency vehicle access easements (EVAE) all storm drain easements.(SDE) as required by the City to serve the Project as shown sheets TM03, TM04 and TM05 on the approved Vesting Tentative Map of tract 4206 submittal, in accordance with State Laws, City Regulations, and these Conditions of Approval prior to recording of the first final map. The said PUE's shall be three (3') wide, seven feet (7') wide, and ten (10) feet wide as measured from the edge of the PUE to edge of private street or alley Right of Way in accordance with what shown on TM 4206 and city standard plans. The PUE shall be continuous along the Project's frontage with no gaps between ROW and PUE. The developer shall dedicate an additional 53.7' along the north right along the project frontage of Valpico Road making the total ultimate right of way width of 113.7 feet. This right way dedication is shown on sections DD and EE of the said Vesting Tentative map, and this offer of dedication shall be made prior to recording of the first final map of subdivision.

C.3.4 All proposed internal public streets shown as streets A,B,C, and D shall include 2 -12' wide travel lanes, 5' wide sidewalk, 5' wide landscape parkways between the back of curb on both sides of the street, within a 56' right of way as shown on sections AA on sheet TM03 of the said tentative map, shall conform with City Standard plan 100 of the 2020 Design Standards for in-fill Private Streets. All private streets will be offered to the subdivision homeowners association (HOA) and must be recorded prior to the recording of the first final map of the subdivision.

C.3.5 The horizontal and vertical control for the Project shall be based upon the City of Tracy coordinate system with at least three (3) second (2^{nd}) order Class-1 control points establishing the "Basis of Bearing" and shown on the final map. The final map shall also identify surveyed ties from two of the horizontal control points to a minimum of two (2) separate points adjacent to or within the Property described by the Final Map. The vertical control shall be based on closest known city or county benchmarks.

C.3.6 The Developer shall construct or bond all the conditioned public improvements identified within these conditions of approval for the project prior to subdivision

map approval. If all required improvements are not constructed, the Developer will be required to execute improvement agreement(s) with an improvement security, and insurance, as required by the Government Code, the TMC, and these Conditions of approval.

C.3.7 If applicable, the developer will include the creation of any slope easements with the final map to address slopes among the lots to address grade differentials between lots and adjacent properties. The first final map shall be recorded prior to the first building permit.

C.3.8 The payment of final map checking fees and all applicable city fees as required by these Conditions of Approval and City regulations shall be paid before final map and first building permit of the subdivision.

C.3.9 At the conclusion of the City's final map review, the Developer shall submit one (1) mylar copy of the approved Final Subdivision Map for signature and recording.

C.3.10 All proposed private Alley Lanes 1-12,14-34 within the subdivision shall be dedicated to the HOA, to include 2- 12' wide travel lanes with beveled curbs on each side, within a 25' private right of way as shown on Section BB on sheet TM03 and TM05 of the said Tentative map.

C.3.11 The proposed private Alley Lane 13 within the subdivision shall include 2- 13' wide travel lanes with beveled curbs on each side of the paved street, within 26' wide private paved street, an 8.5 landscape parkway, in a 35.5 wide right of way as shown on Section CC on sheet TM03 of the said Tentative map.

C.3.12 As shown on sheet TM02 of the said tentative Map, the Developer shall vacate the following items prior to recording of the final map:
a. an 80' wide public street right way
b. two 10' wide public Utility easements (PUE) on both sides of the existing 80' street
c. two 15' wide sanitary Sewer easements
d. a 30' wide railroad right of way shown.
e. two 15' wide private storm drains easements.
f. a 15' x 15 storm drain easements.

C.3.13. The developer shall merge the existing 4 parcels (APN 246-130-030, APN 246-130-040, APN 246-130-060, APN 246-130-270) into one parcel as shown on Sheet TM02 of the said tentative map and then subdivide the entire subdivision into 275 residential lots as shown on sheetTM03, TM04 and TM05 of the said tentative map prior to recording of the first final map.

C. 3.14. The Developer shall dedicate 155,768 s.f. public park parcel A to the HOA, and a 49,503 sf drain basin parcel B the HOA, prior to recording of the first final map.

C.3.15 The developer shall dedicate landscape parcels C, E, FF, HH, K, M, O, P and Z as shown on sheet TM05 of said tentative map to the HOA prior to recording of the first final map.

C.4. Grading Permit

Prior to the Grading Permit release, the Developer shall provide all documents related to the said Grading Permit required by City requirements and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.4.1 All grading work (on-site and off-site) shall require a grading plan and a grading permit. The Developer will complete all requirements set forth in this section.

C.4.2 Prior to grading permit release, Developer shall prepare grading, and drainage plans for all required earthwork, earthmoving and drainage to serve the Project (on-site and off-site) including grading details, grading quantities, and retaining walls (Grading Plans).The said Grading Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, and these Conditions of Approval.

C.4.3 Prior to grading permit release, Developer shall prepare Grading Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). These grading plans shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block.

C.4.4 Prior to grading permit release, Developer shall prepare Grading Plans in substantial conformance all site building, parking, utility, grading, and other site improvements identified on submitted site improvements drawing package for D24-0003,R24-0001, TSM 24-0001 Vesting Tentative Map (The Triway) Tract 4206, located at the north of the Valpico Road and northeast of intersection of Tracy Blvd and Valpico Road intersection, APN# 246-130-030,and 246-130-040, 246-130-060246-130-270,Tracy CA 95376 submitted June, 2024.

C.4.5 Prior to grading permit release, Developer shall provide a PDF copy of the Project's Geotechnical Report prepared and stamped by the Project's California registered Geotechnical Engineer (CA-GE). The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, compaction recommendations, slope recommendations, retaining recommendations, paving recommendations, and elevation of the highest observed groundwater level. All grading plans and grading work shall be performed and completed in accordance with the recommendation(s) of the Project's CA-GE and the satisfaction of the City Engineer.

C.4.6 Prior to grading permit release, the Developer shall depict in the grading plans the use of reinforced or engineered masonry blocks for retaining soil when the grade differential exceeds twelve (12) vertical inches. The developer will include construction details of these minor retaining walls with the Grading Plans. Developers may use slopes among the lot grading transitions to address the grade differential but said slope shall not exceed a slope gradient of three (3) horizontal feet to one (1) vertical foot, unless approved by a CA-GE and city engineer. Slope easements may be required and will be subject to approval by the City Engineer and if adjacent and affected property(s) owner(s) grants said easements.

C.4.7 Graded slopes are an acceptable grade transition option to engineered masonry retaining walls, where cuts or fills do not match existing ground or final grade with the adjacent properties or public right of ways, with a maximum grade slope transition of one(1) feet vertical to two (2) feet horizonal, with review and approval by the City Engineer.

C.4.8 Prior to grading permit release, Developer shall depict all proposed retaining walls as masonry or concrete retaining walls on the grading plans. The Developer is required to include all needed construction details, structural calculations, notes, and specifications for construction of these retaining walls and submit them for review and approval to Building Safety prior to construction. All concrete retaining and masonry wall design parameters will be included in the geotechnical report and made available by appendix to the geotechnical report.

C.4.9 Prior to grading permit release, Developer shall provide a copy of the approved building permit from Building Safety for any retaining walls depicted on the Grading Plans to the City grading inspector.

C.4.10 Prior to grading permit release, Developer shall obtain all applicable signatures by Project's CA-GE, other City departments, and any outside agencies (where applicable) on the Grading Plans including signatures of the Fire Marshal prior to submitting the final grading plans to engineering for final City Engineer's signature and issuance of the grading permit.

C.4.11 Prior to grading permit release, Developer shall depict on the grading plans all erosion control measures that are to be implemented during grading construction of the project in accordance with city and state requirements. All grading work not completed before October 15 may be subject to additional requirements as new regulations are implemented by the city. Grading Plans shall specify all proposed erosion control methods, specifications, and construction details to be implemented during grading construction and specify any special materials to be used during and after the construction of the project shall be included in the grading permit.

C.4.12 Prior to grading permit release, the Developer shall pay the City grading permit fees which include grading, plan checking, and inspection fees, and other applicable fees per the city fee schedule.

C.4.13 Prior to grading permit release, the Developer shall obtain written approval (i.e., recorded easements for slopes, drainage, utilities, access, parking, etc.) of all other public agencies and/or private entities with jurisdiction over the required public and/or private facilities and/or property. A copy of the recorded approvals permits, and easement document(s) shall be provided to the City upon request.

C.4.14 Prior to grading permit release, the Developer shall obtain a demolition permit to remove all existing structures, utilities, debris, garbage, or other improvements located within the project's limits of the site to the satisfaction of the city engineer. The Developer shall conduct an asbestos survey of the existing buildings in accordance with City requirements and identify all hazardous materials that must be removed prior to demolition and removal of the existing buildings. The contractor shall then remove all asbestos and all hazardous materials in accordance with state and city requirements prior to new construction to the satisfaction of the City Engineer. Demolition of the existing site utilities that disturb water, sewer, drainage, electrical, phone or internet service to the existing houses located within this project area, the Developer shall install temporary services until permanent services to these existing houses can be restored. If demolition of parking, sidewalks and access to existing residential buildings takes place, the Developer shall provide a minimum of 2 weeks' notice to the existing residents of the demolition of the site utilities and surface improvements may affect them. Prior to any demolition of the site, the contractor shall provide a temporary fence of the entire construction of area of new project area. At all times, the Developer shall maintain safe and clean working conditions for the general public and those residents that will be living in close proximity to the construction of the project. At all times, the Developer shall provide adequate warning devices, barricades, metal plating of open trenches and other safety measures installed during construction.

C.4.15 Prior to grading permit release, the Developer shall have obtained the necessary permits to abandon or remove all existing on-site water well(s), septic system(s), leech field(s), and title drain(s), if any, in accordance with City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the aforementioned items including the cost of permit(s) and inspection. A copy of the permits shall be provided to the City upon request.

C.4.16 Prior to grading permit release, the Developer shall provide a copy of the approved Incidental Take Minimization Measures (ITMM) habitat survey [San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)] from San Joaquin Council of Governments (SJCOG) prior to grading permit.

C.4.17 Prior to grading permit release, the Developer shall provide a copy of the approved Air Impact Assessment (AIA) with an Indirect Source Review (ISR) and Dust Control from San Joaquin Valley Air Pollution Control District (SJVAPCD) prior to grading permit.

C.4.18 Prior to grading permit release, the Developer shall provide the city with a written plan of how he will address archeological, historical, or other paleontological findings. If at any point during grading, the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer; 2) shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.4.19 A maximum of seven calendar days after the release of the grading permit, the Developer shall request a pre-construction (grading) meeting with the City's Construction Management team. At this meeting, Developer shall provide three (3) paper copies of the Grading Plans. The developer shall provide additional copies as requested.

C.4.20 The Developer shall provide a Stormwater Quality Control Plan (SWQCP), NOI permit number and improvement plans detailing the various construction details and methods for the project to incorporate to be compliance with the applicable City's Multi-Agency Post-Construction Stormwater Standards Manual (Manual). Prior to the issuance of the grading permit for the project, the SWQCP shall be approved by the City Engineer.

Grading Permit Special Condition(s)

C4.21 The developer shall rough and final grade the project and the adjacent City regional 2B basin in accordance with the City approved improvement plans "Detention basin 2B expansion (CIP no 76066)" prepared by Stantec, dated 7/12/19 s for the 2B regional basin. The excavation and grading of this regional basin shall be completed prior to installation of the subdivision storm drain system. This regional 2B basin is required to be operational prior to occupying the first building within the subdivision. Included with the construction of this basin, the developer may form a benefit district to be reimbursed for by other developers within the drainage area to pay their fair share contribution to the construction of this basin back to the developer for part of his expenses.

C.5.0 Construction Permit [Encroachment Permit and Improvement Agreement(s)]

Prior to construction permit release, if applicable, the Developer shall provide all documents as required by City requirements, these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.5.1 All construction activity involving public improvements (on-site and off-site) may require one (1) or a combination of the following: approved plans; an encroachment permit: and/or a fully executed improvement agreement (Off-site Improvement Agreement - OIA or Subdivision Improvement Agreement - SIA). Any construction activity involving public improvements without the required items is prohibited. The Developer will complete all requirements set forth in this section.

C.5.2 Prior to construction permit release, Developer shall prepare public infrastructure improvement plans for all required improvements required to serve the Project (on-site and off-site) including construction details, paving sections, joint-trench, traffic signals, etc. (Improvement Plans).

C.5.3 Prior to construction permit release, Developer shall prepare Improvement Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). Other disciplines' work shall also be stamped and prepared under the supervision for each discipline's registered design professional.

C.5.4 Prior to construction permit release, Developer shall prepare Improvement Plans on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block. The said Improvement Plans and the improvements and details depicted on said Improvement Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, City's Facilities Master Plan for storm drainage, roadways, wastewater, and water as adopted, amended, and updated by the City, or as otherwise specifically approved by the City, and all requirements described in the documents described hereon, and these Conditions of Approval.

C. 5.5 Prior to construction permit release, Developer shall prepare Improvement Plans in substantial conformance all site building, parking, utility, grading, and other on-site and off-site improvements identified on submitted site improvements drawing package for D24-0003,R24-0001, TSM 24-0001 Vesting Tentative Map (The Triway) Tract 4206, located at the north of the Valpico Road and northeast of intersection of Tracy Blvd and Valpico Road intersection, APN# 246-130-030,and 246-130-040, 246-130-060246-130-270,Tracy CA 95376 submitted June, 2024

C. 5.6 Prior to construction permit release, Developer shall provide a PDF copy of the Project's Geotechnical/Soils Report prepared and stamped by the Project's CA-GE. The technical report must include relevant information related to street pavement thickness (asphalt concrete and aggregate base), compaction recommendation, building pad compaction recommendation, soil bearing capacity, retaining wall footing design parameters, slope recommendations, peculation rates, ground water depth, and other pertinent information for grading the site and building the building foundations.

C. 5.7 Prior to construction permit release, Developer shall prepare Improvement Plans to specifically include, but not be limited to all existing and proposed utilities such as domestic water line, irrigation service, water fire service, domestic water services, storm drain, sanitary sewer, all existing surface improvements such as PCC, curb, gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, irrigation, irrigation controllers, striping, etc. including the size and location of all existing and proposed underground pipes within the project to the satisfaction of the City Engineer.

C. 5.8 Prior to construction permit release, Developer shall prepare Improvement Plans to specifically include but not be limited to dimensions of existing and proposed utilities and surface improvements.

C.5.9 Prior to construction permit release, Developer shall identify and depict on the Improvement Plans all frontage improvements of pavement, curb and gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, and irrigation that are in need of repair (cracked, settled, and/or damaged) along the Project's frontage or will be new frontage improvements per the approved improvement plans as outlined in these conditions of approval and tentative amp. Developer shall than note on the Improvement plans that said improvements in need of repair shall be repaired accordance with City requirements to the satisfaction of the City Engineer. Any repair, removal, and replacement shall be in accordance with city standard requirements and/or similar manner to the current city standards of improvement and shall match existing, i.e., similar width, color, finish, meander, etc.to match existing improvements to the satisfaction of the City Engineer.

C. 5.10 Prior to construction permit release, Developer shall provide all supporting engineering calculations, materials information or technical specifications, engineers cost estimate, and technical reports shall be submitted at the time of grading, site improvements and building permit reviews. All improvement plans shall contain a note stating that the Developer will be responsible for preserving and protecting all existing survey monuments and other survey markers such as benchmarks prior to building permit to the satisfaction of the City Engineer.

C. 5.11 Public Right-of-Way Landscaping and Irrigation – Prior to construction permit release, Developer shall prepare landscape and irrigation plans that depict the following:

The Developer shall fully landscape and irrigate the existing area along the project frontage, from the back of curb to the new residential buildings. Landscape and irrigation plans shall be in substantial conformance with the approved preliminary plans submitted with the approved site development review permit for this Project. All landscape drawings shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper that incorporates all requirements described in these Conditions of Approval, and the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developers shall use the latest title block. The said landscape and irrigation plans shall be prepared by a

California licensed landscape architect. The Developer shall also reinstall all existing street trees in the landscaped area between the sidewalk and curb line along the project frontage, if applicable. The Developer shall also install additional street trees, shrubs, ground cover, and other landscaping and other corresponding irrigation systems as required the Tentative map by City Engineer. The landscaping and irrigation shall conform to MWELO standards. If recommended, Developer shall use structural soil if the street trees' well is narrower than five (5) feet wide. The Developer shall construct new proposed monument signs and their appurtenances, and any other existing items such as mailboxes, etc. out of this clear site visibility zones of all driveway entrances to the site.

C.5.12 Storm Water

Prior to construction permit release, the Developer shall depict on the project Improvement Plans all proposed storm drain lines, structures and basins of the Project's storm drain system. The Project's storm water drain system shall connect to the City's storm water system through the regional Basin 2B in accordance with City requirements and to the satisfaction of the City Engineer. The design shall be completed prior to building permit and construction completed prior to occupancy of first residential unit.

The developer shall provide a 10-year (24 hr.) and a 100-year (24 hr.) hydrology and hydraulic calculations for sizing of all the storm drain(s) lines within the project and through the regional basin. This analysis shall be submitted within a hydrology and storm water report during improvement plan-review of the project prior to building permit. Developers shall comply with the applicable requirements of the City's storm water masterplan adopted by the City Council in 2012, and any subsequent amendments and requirements stated in these conditions of approval.

C.5.13 As required by Item No. 16, Section V on page 103 of the 2020 Design Standards, storm drain run-off shall not cross lot lines. Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the Property's on-site storm drainage system fails to function or it is clogged. Site grading shall be designed such that the project's storm drainage overland release point will be directly into the adjacent regional 2B basin parcel and then flow through a pump station to the existing City storm drainage channel system. If constructed according to plan, this regional 2B basin has adequate capacity to handle the storm water from this proposed project property and the surrounding developed parcels with the drainage basin. The storm drainage release point is recommended to be at least 0.70 feet lower than the lowest new building's finish-floor elevation and should be designed prior to building permit and improved to the satisfaction of the City Engineer prior to occupying the first residential unit of the subdivision.

C.5.14 Per the 2012 Storm Drainage Master Plan, this development is master planned subdivision to drain into an 2B rational basin by an underground pipe. The on-site storm drains should be sized for the ten (10) year storm event, using the one hundred (100) year water surface elevation for the point of discharge as the starting water surface elevation (tailwater elevation) for capacity or HGL analyses. This project drainage system requires the developer to construct a complete storm drain system within the project private property.

Prior to construction permit release, the Developer shall depict on the project Improvement Plans a drainage out fall into project bioretention basins with bio-treatment soils to the satisfaction of the City C-3 requirements and to the satisfaction of the City Engineer. All on-site runoff from the site landscaping, pavement and roofs will discharge directly into these bioretention basins which will then filter the water that will drain into the city regional 2B storm drain system. Use of underground runoff pretreatment and storage chambers is only an alternate to bioretention basins by the Developer should be considered on a case-by-case basis.

C.5.15 Sanitary Sewer

Prior to construction permit release, Developer shall depict on the Improvement Plans the Project's sewer connections to existing sanitary sewer main lines located in Valpico road, to sewer lines in streets A,B,C and D and then extend to sewer line laterals to each proposed residential buildings, in accordance with the City's Design Documents and to the satisfaction of the City Engineer. Developer shall depict an eight (8) inch minimum sewer lateral in each public street. The pavement restoration in Valpico Road shall be by City Standards and subject to Condition C.8.1 and to the satisfaction of the City Engineer.

C.5.16 Water Distribution

Prior to construction permit release, Developer shall depict on the Improvement Plans the Project's permanent potable domestic, irrigation, and fire water lines and services. Fire sprinkler and irrigation water services to every building in the project shall comply with the City Design Documents and city requirements. Water line sizing, layout and looping requirements for this Project shall comply with City design criteria and city requirements. During the construction of the Project, the Developer is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshal and City Engineer.

The Developer shall use existing water lines in Valpico road to connect to new water lines in streets A, B, C and D for water line connections to every new residential building fire system. The pavement restoration shall be per City design criteria and City standards plans and subject to Condition C.8.1.to the satisfaction of the city engineer.

Interruption to the water supply to the existing businesses and other users will not be allowed to facilitate construction of improvements related to the Project. Developer shall be responsible for notifying business owner(s) and users, regarding construction work. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least seventy-two (72) hours before the start of work. Prior to starting the work described in this section, the Developer shall submit a Work Plan acceptable to the City that demonstrates no interruptions to the water supply, and the Traffic Control Plan to be used during the installation of the off-site water mains and connections.

All the water service connections shall use a remote-read (radio-read) master water meter (the water meter to be located within the City's right-of-way) and a Reduced Pressure Type back-flow protection device in accordance with City requirements. The City Engineer shall approve the location of the meters.

After improvement, acceptance, repair, and maintenance of the water service from the water meter to the point of connection with the water distribution main in the street shall be the responsibility of the City. Water service repairs after the water meter are installed are the responsibility of the Developer or individual lot owner(s).

Prior to improvement, acceptance, repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer or the individual lot owner(s).

All costs associated with the installation of the Project's water connection(s) including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings on existing street or parking area(s) that may be disturbed with the installation of the permanent water connection(s), or domestic water service, and other improvements shall be paid by the Developer.

Fire Service Line(s) and Hydrants – Location and construction details of fire service line including fire hydrant(s) that are to serve the approved project as reviewed and approved by the City Fire Marshal prior to the approval of the Improvement Plans by the City Engineer. The Developer shall submit a layout of the fire hydrants and obtain written approval of the location of fire hydrants and fire connections to the building from the Fire Marshal, prior completion of the water line design.

C.5.17 Prior to construction permit release, Developer shall prepare Joint Trench Plans and Composite Utility Plans, prepared on a 24-inch x 36-inch size 4-millimeter thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located within the ten (10) feet wide P.U.E. to be installed to serve the Project. All private utility services to serve Project must be installed underground or relocated to be underground, and to be installed at

the location approved by the respective owner(s) of the utilities from the street or an existing or proposed utility easement to the building(s).

C.5.18 Prior to construction permit release, Developer shall provide a signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans. Said Estimate shall be prepared in accordance with City Regulations to be used for calculating engineering review fees and for bonding purposes. In determining the total construction cost, add ten percent (10%) for construction contingencies.

C.5.19 Prior to construction permit release, Developer shall provide Payment of fees required by the City requirements including but not limited to plan checking, grading, construction inspection, agreement processing, encroachment permits, and other fees. The engineering review fees will be calculated based on the fee rate adopted and updated by the City Council.

C.5.20 Traffic Control Plan - Prior to starting the work for any work within City's right-of way, the Developer shall submit a Traffic Control Plan (TCP). TCP can be split among the different construction phases. TCP will show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. TCP shall conform to the Manual on Uniform Traffic Control Devices as amended by the State of California, latest edition (MUTCD-CA). TCP shall be prepared under the supervision of, signed and stamped by a Registered Civil Engineer or Registered Traffic Engineer.

Access and Traffic Circulation to Existing Businesses/Residents - Developer shall take all steps necessary to plan and construct site improvements such that construction operations do not impact safety and access (including emergency vehicles) to the existing businesses and residents throughout the duration of construction. The Developer shall coordinate with the owners and cooperate to minimize impacts on existing businesses or adjacent residents. All costs of measures needed to provide safe and functional access shall be borne by the Developer.

C.5.21 No street trench shall be left open, uncovered, and/or unprotected during night hours and when the Developer's contractor is not performing construction activities. Appropriate signs and barricades shall be installed on the street and on all trenches during such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistant, and shall be ramped on all sides. Ramps will be a minimum two-foot wide and will run the entire length of each side.

C.5.22 If at any point during utility installation or construction the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer; 2) shall address the findings as required per the General Plan Cultural Resource

Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.5.23 Off-site Public Improvements - Prior to the Developer commencing construction of off-site public improvements, the Developer shall possess a fully executed Off-site Improvement Agreement (OIA). The developer shall also complete all of the following requirements to the satisfaction of the City Engineer:

Developers shall pay all required permit processing fees including plan check and inspection fees to the City Engineering department prior to construction.

Improvement Security - Developer shall provide improvement security for all public improvements, as required by the Improvement Agreement. The form of improvement of security may be a bond, or another form in accordance with the Government Code, and the TMC. The amount of improvement security shall be in accordance with Title 12 of the TMC.

Insurance – Developer shall provide written evidence of insurance coverage that meets the terms of the Improvement Agreement.

Construction Permit Special Condition(s)

C.5.24 Prior to construction permit release, Developer shall obtain all applicable signatures of City departments and outside agencies (where applicable) on the Improvement Plans including the Fire Marshal prior to submitting said plans to Engineering for City Engineer's final signature.

C.5.25 The Developer shall install two (2) new streets A and C along the Project's frontage of this subdivision. Said new streets shall be constructed in accordance with current city standard design criteria, standard plans, and specifications. Along with the new driveways, the Developer shall also demolish an existing driveway along the Project's frontage on Valpico Road and replace it with new curb, curb and gutter and sidewalk and landscaping improvements along the Valpico. This new meandering concrete sidewalk shall be in the same alignment as the previously constructed sidewalk and constructed in accordance with City Standards. The developer shall also widen the existing street pavement 34.5' with new curb and gutter and construct an underground storm drain system under the pavement to connect to the subdivision public storm drain system. The Developer shall also connect the proposed Project on-site sidewalks to the existing City sidewalk along the Project's frontage on Valpico Road. The Developer shall file for an encroachment permit for the demolition and construction of new improvements in the city right of way.

C.5.26 Developer shall install all proposed vertical curbs, curb and gutters and sidewalks, ADA ramps, signage and striping in the project's public streets A,B,C and D and install new rolled curb and gutter, sidewalks of all private streets and all alley ways in the alignment shown on the approved tentative map per current City Standards, and to the satisfaction of the City Engineer. Both the public and

private streets should be fully designed prior to building permit and installed prior to occupying the first residential building. The Developer shall file for an encroachment permit for the demolition of existing improvements on existing parcels and all new construction of improvements within the city right of way.

C.5.27 The Developer shall install the drainage pipe and improvements to the regional 2B drainage system and pump system as in accordance with the City approved improvement plans of this "Detention basin 2B expansion" (CIP 76066) plans prepared by Stantec, dated July 12, 2019, for the regional Basin 2B. The installation of storm drain system and pump station of this basin shall be completed prior to installation of the subdivision storm drain system. This regional 2B basin is required to be operational prior to occupying the first building within the subdivision. Included with the construction of this basin, the developer may form a benefit district to be reimbursed for by other developers within the local drainage area that will contribute their fair share contribution to the construction of this basin.

C.5.28 The developer shall install all park improvements located in Park Parcel A with the construction of the first residential building units located adjacent to the park parcel. The design of this park should be completed prior to building permit of the first residential building and constructed prior to occupancy of the any adjacent residential lot buildings to the park.

C.6. Building Permit

Prior to building permit release, Developer shall demonstrate, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

C.6.1 Developer has satisfied all the requirements set forth in Condition C.1 through C.2, and C.4, above.

C.6.2 Prior to building permit release, Developer shall pay all applicable City and County development impact fees to the satisfaction of the City Engineer.

C.6.3 Prior to building permit release, Developer shall have obtained a Grading Permit.

Building Permit Special Condition(s)

NONE

C.7. Acceptance of Public Improvements and Occupancy

Prior to acceptance of public improvements, if applicable, Developer shall demonstrate to the satisfaction of the City Engineer completion of the following:

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

C.7.2 Prior to any form of occupancy, Developer shall demonstrate satisfactory completion of all required/conditioned improvements. Developer shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public improvement and facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.7.3 Prior to any form of occupancy, Developer shall provide Certified “As-Built” Improvement Plans (or Record Drawings) from the Project’s CA-CE. Upon completion of the construction by the Developer, the City, at its sole discretion, temporarily release the original mylars of the Improvement Plans to the Developer so that the Developer will be able to document revisions to show the "As-Built" configuration of all improvements.

C.7.4 Prior to any form of occupancy, Developer shall provide both AutoCAD files (including all X-references files), and GIS Shape files (both in formats approved by the City) for public improvements.

C.7.5 Prior to occupancy of any residential unit, Developer shall complete potable domestic and irrigation water service connection(s). Developers should also complete all fire water lines to fire sprinkler system and on-site fire hydrants. These items are to be installed per City requirements.

C.7.6 Prior to any form of occupancy, Developer shall complete all sewer improvements. Developer shall also complete but not limited to reconstructing PCC curb, gutter, and sidewalk, replacing asphalt concrete pavement, restoring pavement marking and striping, and other improvements that are disturbed because of installing the Project’s permanent sewer connection.

C.7.7 Developer shall repair or reconstruct street pavement, curb, gutter and sidewalk and other public improvements for this Project, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.

C.7.8 Prior to acceptance of public improvements, the Developer has completed the ninety (90) day public landscaping maintenance period.

C.7.9 Prior to improvement acceptance Per Section 21107.5 of the California Vehicle Code, Developer shall install signs at all entrance(s) of the Project stating that the streets are privately owned and maintained and are not subject to public traffic regulations or control. Said signs must be conspicuously placed, plainly visible, and legible during daylight hours from a distance of one hundred (100) feet, if applicable.

C.7.10 Prior to start of construction, the Developer shall submit warranty bonds to the City to be held until the project is fully complete and project improvements are ready for City council acceptance.

C.7.11 Prior to acceptance of public improvements, Developer shall have constructed all public improvements in accordance City requirements, the recommendation(s) of the Project's (CA-CE), and to the satisfaction of the City Engineer.

C.7.12 Release of Improvement Security – Release of improvement security shall be in accordance with the requirements of Title 12 of the TMC. Monumentation Bond will be released to the Developer after the City Council's acceptance of the public improvements and if the Developer meets the terms set in Section 66497(c) of the Subdivision Map Act. All survey monuments shown on the Final Map, if applicable, must be installed. Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. The Developer shall submit centerline tie sheets or a record of survey for the following: new public streets; re-established survey monuments, and/or benchmarks. If the Developer destroyed, altered, and/or reconstructed any existing curb returns, Developer shall also submit corner records. Any survey document will be submitted the city and to the San Joaquin County Surveyor to comply with California Business and Professions Code Section 8771(c). Said work shall be executed by a California licensed Land Surveyor at the Developer's sole expense.

Acceptance or Occupancy Special Condition(s)

C.7.13 Prior to issuance of temporary/final certificate of occupancy of the first building, all overhead utilities along entire project frontage shall be placed underground.

C.8. Special Conditions

C.8.1 When Street cuts are made for the installation of utilities in the paved street, the Developer shall conform to Section 3.13 of the 2020 Design Standards and is required install a 2-inch-thick asphalt concrete (AC) overlay with reinforcing fabric at least 25-feet from all sides of each utility trench. A 2-inch-deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. This pavement repair requirement is when cuts/trenches are perpendicular and parallel to the street's direction.

C.8.2 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the improvement plans, prior to the City Engineer's signature on the improvement plans, and prior to issuance of Grading Permit, Encroachment Permit, Building Permit, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Developer shall bear all the cost for the inclusion, design, and implementation of such additions and requirements, without reimbursement or any payment from the City.

C.8.3 If water is required for the project, the Developer shall obtain an account for the water service and register for a temporary water meter with the City Finance Department and Public Works Departments. The Developer shall pay all fees associated with obtaining the account number and temporary water meter for the water service.

C.8.4 Developer shall obtain an account for the water service to the Project and register the water meter with the Finance Department and Public Works department. The Developer shall prepare and submit a map depicting the location of the water meter on an 8.5-inch X 11-inch sheet to the Finance Department.

C.8.5. The Developer shall install lights around the parameter of the site to obtain the minimum coverage of 1.5 candles per square foot of the site area and in the parking lot of the site. The Developer shall submit yard lighting details and yard lighting plans to the City building and Engineering departments for review and approval prior to building permit.

D. South San Joaquin County Fire Authority

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

a) Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
b) A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.

D.2 Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.

a) Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
b) Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.
c) Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

D.3 The buildings shall be provided with approved address identification in accordance with 2022 California Fire Code §505.1 as amended by the Tracy Municipal Code §9.06.070 Section 912.2.CFC §505.1. The address shall be Illuminated at night. Illumination shall be either internally or externally at an intensity of 5.0 foot-candles.

D.4 All fire hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

D.5 Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

D.6 Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503

D.7 Additional comments may occur upon submittal of construction documents.

E. City of Tracy Building Department

E.1 Prior to commencement of construction, applicant shall submit to the Building Safety division construction plans and supporting documents for the building conforming to Title 24 California Code of Regulations and Tracy Municipal Code that are current at the time of submittal.

E.2 Prior to commencement of construction, applicant shall provide to the Building Safety Division plans that demonstrate compliance with CRC R310.1 and provide an unobstructed pathway (20 inch minimum clearance from fence to nearest equipment) from courts or yards used for emergency egress or rescue to public ways. Typical of all residences.

E.3 Prior to commencement of construction, applicant shall provide to the Building Safety Division plans that demonstrate compliance with CRC R327.1.3 and provide doorway(s) with 32" minimum net clear opening to at least one bedroom and one bathroom (including toilet room). Typical of all residences.

E.4 Prior to commencement of demolition of any structures, applicant shall submit demolition plans to the Building Safety Division in conformance with California Building Code section 105.1.

E.5 Prior to commencement of construction, applicant shall submit to the Building Safety division construction plans that include an accessible route at street crossings (Street B) where people are expected to cross per CBC 11B-206.2.19.

E.6 Prior to commencement of construction, applicant shall submit to the Building Safety division construction plans and supporting documents for concrete and masonry fences over 4 feet in height and wood and other light material over 7 feet in height in compliance with TMC 9.10.050.

E.7 Prior to the construction of onsite improvement including but not limited to walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, trellis, trash enclosures, etc., applicant shall submit to the Building Safety Division construction drawings and supporting documents that conform to the current Title 24 California Code of Regulations at time of application.

F. Parks, Recreation & Community Services Department

F.1 General Conditions

1. Current City of Tracy Design & Construction Standards (Standard Plans – Parks & Streetscapes) shall be followed for all public landscaping and the public park. See Policy 1F in the Citywide Parks, Recreation and Trails Master Plan for more information.

2. The Developer shall prepare construction improvement plans and specifications for any public landscape or public park improvements for Parks, Recreation and Community Services Department's approval, at Developer's expense.

3. Any landscape needs to comply with current Model Water Efficient Landscape Ordinance (MWELO) requirements.

4. Based on the project application, the Developer is planning to establish a Homeowner's Association (HOA) as the chosen funding mechanism. The preferred approach for the maintenance of public landscaping in this project is that the public park will be City maintained and all public landscaping will be maintained by the HOA.

5. The City is not interested in constructing a community mailbox within the neighborhood park. The mailbox area shall be located outside of the public park site (Parcel A).

F.2 Neighborhood Park

1. Master Planning & Park Naming
   a. After approval of vesting tentative map, the Developer shall submit the neighborhood park conceptual plan that meets City design criteria, complies with California Environmental Quality Act (CEQA), and complies with the Citywide Parks, Recreation and Trails Master Plan (PRTMP) policies. Once the Parks, Recreation and Community Services Department determines that the plan substantially meets the City's criteria, the Developer will be required to present the plan to the City's Parks & Community Services Commission at a public meeting for review and approval.
   b. The park will be required to establish a name through the City's Park Naming Policy prior to starting construction documents.

2. Construction Document Preparation
   a. Once a plan is approved, Developer prepares & submits 60%, 90% and 100% documents through the Engineering Division of the Public Works Department. The 60% submittal is a department-specific review, 90% and 100% submittals and City-wide review.
   b. During the construction documentation phase, the Parks, Recreation and Community Services Department will work with the Developer and the Finance Department to establish estimated costs for the ongoing maintenance, operations

and capital replacement of the facility. The Developer is required to join a Community Facilities District (CFD) to ensure these financial obligations are met in perpetuity.

3. The Developer is required to enter into a park-specific Subdivision Improvement Agreement.

4. The proposed neighborhood park is 3.58 acres in size and although it does not meet specific criteria for neighborhood parks between 2 and 4 acres in size as specified in the PRTMP, the City will accept a less than 4 acre neighborhood park due to the project site being located within a key neighborhood park opportunity area where neighborhood park access is limited.

5. The neighborhood park shall have an overall style that is unique from other parks within the City of Tracy.

6. Required Amenities:
   a. Two distinct playground areas: one for 2-5 age children and another for 5-12 age children, including climbing apparatus and swings. The playground equipment should have a unique theme and/or aesthetic. The playground spaces shall be significantly shaded from day 1 of project opening by freestanding shade structures. The play areas should incorporate all-ability play (inclusive) and multi-generational aspects/features. It should be noted that as shown, the playground will require non-climbable fencing along the southern edges to promote a safe play environment near the public roads and the park design needs to discourage direct path of travel from play areas to street no matter the distance.
   b. Pedestrian scaled lighting shall be provided along all walking paths, street frontages, and amenity areas in the park. The multi-use court shall also be lighted to provide extended recreational opportunities during evening hours.
   c. Site identification signage consistent with City standards.
   d. Appropriate site furnishings (benches, drinking fountains, trash receptacles, picnic tables, etc.) for the intended size and use of the park.
   e. Flat, open, contiguous turf area for unstructured play; minimum one acre.
   f. At least 10 picnic tables, with 75% of tables under one shade structure.
   g. At least one active use amenity, such a multi-use sport court.
   h. Accessible pathway connecting park elements and creating a walking loop.
   i. General landscape improvements in natural or open space areas, including groundcovers, plantings and trees for shade and windbreaks.
   j. Bike parking, with a minimum of 5 spaces provided.
   k. Provide on-street accessible parking near the primary use areas of the park.
   l. Provide maintenance vehicle access into the park from the public road at northwest and south west corners.
   m. Park Plant Palette – Stachys byzantina lantana (Lamb's Ear) is not a durable species for a public park setting. Select a different species that is more robust to achieve similar design goals.
   n. In an effort to reduce water usage and maintenance inputs, 20% minimum of all planting areas within the park will need to consist of nonirrigated landscaping (ie. mulch, cobble, decomposed granite, artificial turf, etc.).

o. Locations of in-ground and above-ground utility structures within park are subject to prior review and approval of Parks, Recreation and Community Services Department. Utilities shall not be placed near playground areas, field activities or obstruct the overall design of the primary park area.
p. The neighborhood park must be completed and open for public use when 50% of the homes in the project are occupied, or sooner.
q. Adjust trees within park so that no mature tree canopies hang over into private property.
r. Consolidate direct access walkways from private residences into park so that it is not be perceived that each resident has private access into the park. Perhaps an alternative is to locate the walkways so they split two property lines. This would likely create a more appropriate condition for the homeowners so the general public is not walking directly toward their front door.
s. The proposed park site (Parcel A) is in an area of the project site that currently has industrial use actively occurring. The City has clear policy related to not accepting parkland that has contamination or similar environmental concerns. Staff reached out to the Developer and confirmed this current use is industrial. It was also stated that the CEQA analysis would evaluate site conditions including potential soil contamination and similar environmental concerns and that those issues would be mitigated prior to any public park construction occurring. The Parks, Recreation and Community Services Department will need confirmation from the Developer that the park site is not contaminated, including any specific remediation that may have been required by CEQA, prior to any construction activities occurring. If confirmation of a clean site cannot be obtained, the Developer would need to relocate the park to another portion of the project site that does not have these concerns. If the Developer choses to not relocate the park, the park would not be eligible for neighborhood park credits (or as a community benefit as required for establishments of PUD zones) and the park will not be accepted as a public park.

F.3 Public Landscape Areas/Streetscape

1. In an effort to reduce water usage and maintenance inputs, a 20% minimum of all public landscape area will need to consist of non-irrigated landscaping (ie. mulch, cobble, decomposed granite, artificial turf, etc.).
2. Public landscaping that abuts private property landscaping shall be separated by a concrete mow band per City Standard Detail D7.10 and/or privately owned fence.
3. The split rail fence along Valpico Road needs to be pre-cast concrete and located on private property, not in the public right of way.
4. Tree Selection Comments
   a. Arbutus x ‘Marina’ is not an acceptable street tree in Tracy due to maintenance concerns from wet fruit produced by tree. Please select a different species that doesn’t create significant maintenance concerns.
   b. Platanus x acerifolia ‘Yarwood’ has a high root damage potential. Please be mindful of placement along Valpico and create adequate separation between tree and hardscape areas.
5. Provide more information on the intention for Parcel P. Is this proposed to be public right of way? This corridor needs to provide access to future bike trail to the north.

F.4 City Basin/Project Bio-Retention Areas

1. The Civil plans call for Basin 2A access (PAE) off the public road. Provide driveway apron and asphalt access road with concrete mow band edge restraint up to City property. Provide gate and coordinate with City on material/model. Coordinate improvements with approved basin design.
2. See attached Bluebeam Comment Summary for additional comments.

G. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements: Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance.***

G.1. SJMSCP Incidental take Minimization Measures and mitigation requirement:

- Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
- Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
- Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
  a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
  b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
  c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
  d. Purchase approved mitigation bank credits.
- Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
  a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
  b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
  c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Receive your Certificate of Payment and release the required permit

H San Joaquin Valley Air Pollution Control District (District)

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

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

H.1 District Rule 4601 (Architectural Coatings)

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

H.2 District Regulation VIII (Fugitive PM10 Prohibitions)

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

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

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

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

I. Byron-Bethany Irrigation District (legacy WSID)

I.1 There needs to be a physical barrier between BBID property and the Triway development.

I.2 Any landscaping within 10 feet of the BBID canal needs to be coordinated to make sure operational impacts are reduced. BBID cannot have any tree branches extending into BBID property which would impede BBID equipment using the canal access road. Due to these reasons, we would request that the trees be moved at least 10' back from the wall, or replaced with other vegetation that does not cause these concerns.

I.3 Construction along the BBID property line will require coordination with BBID staff. Construction documents, reports and improvement plans shall ensure that the BBID canal and property will be protected from stormwater, sediment, and other trash and debris during construction.

J. City of Tracy – Transit Division

J.1 A bus stop needs to be included on Valpico. It should be located approximately halfway in-between the two sub-division entrances. A bus stop pole, shelter, bench, and trash can are required, matching existing bus stop designs.

J.2 Bike lanes should be included along Valpico connecting with existing bike lanes to the west, with green markings as necessary according to City standard.

ATTACHMENT G

ENVIRONMENTAL CHECKLIST

FOR THE

TRACY TRIWAY RESIDENTIAL PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review

MAY 2025

Prepared for:

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

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762

ENVIRONMENTAL CHECKLIST

FOR THE

TRACY TRIWAY RESIDENTIAL PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review Process

MAY 2025

Prepared for:

The City of Tracy
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333 Civic Center Plaza
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1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762

INTRODUCTION

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

The project is consistent with the development type and density established by the City General Plan, for which an Environmental Impact Report (EIR) (SCH# 2008092006) was certified (City Council Resolution 2011-028).

The findings presented below demonstrate that no additional environmental analysis is required under the California Environmental Quality Act (CEQA) prior to approval of the proposed project.

PROJECT OVERVIEW

PROJECT LOCATION

The project site includes approximately 29 acres of developed and undeveloped land located in the northwest quadrant of the Valpico Road/Mission Court intersection. The project site encompasses Assessor Parcel Numbers (APNs) 246-130-030, 246-130-040, 246-130-0060, and 246-130-270. The location of the project site is shown in Figure 1.

PROJECT DESCRIPTION

The proposed project would consist of 275 small-lot residential dwelling units, plus an additional 49 junior accessory dwelling units (JADUs) on 29 acres situated along Valpico Road. The 275 proposed housing units would be configured in three styles: 96 semi-attached duet homes (ranging from approximately 1,598-2,101 SF) with 25 JADUs; 113 alley loaded homes (ranging from approximately 1,592-2,115 SF); and 66 front loaded homes (ranging from approximately 1,987-2,300 SF) with 24 JADUs. The proposed project site plan is shown in Figure 2.

The project would include the construction of a partial grid internal roadway system of east-west and north-south roadways. Vehicular access to and from the project site would be provided via the existing Valpico Road. The project would include the construction of interim improvements on Valpico Road to transition from east to west of the site until permanent road conditions are established. The project will dedicate the necessary right of way along its frontage for future ultimate improvements consistent with the City of Tracy's 2012 Plan Line for Valpico Road. Bicycle and pedestrian access to and from the project site would be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The future canal trail will be constructed at a later date by the City of Tracy as part of their trails master plan improvements. Sidewalks would be constructed on both sides of the public streets internal to the project site. No on-street bikeway facilities are proposed on roadways internal to the project site. The project includes public roads which form a large loop around the newly proposed community park, with parallel parking stalls on either side of the public road that can be used for park and residential visitors. Approximately 161public parking spaces are expected, as well as 23 off street parking spaces scattered throughout the private alleys. The public road

has two east/west connections in the north and south of the property and includes public roads on two of the four sides of the park.

The project will comply with the density designation of HDR which requires a minimum of 12.1-25 du/ac, and complies with the useable open space requirements and parking requirements. Given the project will not comply with all HDR zoning requirements, given its small lot layout, the applicant is proposing a rezoning to Small Lot Residential Zone (SLR).

Stormwater for the site would be treated in a single, private stormwater basin, to be owned and managed by a homeowners' association (HOA) and then flow to the adjacent City regional 2B Expansion stormwater basin, located off-site to the northeast of the project site, to discharge into the larger stormwater system. Water and sewer services would be provided by the City of Tracy's municipal systems, and the project would connect to existing water and wastewater infrastructure lines located in Valpico Road.

Private alleys, owned and maintained by the HOA, would provide garage access to homes while allowing for front doors along Valpico Road, the edges of the park, and common paseos (which would also be owned and maintained by the HOA). Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The project proposes an 8-foot pathway connection along Lane 9 between the public sidewalk on Street B and the canal right of way to connect to the future canal trail. The pathway will terminate at the northern property line and will be connected when the City completes the trail improvements. The public sidewalk adjacent to Street A and Street B connects the trail to the public park.

EXISTING SITE USES

The project site is currently predominately vacant and undeveloped land. A portion of the project site is currently occupied by an industrial storage yard and the remaining portion of the site is currently fallow agricultural land. An aerial view of the project site is shown in Figure 3.

SURROUNDING LAND USES

The surrounding area adjacent to the project site includes residential uses to the north, light manufacturing and light industrial to the east and south, and commercial shopping center to the west. The land use designation and zoning of the project site is shown in Figure 4.

GENERAL PLAN AND ZONING DESIGNATIONS

In 2006, the City Council amended the General Plan designation of the site from Industrial to Residential High. The Residential High designation was reaffirmed in the City's 2011 General Plan Update and the General Plan designation has remained Residential High since that time.

The Residential High designation has a characteristic land use of multifamily residential, including triplexes, fourplexes, apartments, and condominiums within a density range of from 12.1 to 25 units per gross acre.

The site has a zoning designation of M-1 (Light Industrial), which is not consistent with the General Plan designation for the site. Pursuant to Government Code Section 65860, a zoning ordinance that is inconsistent with the General Plan must be amended within a reasonable time to be consistent with the General Plan. When there is a development application that is consistent with the General Plan but inconsistent with the zoning ordinance that is inconsistent with the General Plan, the local agency must amend the zoning ordinance within 180 days or process the application under objective General Plan standards to accommodate development at the density allowed by the General Plan.

The purpose of the proposed zoning amendment, from M-1 to SLR, is to bring the zoning of the project site into consistency with the site's General Plan designation. The policy decision to support high density residential development on this site was made, in the past, with the site's General Plan designation.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Tracy is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

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

- Determination that the project meets the requirements for the California Environmental Quality Act (CEQA) Exemption (Guidelines Section 15183).
- Approval of a Development Review Permit.
- Approval of the Vesting Tentative Subdivision Map.
- Approval of a rezone from Light Industrial (M-1) to Small Lot Residential Zone (SLR)

PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT

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

On February 1, 2011, the City adopted a new General Plan and certified the associated General Plan EIR (SCH# 2008092006). The proposed project would be consistent with the General Plan designation of High Density Residential (HDR) and the 12.1 to 25 dwelling units per gross acre, as described above. The General Plan EIR assumed full development and buildout of the project site, consistent with the uses and residential densities proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR.

The General Plan EIR is incorporated by reference into this analysis, in accordance with Section 15150 of the CEQA Guidelines. The mitigation measures from the General Plan EIR will apply to the proposed project, as discussed below. The City of Tracy General Plan EIR is available for public review at the City of Tracy Planning Division, located at 333 Civic Center Plaza, Tracy, CA 95376, and online at the City of Tracy website: https://www.cityoftracy.org/our-city/departments/planning/general-plan-zoning-ordinance.

CEQA Guidelines Section 15183 Exemptions

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

15183. PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

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

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

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

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

> *(1) The project is consistent with:*
>
> > *(A) A community plan adopted as part of a general plan,*
> >
> > *(B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or*
> >
> > *(C) A general plan of a local agency, and*

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

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

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

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

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

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

(1) Parking ordinances.

(2) Public access requirements.

(3) Grading ordinances.

(4) Hillside development ordinances.

(5) Flood plain ordinances.

(6) Habitat protection or conservation ordinances.

(7) View protection ordinances.

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

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

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

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

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

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

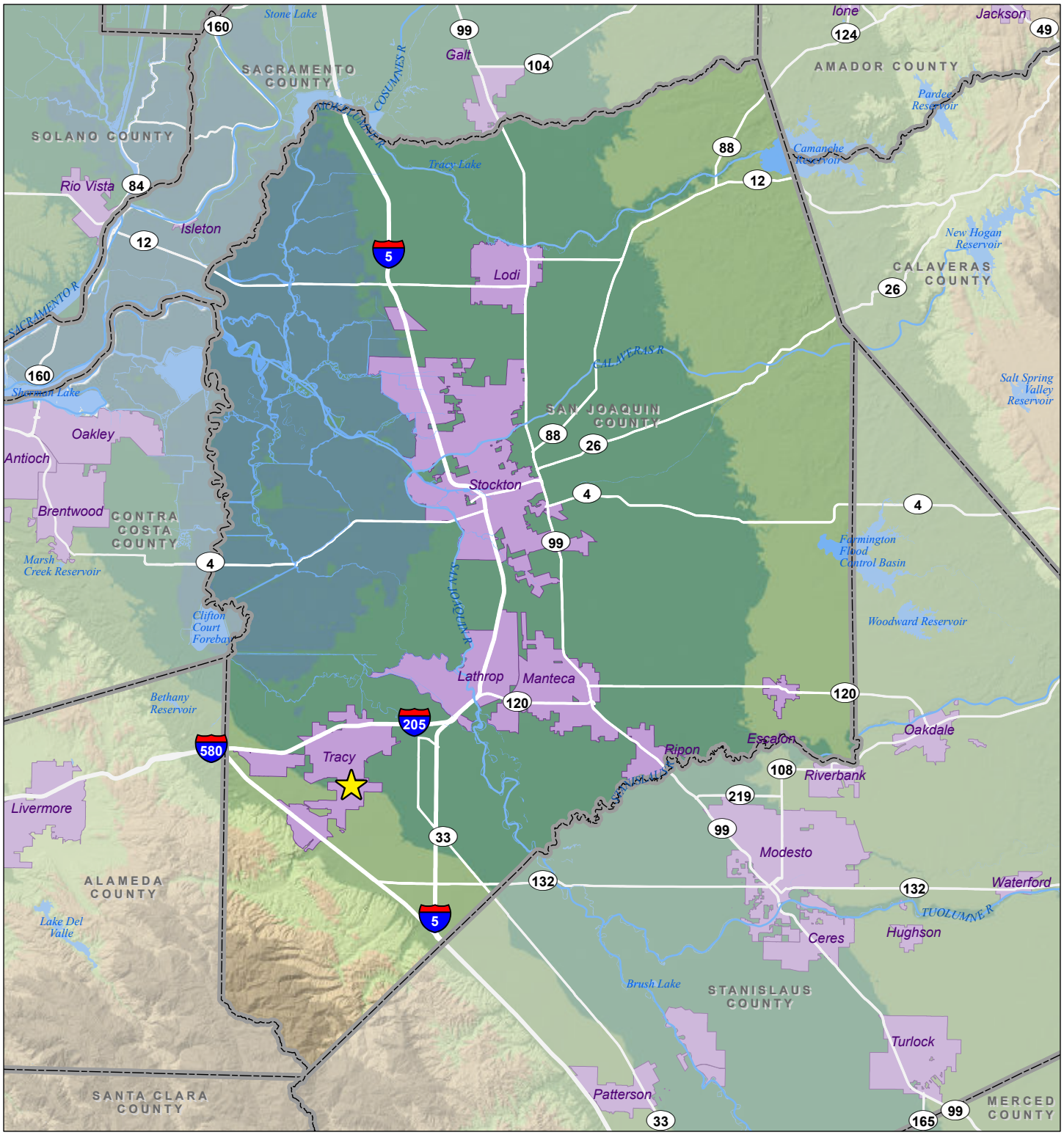
PROJECT-SPECIFIC ENVIRONMENTAL REVIEW

The attached Environmental Checklist includes a discussion and analysis of the proposed project and evaluates whether the project qualifies for an exemption from CEQA pursuant to CEQA Guidelines Section 15183. The analysis addresses any peculiar or site-specific environmental impacts associated with the proposed project, and is supported by appropriate technical analyses. If potentially significant impacts could occur, appropriate mitigation measures, project requirements, and/or conditions of approval will be identified.

CONCLUSION

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

The analysis in the attached CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and, therefore, the project qualifies for an exemption from CEQA under CEQA Guidelines Section 15183. The analysis as applicable identifies applicable mitigation measures from the General Plan EIR and uniformly applied standards and policies that would be applied to the project.



LEGEND

- Project Location
- County Boundary
- Incorporated Area

TRACY TRIWAY RESIDENTIAL

Figure 1. Regional Project Location

0 2.5 5 Miles

Sources: San Joaquin County GIS. Map date: March 6, 2025.

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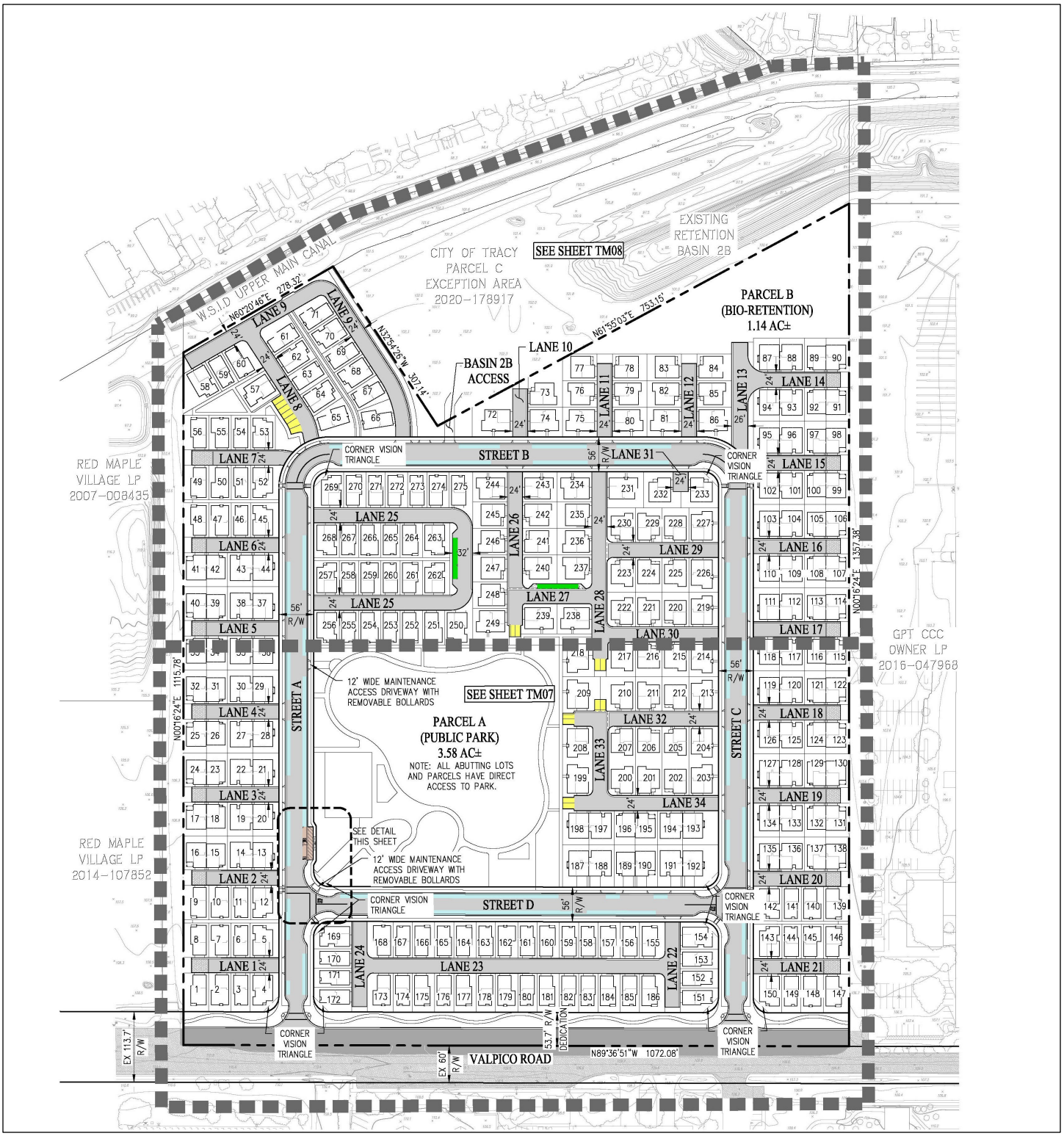

TRACY TRIWAY RESIDENTIAL

Figure 2. Site Plan

Sources: Carlson, Barbee & Gibson. Map date: March 6, 2025.

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LEGEND

Project Boundary

Tracy City Limits

TRACY TRIWAY RESIDENTIAL

Figure 3. Aerial View

0 100 200
US Feet

Sources: San Joaquin County GIS. Map date: March 6, 2025.

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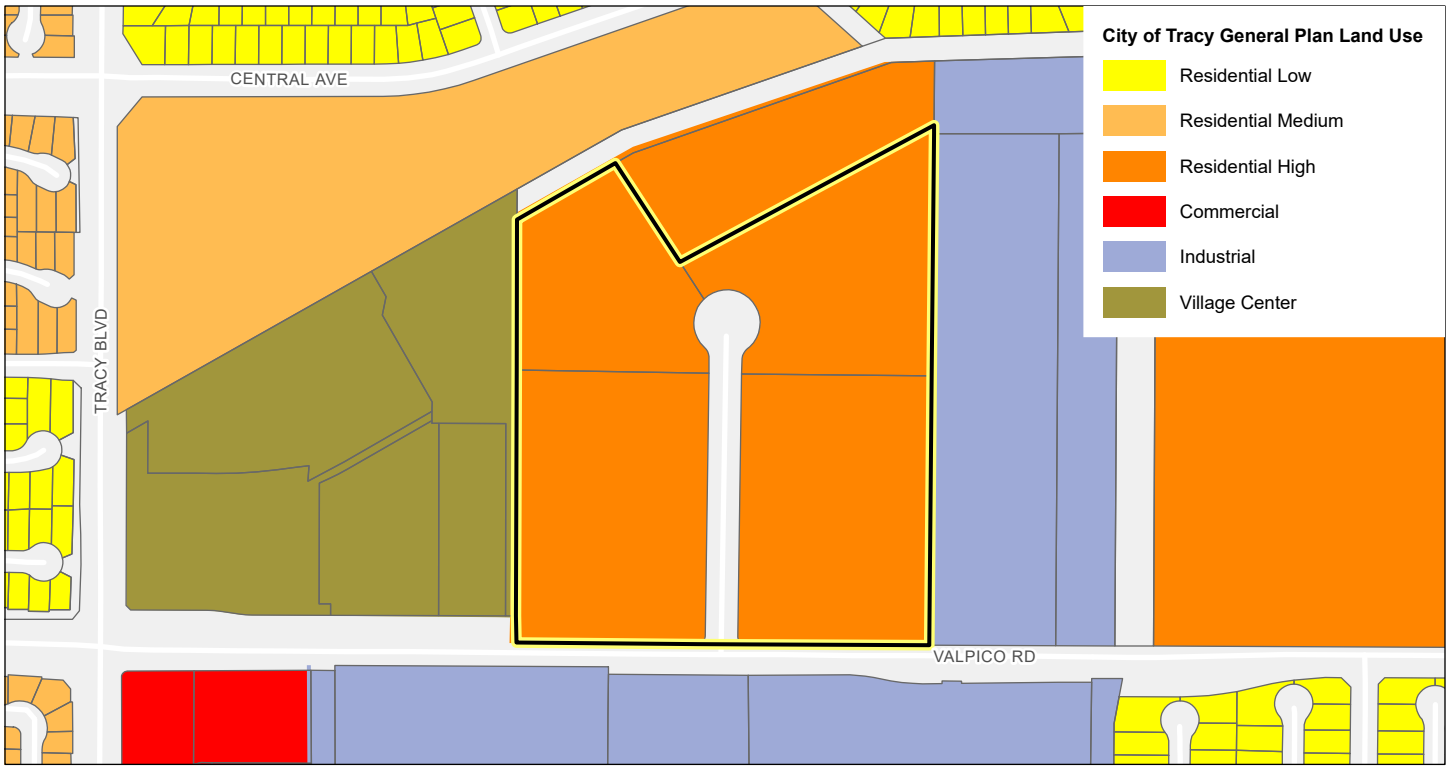

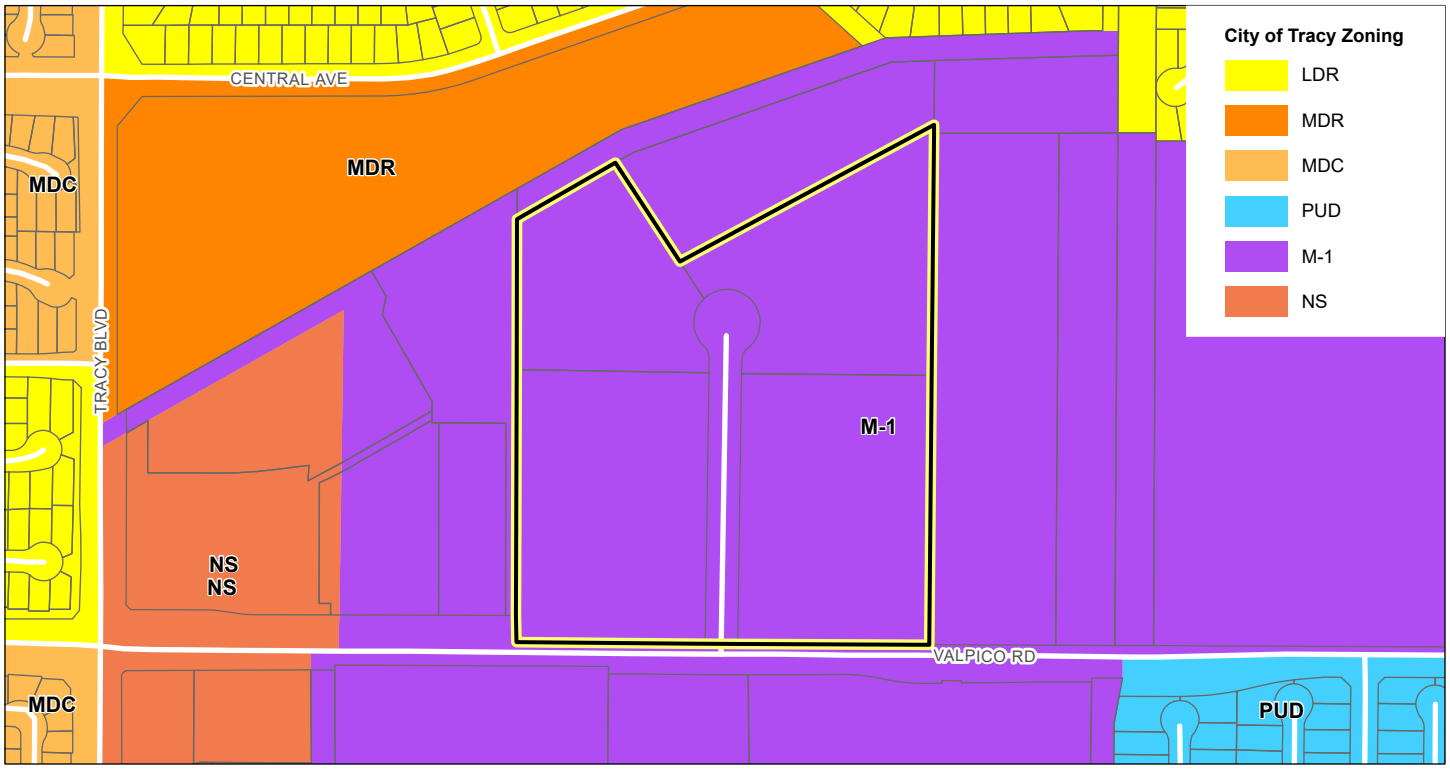

LEGEND

Project Boundary

Tracy City Limits

TRACY TRIWAY RESIDENTIAL

Figure 4. Land Use and Zoning Designations

0 100 200
US Feet

Sources: City of Tracy; San Joaquin County GIS. Map date: March 6, 2025.

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ENVIRONMENTAL CHECKLIST

I. AESTHETICS -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant.

Despite General Plan policies to enhance "hometown feel" and preserve open space, the General Plan EIR concluded that development permitted under the General Plan would result in a significant and unavoidable impact on the existing visual identity and character of the City.

The project is consistent with the adopted Statement of Overriding Considerations, and uses established by the General Plan. Implementation of the proposed project would introduce residential buildings to the Project area that would be generally consistent with the surrounding developments, and consistent with the intended uses established by the Tracy General Plan.

There are no scenic vistas located on or adjacent to the project site. The proposed project uses are consistent with the surrounding developed land uses and designations.

Implementation of the proposed project would not significantly change the existing visual character of the Project area, as much of the areas immediately adjacent to the site are developed areas. The project site is not topographically elevated from the surrounding lands and is not highly visible from areas beyond the immediate vicinity of the site. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The project site is not designated as a

scenic vista. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, this impact is considered **less than significant**.

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

The Project site is not visible from any of the above-referenced scenic highways. Development of the proposed project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, this is a **less than significant impact**.

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

The proposed project would add residential uses to an area that currently contains numerous residential, industrial, and commercial buildings. The proposed project would be visually compatible with the surrounding uses because it features similar residential building types and comparable building heights.. Site specific characteristics would change the site from vacant land to developed uses. However, taking into account the scope and location of the proposed project relative to the surrounding area uses, this would not greatly alter the area's overall visual character.

Additionally, the project is subject to the City of Tracy's development and design review criteria, which would ensure that the exterior facades of the proposed structures, landscaping, streetscape improvements and exterior lighting improvements are compatible with the surrounding land uses. Overall, project implementation would not conflict with the applicable

zoning and other regulations governing scenic quality. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, this impact is considered **less than significant**.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials.

The General Plan EIR concluded that development permitted under the General Plan would increase levels of light and glare to a significant level prior to mitigation. The General Plan EIR included Mitigation Measure V-3, which required the City to include a policy under Objective CC-1.1 to require that lighting on private and public property should be designed to provide safe and adequate lighting while minimizing light spillage to adjacent properties. With implementation of this mitigation measure, the General Plan EIR determined that light and glare impacts would be less than significant with mitigation.

The proposed project would introduce new residential structures into the project site, including windows and glass elements; however, other highly reflective building materials are not proposed. While the presence of windows may create some potential for glare, the project is not expected to generate an unusual amount of glare, direct glare toward sensitive uses, or result in hazardous conditions. As such, the Project is not anticipated to result in increases in daytime glare.

The proposed project would include exterior lighting around the proposed structures. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Exterior lighting on new projects is also regulated by the Tracy Municipal Code, 10.08.4000 (a), which specifies that the site plan and architectural review package includes an exterior lighting standards and devices review. The City addresses light and glare issues on a case-by-case basis during project approval and typically adds requirements as a condition of project approval to shield and protect against light spillover from one property to the next as required by Tracy Municipal Code Section 10.08.3530(h).

A lighting plan for the project is included in the Plan Set. The lighting plan shows that exterior project lighting has been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. As such, no new impacts or impacts above what was previously analyzed in the General Plan EIR would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, impacts are considered **less than significant**.

II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact.

The General Plan EIR concluded that despite policies in the General Plan to preserve agriculture lands, in addition to policies in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and the City's Agricultural Mitigation Fee Ordinance, development permitted under the General Plan would result in a significant and unavoidable impact with regard to the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to urban uses.

The proposed project is identified for urban land uses in the Tracy General Plan, and the loss of local agricultural lands were taken into account in the General Plan EIR. The project is consistent with the uses established by the General Plan. The project site is not underlain by soils that are considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, Farmland Mapping and Monitoring Program and the USDA Soil Conservation Service. Portions of the site are identified as Farmland of Local Importance and Urban and Built-Up Land.

For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, implementation of the proposed project would have **no impact** related to this environmental topic.

Response b): No Impact. Despite policies in the General Plan to support and encourage preservation of Williamson Act lands and the voluntary nature of the Williamson Act program, the General Plan EIR concluded that total buildout of the General Plan may result in the conversion of land under active contracts to urban uses, resulting in a significant and unavoidable impact.

The project site, as well as the surrounding parcels, is not under a Williamson Act Contract and is not designated or zoned for agricultural uses. Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, there is **no impact**.

Responses c) and d): No Impact. The project site is not located in an area where there are forest resources. There are no forest resources on the project site or in the immediate vicinity of the project site. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, there is **no impact**.

Response e): Less than Significant. The General Plan contains several policies to mitigate impacts to agricultural resources due to the conversion of additional farmland to urban uses. However, the General Plan EIR concluded that implementation of the General Plan would result in additional and incompatible urban development adjacent to agriculture uses, and the permanent loss of farmland would be significant and unavoidable. As described under Response (a) above, the proposed project site has previously been used for agricultural purposes, but is not designated or zoned for agricultural uses. The proposed project is identified for urban land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. As discussed in Response (c) above, the project site does not include any forest land. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, implementation of the proposed project would result in a **less than significant** impact**.**

III. AIR QUALITY -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Create objectionable odors affecting a substantial number of people?			X	

EXISTING SETTING

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. Air quality emissions would be generated by development under the General Plan during construction and operation. Operational emissions would come primarily from vehicle emissions from vehicle trips generated. The General Plan EIR concluded that the General Plan would not be consistent with applicable clean air planning efforts of the SJVAPCD, since vehicle miles traveled that could occur under the General Plan would exceed that projected by the SJCOG, which are used in projections for air quality planning. The General Plan EIR determined that development in Tracy would contribute to the ongoing air quality issues in the SJVAB, and impacts would be significant and unavoidable. The General Plan EIR included Mitigation Measure AIR-1, which provides that the City of Tracy will facilitate development applicants' participation in the SJVAPCD's Indirect Source Review program, which requires developers of larger projects to reduce emissions and provides on-site mitigation measures to help developers reduce air impacts. However, the General Plan EIR concluded that the mitigation measure may not completely mitigate the impact, which would remain significant and unavoidable.

The SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Grading, leveling, earthmoving and excavation are the activities that generate the most particulate emissions. Impacts would be localized and variable.

The proposed project would be required to comply with District requirements for air quality, which would be imposed during all phases of construction to reduce the potential construction-related emissions.

Development that is proposed would be required to meet SJVAPCD Rules as applicable, including Rule VIII, which requires a construction emissions reductions plan to be submitted to the SJVAPCD for review and approval.

Additionally, SJVAPCD Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NOx) and particulate (PM10 and PM2.5) emissions generated by their projects.

The General Plan EIR assumed full development and buildout of the project site, consistent with the uses and residential densities proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant**.

Response c): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm.

The General Plan EIR concluded that potential impacts related to toxic air contaminants under the General Plan would be significant prior to mitigation. The General Plan includes policies under Objective AQ-1.2 that could minimize the impact of potential sources of toxic air contaminants. Policies 10 and 11 under Objective AQ-1.2 require that residential developments and other uses with sensitive receptors shall be located an adequate distance from air pollution sources such as freeways, arterial roadways and other stationary sources. Objective AQ-1.2, P1, requires that the City assess air quality impacts using the latest version of CEQA Guidelines and those prepared by the SJVAPCD. The General Plan EIR included Mitigation Measure AIR-2 to add a new Action under Objective AQ-1.2 to require supplemental project studies in accordance with CARB and SJVAPCD recommendations to evaluate air quality health risks for proposed developments with sensitive receptors proximate to Interstate 205, Interstate 580, or large truck warehousing facilities or truck facilities where trucks with transportation refrigeration units operate almost continuously, and to require mitigation measures to reduce significant health risks to be included in final project designs. The General Plan EIR concluded that this impact would be less than significant with mitigation.

Development allowed under a residential zoning designation would be subject to the SJVAPCD requirements for construction and operational emissions as outlined above. The nearest sensitive receptors to the project site are the residences located just to the north of the project site, within approximately 100 feet of the project site. The project site is not proximate to any interstate or warehousing facility.

The proposed project is consistent with the land uses described in the general plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant.**

Response d): Less than Significant. The General Plan EIR discussed General Plan policies under Objective AQ1.2 that would minimize the impact of potential sources of odor and concluded that impacts related to exposure to odors would be less than significant.

Operation of the proposed project would not generate notable odors. Development could result in occasional mild odors generated during landscaping maintenance (equipment exhaust), but the project would not otherwise generate odors. The proposed project is consistent with the land uses described in the general plan and would be consistent with odor impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant.**

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As discussed in the General Plan EIR, development allowed under the General Plan has the potential to significantly impact biological resources, but these potential impacts would be addressed through General Plan goals, objectives, and policies, including a requirement that individual project proposals meet all federal, State, and regional regulations for habitat and species protection. The General Plan EIR concluded that the implementation of the San Joaquin County Multi- Species Open Space and Conservation Plan (SJMSCP) for the region for development projects provides adequate mitigation to reduce impacts to biological resources to a level acceptable to meet State and federal requirements. The SJMSCP is discussed in greater detail in Response (f) below. The General Plan EIR further concluded that project proponents who choose not to participate in the SJMSCP, which is a voluntary plan, would still be required to comply with existing local, State, and federal regulations, which require similar mitigation as applicable to reduce impacts to sensitive species

and habitats to a less than significant level. As such, the General Plan EIR determined impacts to biological resources would be less than significant and no mitigation measures were necessary.

Special-status invertebrates that occur within the San Joaquin County region include longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. According to the General Plan EIR, the project site does not contain essential habitat for these special status invertebrates.[1] Implementation of the proposed project would have a less-than-significant impact on these species. No mitigation is necessary.

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

According to the General Plan EIR, the project site does not contain essential habitat for these special status reptiles and amphibians. Implementation of the proposed project would have a less-than-significant impact on these species. No mitigation is necessary.

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

According to the General Plan EIR, the project site does not contain suitable habitat for special-status plant species, and these species are not expected to be present on the site due to ongoing

[1] City of Tracy. Draft EIR General Plan Environmental Impact Report. Figure 4.6-1 Biological Resource Areas.

site disturbance. Implementation of the proposed project would have a less than significant impact on these species. No mitigation is necessary.

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

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA). Additionally, Swainson's hawk foraging habitat is protected by the CDFW. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles from its nesting location. Although not of high quality, potentially suitable nesting habitat for this species occurs within the off-site trees along the eastern corner of the site boundary. Additionally, the site and the nearby open grassland habitat will provide low to medium quality foraging opportunities for local Swainson's hawks. The San Joaquin Council of Governments (SJCOG) administers the SJMSCP for the region. The proposed project is covered under the SJMSCP, which would require that the project implement incidental take minimization measures. As concluded in the General Plan EIR, impacts would be **less than significant** with compliance with the SJMSCP.

Burrowing Owls. On October 15, 2024, burrowing owl was listed as a state candidate species by the California Fish and Game Commission. During the listing review process, burrowing owl are temporarily afforded the same protections as state-listed species throughout California. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. The Project site contains suitable, but not high quality, habitat for burrowing owls. The Project site is near to other lands that are currently undeveloped that offer foraging and roosting habitat for wintering or breeding owls. Overall, there is the potential for burrowing owls to occupy the site. While considered unlikely, this is considered potentially significant impact.

The proposed project would be covered under the SJMSCP and SJCOG would apply incidental take minimization measures for the Project. As concluded in the General Plan EIR, implementation of the SJMSCP would ensure that impacts would be less than significant.

Tricolored Blackbird. Tricolored blackbirds are a California Species of Special Concern and are protected by the CDFW and the MBTA. Tricolored blackbirds nest in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Tricolored blackbird habitat must be large enough to support 50 pairs and likely requires water at or near the nesting colony. The Project site does not contain suitable habitat for tricolored blackbirds. As such, impacts to tricolored blackbirds are **less than significant**.

Participation in the SJMSCP is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, compliance with the SJMSCP would ensure that special status plant or wildlife species are protected throughout the region. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, impacts to special status plant or wildlife species would be **less than significant**.

Responses b): No Impact. As discussed in Response (a) above, the General Plan EIR determined impacts to biological resources would be less than significant and no mitigation measures were necessary.

Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

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

There is no riparian habitat or other sensitive natural communities located on the project site. As such, the proposed project would have **no impact** on these resources, and no mitigation is required. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

Response c): No Impact. The General Plan EIR concluded that impacts to wetlands would be less than significant, as State and federal requirements for wetlands mitigation as outlined in the Clean Water Act would need to be met for any projects that would develop lands containing wetland resources. A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

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

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

- Farmed Wetlands: This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.

- Lakes, Ponds and Open Water: This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.

- Seasonal Wetlands: This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.

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

There are no wetlands located on the project site. Therefore, there is **no impact** and no mitigation is required. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

Response d): No Impact. The General Plan EIR does reveal any documented wildlife corridors or nursery sites on or adjacent to the project site. Implementation of the proposed project would have **No Impact** and no mitigation is necessary. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

Responses e), f): Less than Significant. As discussed in the General Plan EIR, the City participates with the San Joaquin Council of Governments (SJCOG) and other agencies to implement and enforce the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan ("Plan" or "SJMSCP"). SJCOG prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOG, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1994. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOG. The City of Tracy adopted the Plan on November 6, 2001. As discussed in the General Plan EIR, the SJMSCP is considered an adopted Habitat Conservation Plan for the entire San Joaquin County, and the City would continue to require project applicants to comply with the SJMSCP and other state and federal regulations that protect biological resources. The General Plan EIR concluded that impacts would be less than significant.

According to Chapter 1 of the SJMSCP, its key purpose is to "provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are

currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and, accommodating a growing population while minimizing costs to project proponents and society at large."

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

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

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

The project site is located within the jurisdiction of the SJMSCP and is located within the Central/Southwest Transition Zone of the SJMSCP. As described under Response (a), the proposed project is subject to participation in the SJMSCP. The City of Tracy and the project applicant shall consult with SJCOG and determine coverage of the project pursuant to the SJMSCP. As concluded in the General Plan EIR, implementation of the General Plan would not conflict with any applicable habitat conservation plans, including the SJMSCP, and impacts would be less than significant. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, the project would have a **less-than-significant** impact.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a), b), c), d): Less than Significant. The General Plan EIR determined that undiscovered archaeological and paleontological sites, including human burial sites, could be impacted from development activities involving soil removal or disturbance. The General Plan EIR included mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-1a required a General Plan policy under Objective CC-3.1 (Policy 4) for the City to include a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. Mitigation Measure CUL-1b required a General Plan policy under Objective CC-3.1 (Policy 5) that the City require that any archaeological or paleontological resources on private property be either preserved on their sites or adequately documented and conserved as a condition of removal (and require that if any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented). Mitigation Measure CUL-1c required a General Plan policy under Objective CC-3.1 (Policy 6) requiring that if Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places. With implementation of these mitigation measures, the General Plan EIR concluded that impacts to cultural resources would be less than significant.

The City of Tracy General Plan and EIR do not identify the project site as having historic or cultural resources. Additionally, there are no known unique cultural, historical, paleontological or archeological resources known to occur on, or within the immediate vicinity of the project site.[2]. Furthermore, neither the site, nor any structures on the site, are designated as a historical

[2] City of Tracy. General Plan. Draft Environmental Impact Report, Chapter 4.5, Cultural Resources, Table 4.5-1, Tracy-Designated Historic Landmarks, 2005.

resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical Resources.

There are no known human remains located on the project site, nor is there evidence to suggest that human remains may be present on the project site. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and historical resource or human remains. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of previously unknown cultural and historical resource or human remains.

As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact would be **less-than-significant**.

VI. ENERGY

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

Responses to Checklist Questions

Responses a), b): Less than Significant. As most recently amended by SB 100 (2018), California's Renewables Portfolio Standard requires retail sellers of electric services and local publicly-owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

The proposed project includes the construction of 275 single-family residential units, plus an additional 49 JADUs. Energy would be consumed during both construction and operation. Construction-related energy use would be temporary and would primarily come from fuel consumption by construction equipment and worker transportation. The project would incorporate energy-efficient construction practices, including the use of equipment that meets current emissions and efficiency standards. The amount of energy used at the project site would directly correlate to the size of the proposed units, the energy consumption of associated unit appliances, and outdoor lighting.

The proposed homes would comply with California's Building Energy Efficiency Standards (Title 24), which require high-performance insulation, windows, and HVAC systems to reduce energy demand. Additionally, California's Renewables Portfolio Standard would ensure that an increasing portion of the electricity supplied to the project is sourced from renewable energy. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. Given compliance with applicable energy efficiency regulations and the limited duration of construction-related energy use, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. There is a **less than significant** relative to this environmental topic.

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii): Less than Significant. As concluded in the General Plan EIR, development within the City must comply with the California Building Code, which outlines standards for seismic design, foundations and drainage, and requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. Compliance with the Building Code is required by City ordinance and under General Plan policies. As such, the General Plan EIR determined that impacts would be less than significant.

The project site is located in an area of moderate to high seismicity. However, no known active faults cross the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. However, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville fault, located approximately 12 miles southwest of the site.

The Tracy area has a low-to-moderate seismic history. The largest recorded measurable magnitude earthquake in Tracy measured 3.9 on the Richter scale. The greatest potential for significant ground shaking in Tracy is believed to be from maximum credible earthquakes occurring on the Calaveras, Hayward, San Andreas, or Greenville faults. Further seismic activity can be expected to continue along the western margin of the Central Valley, and as with all projects in the area, the project will be designed to accommodate strong earthquake ground shaking, in compliance with the latest California Building Code standards, as required by the City of Tracy Municipal Code 9.04.030.

Other faults capable of producing ground shaking at the project site include the San Joaquin fault, 6.7 miles southwest; the Midway fault, 6.9 miles southwest; and the Corral Hollow-Carnegie fault, 10.7 miles southwest of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

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

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

Building new structures for human use would increase the number of people exposed to local and regional seismic hazards. Seismic hazards are a significant risk for most property in California.

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

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

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

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

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

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Any future developed uses would be subject to consistency with the requirements of the California Building Code and the Tracy General Plan policies identified above would ensure that impacts on humans associated with seismic hazards would be **less than significant**.

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

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

According to the General Plan EIR, Tracy has a moderate to high risk for expansive soils, depending on the location and soil type. The Safety Element includes an objective to minimize geologic hazards, and a policy to require geotechnical reports for all development proposed in areas with risk of geological hazard (Objective SA-1.1, Policy 2). The General Plan EIR concluded

that implementation of the General Plan policy would reduce potential impacts related to the risk of soil expansion to a less than significant level.

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

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. The soils encountered at the site consist of stomar clay, zero to two percent slopes. The stomar series consists of very deep, well drained, and firm soils. Therefore, the potential for liquefaction to occur at the project site is considered low. However, Capay Clay, which underlies the entirety of the project site, is a soil type known for its relatively high moisture content and significant potential for expansion and contraction.[3]. This soil is prevalent in the region and has been associated with challenges related to foundation stability and structural integrity. Given that Capay Clay is the primary soil type on-site, its expansive nature presents a potential risk for soil movement, which could impact building foundations, pavement durability, and overall site development. Consistent with the General Plan policies discussed in the General Plan EIR, a geotechnical report will be prepared prior to development of the project site to identify onsite soil conditions and any site-specific engineering measures to be implemented during construction. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Impacts would be **less than significant.**

Responses a.iv): Less than Significant. According to the City's General Plan EIR, the landslide risk in Tracy is low in most areas. In the wider Tracy Planning Area, some limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest. The potential for small scale slope failures along river banks also exists. Due to the relatively flat land in most of Tracy, the General Plan EIR concluded that impacts associated with landslides would be less than significant.

The project site is relatively flat and there are no major slopes in the vicinity of the project site. The project site is not located in the foothills, mountain terrain, or along a river bank. Additionally, the project site is essentially flat. The project site is not in an area known to have landslide susceptibility. As such, the project site is exposed to little or no risk associated with landslides. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact and no mitigation is required.

[3] U.S. Department of Agriculture, Natural Resources Conservation Service. NRCS Web Soil Survey. 2025.

Response b): Less than Significant. As discussed in the General Plan EIR, the majority of Tracy is on flat land with little risk of erosion, and impacts with regard to soil erosion would be less than significant.

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

Response e): No Impact. As discussed in the General Plan EIR, no new septic or alternative wastewater systems are allowed under the General Plan and no impacts would occur. The project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Implementation of the proposed project would have **no impact** on this environmental issue.

Response f): Less than Significant. As discussed above in Section V regarding cultural resources, the General Plan EIR concluded that impacts to cultural resources, including paleontological resources, would be less than significant with mitigation, including a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. The project site is not expected to contain subsurface paleontological resources, although it is possible. As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact would be **less than significant** .

VIII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. No new impacts or impacts above and beyond what was previously analyzed would occur. The proposed project is consistent with the overriding considerations that were adopted for the General Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan EIR, nor significantly change previously identified impacts. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

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

Measure E-1: Implement California Green Building Standards, as contained in Title 24, Part 11, CCR.

Measure T-5 c and d: Which promote the use of alternative transportation measures, including bikes and pedestrian travel, by providing connections to existing bike and pedestrian facilities.

Measure E-2 e: Requiring energy efficient exterior lighting.

The City of Tracy requires future development projects, including the proposed project, to fully implement all applicable requirements of the Sustainability Action Plan. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

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

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The General Plan EIR concluded that impacts related to hazardous materials and hazards would be less than significant, and no mitigation measures were necessary.

The proposed residential land uses do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household cleaners, paint, etc. Future residential site uses would not pose a significant hazard to the public or the environment.

Transportation, storage, use, and disposal of hazardous materials during construction activities associated with the proposed project would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, as described previously the

proposed project would be required to implement a Stormwater Pollution Prevention Plan and BMPs during construction activities, which would prevent any contaminated dust or runoff from leaving the project site. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

Response c): No Impact. The General Plan EIR concluded that existing regulation by the State and County and General Plan policies would ensure that hazardous material use, emission, and transportation would be controlled to a safe level and thus would not create a significant impact to adjacent schools. The project site is not located within ¼ mile of an existing school. The project site is located within 0.59 mile of Monticello Elementary School. As described under Response a), above, the project would not involve the use, storage, transport or handling of hazardous materials. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, **no impact** to schools would occur as a result of the proposed project.

Response d): Less than Significant. As discussed in the General Plan EIR, some of the vacant and underutilized parcels in the City that were historically used for commercial or industrial uses where redevelopment could occur have the potential to contain contamination in the buildings (such as asbestos), soil, or groundwater. As stated in the City's General Plan and General Plan EIR, developers are required to conduct the necessary level of environmental investigation prior to project approval to ensure that development sites would not affect the environment or the health or safety of future property owners (Objective SA-4.1, P2). The General Plan EIR concluded that this policy would reduce the potential impact to a less than significant level.

According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on the project site. However, the parcel to the east of the project site located at 75 West Valpico Road is identified as the Georgia-Pacific Corporation and is listed as a DTSC - site cleanup program site with contaminates of concern as halogenated solvents.[4]

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. However, surrounding uses include industrial operations which may include the use of chemicals and processes that could conflict with residential uses. Furthermore, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCPP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE).

[4] California Department of Toxic Substances Control. *EnviroStor*. California Department of Toxic Substances Control, Accessed: < >

The testing of soil prior to the start of construction in order to identify whether soil in the area has been impacted by historic operations is required prior to any future development application, construction or earthmoving activities, as required by the Tracy General Plan. As described further below, a Phase II Environmental Site Assessment (included as Appendix A) was prepared by ENGEO on July 17, 2023 in order to evaluate potential impacts to soil due to past agricultural use of the project site, and potential release from the 200-gallon waste oil underground storage tank (UST) located in the commercial storage yard. In general accordance with Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Properties, soil samples were collected from locations across the project site for laboratory evaluation.

The results of the soil testing indicate that the reported concentrations of Organochlorine pesticides (OCPs) and metals are below the applicable USEPA and CAL-EPA screening levels for residential soil with the exception of arsenic. The reported arsenic concentrations are within typical naturally occurring background concentrations in the general vicinity of the project site. Petroleum hydrocarbons and VOCs were not detected above laboratory reporting limits.

The following is a summary of the laboratory results of the Phase II Environmental Site Assessment:

- Soil samples exhibited detectable concentrations of DDE, and DDT. All reported concentrations of OCPs were below respective screening levels for residential soil;
- Soil samples exhibited detectable concentrations of metals. All reported concentrations of metals were below respective screening levels for residential soil, with the exception of arsenic;
- Arsenic concentrations ranged from 3.9 to 7.3 milligrams per kilogram (mg/kg). The results are consistent with naturally occurring background arsenic concentrations in the vicinity of the Property and are not indicative of anthropogenic impacts;
- Total petroleum hydrocarbons and VOCs were not detected in the soil samples above laboratory reporting limits.

In conclusion, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, implementation of the proposed project would result in a **less-than-significant** impact relative to this environmental topic.

Responses e): Less than Significant. As discussed in the General Plan EIR, implementation of the proposed General Plan would result in increased development in areas within a two-mile radius of the Tracy Municipal Airport. The General Plan includes several policies to ensure that existing and new development in proximity to the airport is compatible and confirms to safety requirements, as determined by the Federal Aviation Administration and the San Joaquin County Airport Land Use Commission. The General Plan EIR concluded that implementation of these policies and actions would avoid a significant safety impact associated with the airport.

The Tracy Municipal Airport is the closest airport to the project site, located approximately 1.7 miles to the southwest. The Airport is a general aviation airport owned by the City and managed

by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

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

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

Land use constraints in these zones become progressively less restrictive from the RPZ to the TPZ. The proposed project is not located within any of the safety zones. The project area is within the AIA, but is not located within one mile of the airport, nor along the extended runway centerline, or within a TPZ. According to the San Joaquin County Airport Land Use Commission (ALUC), any project inside the AIA of Tracy Municipal Airport may be referred to ALUC for land use consistency review by city or county staff unless the local agency has adopted a General Plan and zoning ordinance that the ALUC has found consistent with the ALUCP. Additionally, there are no private airstrips within the vicinity of the project site. The proposed project consists of single story and two story structures, and does not propose any structures of substantial height that would protrude into active airspace. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, safety hazards related to the project's proximity to the Tracy Municipal Airport are **less than significant.**

Response f): Less than Significant. The General Plan EIR determined that General Plan policies and actions regarding emergency preparedness and evacuation procedures would reduce impacts to a less than significant level. The project site currently connects to an existing network of City streets. The proposed roadway circulation improvements would allow for greater emergency access relative to existing conditions. The project includes new connections to the adjacent Valpico Road, which could provide potential emergency vehicle access as noted in the project description. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response g): No Impact. The General Plan EIR concluded that implementation of General Plan policies to minimize risk to health and safety, including safety measures, fire-fighting requirements, restricted development in areas with steep terrain, and updated mapping of areas vulnerable to wildland fires, would reduce potential impacts related to wildfire to a less than significant level. The risk of wildfire is related to a variety of parameters, including fuel loading

(vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The County has areas with an abundance of flashy fuels (i.e., grassland) in the foothill areas of the County. The project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. The project would not result in impacts that are peculiar to the parcel or to the project. Since the project site is not located within a designated wildfire hazard area, there is **no impact**.

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

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less than Significant. The General Plan EIR concluded that impacts related to hydrology would be less than significant and no mitigation measures were required. The proposed project does not contain any drainage connectivity to Waters of the US. The proposed project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. In order to ensure that stormwater runoff from the project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the project are required. As noted in the project description, a SWPPP would be required to be approved prior to construction activities pursuant to the Clean Water Act.

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed project would not result in a violation of any water quality standards or waste discharge requirements. Therefore, through compliance with the National Pollutant Discharge Elimination System (NPDES), and SWPPP requirements, the proposed project would result in a **less-than-significant** impact relative to this topic. The project would not result in impacts that are peculiar to the parcel or to the project.

Responses b): Less than Significant. The General Plan EIR concluded that impacts related to hydrology would be less than significant and no mitigation measures were required. The proposed project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The proposed project would be served by the City's municipal water system. As described in greater detail in the Utilities Section of this document, the City has adequate water supplies to serve the proposed project without increasing the current rate of groundwater extraction.

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

Responses c.i)-c.iv): The General Plan EIR concluded that impacts related to hydrology and flooding would be less than significant and no mitigation measures were required. The proposed project would not alter a stream or river. The implementation of the proposed project would result in additional impervious surfaces. As a standard practice, the City requires post-project runoff to be equal to or less than pre-project runoff, which would ensure that the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

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

This chapter is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the

Federal Water Pollution Control Act (Clean Water Act, 33 USC Section 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) and NPDES Permit No. CAS000004, as such permit is amended and/or renewed.

New projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan. Prior to approval of the improvement plans, a detailed storm drainage infrastructure plan shall be coordinated with the City of Tracy Development Services Department and Utilities Department for review and approval. The proposed project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site to the existing stormwater conveyance system and demonstrate that the proposed project would not result in on- or off-site flooding impacts. As described in the Project Description, stormwater for the site will be treated in a single, private stormwater basin, to be owned and managed by a HOA and then flow to the adjacent City regional 2B Expansion stormwater basin to discharge into the larger stormwater system.

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

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

Response d): No Impact. The General Plan EIR concluded that impacts related to hydrology and flooding would be less than significant and no mitigation measures were required. The project site is not within a 100-year or 200-year flood zone as delineated by FEMA. Additionally, the project site is not within a tsunami or seiche zone, or a dam inundation area. Development of the proposed project would not place housing or structures in a flood hazard area. The project would not result in impacts that are peculiar to the parcel or to the project. As a result, the proposed project would have **no impact** relative to this topic.

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

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The Regional Water Quality Board (RWQCB) regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known.

As discussed above, impacts related to water quality during construction and operation would be less than significant. The proposed project would create new impervious surfaces across the project site. The long-term operations of the proposed project would not result in long-term impacts to surface water quality from urban stormwater runoff.

2014 Eastern San Joaquin IRWMP

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

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

Conclusion

Overall, implementation of the proposed project would have a **less than significant** impact related to conflicts with the Basin Plan and the Groundwater Management Plan. The project would not result in impacts that are peculiar to the parcel or to the project.

XI. LAND USE AND PLANNING - WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No Impact. The General Plan EIR concluded that impacts related to land use would be less than significant and no mitigation measures were required. The project site is surrounded by residential and developed uses. The project would not divide an established community. The project would not result in impacts that are peculiar to the parcel or to the project. There is **no impact.**

Responses b): Less than Significant. The General Plan EIR concluded that impacts related to land use would be less than significant and no mitigation measures were required. The City Tracy General Plan land use designation for the project site is Residential High. The characteristic housing for the Residential High designation includes multifamily residential, triplexes, fourplexes, apartments, and condominiums. Densities in the Residential High designation are from 12.1 to 25 dwelling units per gross acre.

The project site is currently zoned Light Industrial (M-1), which is not consistent with the General Plan designation for the site. Pursuant to Government Code Section 65860, a zoning ordinance that is inconsistent with the General Plan must be amended within a reasonable time to be consistent with the General Plan. A rezone from Light Industrial (M-1) to Small Lot Residential Zone (SLR) is proposed.

The proposed uses and densities on the project site are consistent with the General Plan designation of Residential High. The project's consistency with other General Plan policies that provide environmental protections are addressed within the relevant sections of this document. This is a **less than significant** impact. The project would not result in impacts that are peculiar to the parcel or to the project.

XII. MINERAL RESOURCES -- Would the project:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. The General Plan EIR concluded that impacts related to mineral resources would be less than significant, and no mitigation was required. As described in the Tracy General Plan EIR, the main mineral resources found in San Joaquin County, and the Tracy Planning Area, are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. According to the California Geological Survey (CGS) evaluation of the quality and quantity of these resources, the most marketable aggregate materials in San Joaquin County are found in three main areas:

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

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

XIII. NOISE -- WOULD THE PROJECT RESULT IN:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As discussed in the General Plan EIR, the City's Noise Ordinance and policies in the General Plan serve to control excessive sources of noise in the City and ensure that noise impacts from new projects are evaluated when they are reviewed. Despite these policies and regulations, the General Plan EIR concluded that significant noise level increases associated with increased traffic would occur adjacent to existing noise sensitive uses along portions of I-205, Grant Line Road, Schulte Road, Linne Road, Lammers Road, Corral Hollow Road, Tracy Boulevard, and MacArthur Drive. New roadways facilitated by the General Plan would also increase existing noise levels at receivers in Tracy. The General Plan EIR concluded that this would be a significant and unavoidable impact, and a cumulative impact, and no additional mitigation is available. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) to allow for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR.

The General Plan EIR also determined that construction associated with development projected during the planning horizon of the General Plan would temporarily elevate noise levels at adjacent land uses by 15 to 20 dBA or more, resulting in a potentially significant impact prior to mitigation. The General Plan EIR included Mitigation Measure NOI-2, which sets forth standard construction noise control measures that should be included as requirements at construction sites to minimize construction noise impacts, including that all construction projects must comply with the City's Noise Control Ordinance. As concluded in the General Plan EIR, construction noise impacts would be less than significant with mitigation.

The proposed project is located in an area consisting predominately of residential, commercial, and industrial type land uses. Residential land uses do not typically generate significant noise levels beyond those associated with common residential activities (lawn mowers, car doors, voices, etc.). Additionally, Title 4, Chapter 12, Article 9 of the Tracy Municipal Code also contains

guidance with the intent to control noise and vibration to promote and maintain the health, safety, and welfare of its residents. Section 4.12.720 of the Municipal Code generally prohibits certain activities that have the potential to result in loud, excessive, or unreasonable noise levels. According to the general sound level limits for residential districts, no person shall cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, to exceed 55 dBA for any one-hour average period. Specific activities enumerated in the municipal code that could potentially pertain to the proposed project include minor maintenance to or improvement of real property. This limitation prohibits the generation of construction noise, other than between the hours of 7:00 a.m. and 10:00 p.m. seven days per week, including holidays. The noise ordinance also specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m. on weekends and federal holidays.

The proposed project would not directly generate increased noise, future development projects allowed by the Residential High land use may generate noise through activities commonly found in residential developments (i.e., lawnmowers, leaf blowers, etc.). The noise directly generated by the project would not differ from the existing ambient noises, and potential future residential use would generally be consistent with nearby residential uses.

Development of the site for urban uses and the subsequent increase in vehicle roadway noise was taken into consideration in the City of Tracy General Plan and General Plan EIR.

The City of Tracy General Plan Noise Element establishes exterior and interior noise level limits for residential projects. Policy 3 establishes a specific limit of 60 dB Ldn for exterior areas of single-family residential uses. An interior noise level standard of 45 dB Ldn is also established for all residential uses (Policy 5).

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

Response b): Less than Significant. The General Plan EIR determined that development under the General Plan would not introduce new sources of groundborne vibration, and potential vibration impacts would be less than significant. No major stationary sources of groundborne vibration were identified in the project area that would result in the long-term exposure of proposed onsite land uses to unacceptable levels of ground vibration. In addition, the proposed project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed these standards at nearby existing land uses. The project would not result in impacts that are peculiar to the parcel or to the project. As a result, short-term groundborne vibration impacts would be considered **less than significant**.

Response c): Less than Significant. As discussed in the General Plan EIR, the Tracy Municipal Airport, located in the southern portion of the City between Tracy Boulevard and Corral Hollow Road, is a source of community noise in its vicinity. The General Plan EIR concluded that new noise sensitive uses are not planned in areas within the 60 or 65 dB CNEL noise contours for the Tracy Airport, and airport-related noise impacts would be less than significant. The project site is not located within two miles of a private airstrip. The Tracy Municipal Airport is located approximately 1.7 miles southwest of the project site. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The San Joaquin County Airport Land Use Plan establishes noise contours surrounding the Tracy Municipal Airport. Although aircraft-related noise could occasionally be audible at the project site, noise would be minimal. Additionally, the project site is located outside of both the 65 dB CNEL and the 60 dB CNEL noise contours for the Tracy Municipal Airport. As such, the project site would not be exposed to excessive noise from the Tracy Municipal Airport. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The General Plan EIR concluded that impacts with regard to population growth would be significant and unavoidable. The General Plan EIR concluded also that despite processes to plan for and control future growth by the City of Tracy and other jurisdictions, significant growth will occur under the General Plan and in other communities in the region, constituting a significant and unavoidable cumulative impact on population and employment.

Implementation of the project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs, on the project site. The proposed project is located within an existing urbanized area of the City and there is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the project site. While the Project would extend these services onto the site to serve the proposed development, the project would not extend infrastructure beyond an area of the City not currently served. Therefore, the proposed project would accommodate growth already anticipated by the General Plan and analyzed in the General Plan EIR. The project would not induce further population growth in other areas of the City of Tracy. The project would not result in impacts that are peculiar to the parcel or to the project. This impact is **less than significant**.

Response b): No Impact. There are no residential structures located on the project site. Development of the project would not relocate or remove housing. Therefore, the project would not displace substantial numbers of people or existing housing and would have **no impact** in this respect. The project would not result in impacts that are peculiar to the parcel or to the project.

XV. PUBLIC SERVICES

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

RESPONSES TO CHECKLIST QUESTIONS

Response a):

i) Fire Protection and Emergency Medical Services: Less than Significant. The General Plan EIR concluded that there would be less than significant impacts with regard to fire protection and mitigation measures were not required. On September 16, 1999, the City of Tracy Fire Department merged with the Tracy Rural Fire Protection District, forming the South San Joaquin County Fire Authority (SCFA). The SCFA was created to provide fire protection services to the entire jurisdictional area of both the corporate city limits and surrounding rural community. Employees of the Tracy Rural Fire Protection District became employees of the City of Tracy with the City of Tracy maintaining day to day administrative control of the department. Both the Tracy Rural Fire Protection District and the City of Tracy contract with the SCFA to receive fire protection services. The SCFA in turn contracts with the City of Tracy to provide employees and administrative services.

Medical transport is provided by private ambulance. American Medical Response is the exclusive emergency ambulance service provider in San Joaquin County.

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

Implementation of the proposed project would not adversely impact existing fire and emergency services within the City, and would not require the construction of new fire protection facilities.

All construction plans and development proposals on the project site would be reviewed for consistency with City standards and would be required to pay applicable impact fees for new development which are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed by the City on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees prior to any site occupancy, and ongoing revenues that would come from future property taxes, sales taxes, and other revenues generated, would fund capital and labor costs associated with fire protection services.

Additionally, all future development projects in Tracy are reviewed In order to ensure adequate fire protection and suppression service. The Tracy Fire Department must have access to adequate onsite hydrants with adequate fire-flow pressure available to meet the needs of fire suppression units. The proposed project would include the installation of fire hydrants, and the SCFA would conduct fire flow tests prior to building occupancy.

The project would not result in impacts that are peculiar to the parcel or to the project.

Overall, this is considered a **less than significant** impact.

ii) Police Protection: Less than Significant. The General Plan EIR concluded that there would be less than significant impacts with regard to police protection and mitigation measures were not required. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive. There are no satellite offices or plans to construct any in the near future.

The Tracy Police Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening, but require immediate response. Priority 3 calls cover all other calls received by the police. Average response time for Priority 1 calls within city limits is approximately 6 to 8 minutes. Response time for Priority 2 and 3 calls is, on average, 22 minutes.

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

Impact fees from new developments are collected based upon projected impacts from each development by the City. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of impact fees by the, and ongoing revenues that would come from property taxes, and other revenues fund capital and labor costs associated with police services.

It is not anticipated that the proposed project would result in new demand for police services beyond those anticipated in the General Plan EIR. Furthermore, the City's General Plan ensures

the City maintains adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth (Goal PF-2, Policy P.1). The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a l**ess than significant** impact.

iii) Schools: Less than Significant. The General Plan EIR concluded that there would be less than significant impacts with regard to schools and mitigation measures were not required. The proposed project includes development of 275 small-lot residential dwelling units, plus an additional 49 JADUs. Such uses would generate additional students requiring accommodation in the Tracy Unified School District (TUSD).

The TUSD collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund improvements associated with school services. Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the project's impacts to school services are **less than significant**. The project would not result in impacts that are peculiar to the parcel or to the project.

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

v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed project would increase demand on these facilities, but not beyond that anticipated in the General Plan EIR. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact Fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would ensure that project impacts to libraries and public buildings are less than significant. Additionally, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

XVI. RECREATION

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The General Plan EIR concluded that there would be less than significant impacts with regard to parks and recreation facilities, and mitigation measures were not required. The proposed project would directly increase demand for parks and recreational facilities within the City of Tracy, and would increase the use of the City's existing parks and recreation system. Residents of the proposed project may visit existing park and recreational facilities within the City.

As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City strives to maintain a standard of 4 acres of park land for every 1,000 persons. In order to maintain this standard, the City requires new development projects to either include land dedicated for park uses, or to pay in-lieu fees towards the City's parks program. Chapter 13.12 of the Tracy Municipal Code states that, *"all development projects shall be required to maintain the City standard of four (4) acres of park land per 1,000 population. All development projects, as a condition of approval of any tentative parcel map or tentative subdivision map, or as a condition of approval of any building permit, shall dedicate land to the City or pay a fee in lieu thereof, or a combination of both, in order to maintain this City standard. The precise obligation of any development project to dedicate land or pay a fee pursuant to this section shall be incorporated in the implementing resolution for the park fee applicable to the development project."*

Buildout of the proposed project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs generating approximately 1,047 additional residents (based on 3.23 persons per household[5]). With the projected population increase of 1,046 new residents, the proposed project would require 4.18 acres of parkland. As discussed in the project description, the proposed project includes the development of a 3.58-acre community park. Although the proposed project would not meet the park dedication standard set by the City, the City of Tracy requires the payment of the project's fair share in-lieu parks fees, as required by the City's General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project

[5] California Department of Finance. E-5 City/County Population and Housing Estimates. January 1, 2024.

approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all city residents. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks and the maintenance of existing parks, the additional demand for parks generated by the proposed project would not result in the physical deterioration of existing parks and facilities within Tracy. The project would not result in impacts that are peculiar to the parcel or to the project. As such, this is a **less than significant** impact and no mitigation is required.

XVII. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The General Plan EIR concluded that traffic and circulation impacts and cumulative impacts would be significant and unavoidable.

In order to identify roadway facility and intersection improvements needed to accommodate the traffic generated by buildout of the City's General Plan, the City of Tracy prepared and adopted the 2012 Citywide Roadway and Transportation Master Plan (Transportation Master Plan) and the City of Tracy Citywide Parks, Recreation & Trails Master Plan Update (2022). The Transportation Master Plan identifies a range of roadway and intersection improvements to be implemented over the next several years in order to maintain acceptable levels of service on City streets.

The proposed project is consistent with the General Plan land use designation for the site, and is consistent with the assumed residential density levels for development of the site. The generation of vehicle traffic associated with the proposed project was considered during preparation of the Transportation Master Plan. The Transportation Master Plan identifies the roadway and intersection improvements needed in order to maintain acceptable levels of service throughout the City.

Furthermore, the collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. The payment of applicable traffic impact fees pays for fair-share of capital improvement towards the future transportation system improvements and expansions, as identified in the Transportation Master Plan.

Implementation of the proposed project would not result in a conflict with an existing or planned pedestrian facility, bicycle facility, or transit service/facility. In addition, the Project would not interfere with the implementation of a planned bicycle facility, pedestrian facility, or transit

service/facility. The project would not cause a degradation in transit service such that service does not meet performance standards established by the transit operator.

Existing pedestrian and bicycle facilities are located on the roadways adjacent to the project site. There are no pedestrian or bicycle facilities within the undeveloped project site. The City of Tracy General Plan describes an interconnected, hierarchical system of sidewalks, on-street bike lanes, and off-street trails for pedestrians and bicyclists that provides access to this area of the City of Tracy. The project's transportation and circulation system is designed to accommodate access to and from Valpico Road. The project proposes a network of internal roadways that will provide access between Valpico Road and the residences. Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The project proposes an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. This pathway will terminate at the northern property line until the City of Tracy constructs the canal trail. A gate in the fence is proposed to connect the trail to the project site and will remain locked until the trail is constructed.

The proposed Valpico Road cross section is consistent with the general Transportation Master Plan planned approach for four through lanes, a median, and bike and pedestrian facilities. However, the lane widths and bike facility type differ from the Transportation Master Plan, but are consistent with the adjacent sections of Valpico Road to the east and west that have previously been improved and widened. Therefore, the proposed cross section meets the intent of providing multimodal connectivity along Valpico Road consistent with the City's goals and policies. However, the alignment is kept straight which conflicts with the adjacent property, 75 W Valpico Road. Previous development and their dedicated right of way lines on the south side of Valpico Road indicate prior planning for Valpico Road to realign southwards of the existing alignment to avoid the 75 W Valpico Road property. This realignment is not currently considered by the proposed project. The project will meet the requirements of the City's plan for Valpico Road along the project site frontage, including interim improvements as necessary to transition to existing adjacent sections of the road until permanent road conditions are established. The project will dedicate the necessary right of way along its frontage for future ultimate improvements consistent with the City of Tracy's 2012 Plan Line for Valpico Road.

A CEQA Transportation Review was prepared by Kimley Horn on February 24, 2025 (see Appendix B for further detail). As described in the Transportation Review, the proposed project is not expected to result in the removal of, or result in other adverse effects on, any existing transit, biking, or pedestrian facilities. The proposed project is also anticipated to conform with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As discussed above, the project would dedicate the required right of way to facilitate the planned canal trail on the north side of the project site and provide a bicycle/pedestrian connection between the project and the trail. In addition, the project will provide a pedestrian crossing at the project main driveway on Valpico Road. Further, as discussed above, the project will meet the requirements for the City's plan for Valpico Road along the project site frontage, including the dedication of necessary right of way for future

improvements, and an interim conditions transition plan for Valpico Road to transition from east of the site to the west of the site until permanent road conditions are established.

For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. The impact of the proposed project is anticipated to be **Less than Significant**.

Response b): Less than Significant. The following VMT analysis is based on the CEQA Transportation Review prepared by Kimley Horn on February 24, 2025(see Appendix B for further detail).

Per the City's Draft VMT Policy, Kimley Horn conducted a VMT analysis for the proposed project for automobile (employee) trips only. The purpose of the VMT analysis was to measure the transportation impact of the proposed development.

The City of Tracy considers the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee as described in the City of Tracy Transportation Master Plan Update (2022). For retail components of a project, or other customer-focused uses, the citywide VMT change is analyzed. The City of Tracy's VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below baseline (existing) average VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline (existing) average VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

Methodology and Assumptions

The City's Draft VMT policy in the Transportation Master Plan Update (2022) was used to determine the appropriate methodology and assumptions for evaluation of the project's VMT impact. This is currently reasonable to determine potential VMT impacts as is consistent with SB 743 guidelines. Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the proposed Residential land use was analyzed.

To determine the appropriate threshold to compare the project against, an "out of the box" run of the most recent version of the City of Tracy's Travel Demand Model (Tracy TDM) was completed for the base year 2019 scenario. The mode choice outputs and travel distance skim data from the Tracy TDM were then used to calculate the VMT generated by each traffic analysis zone (TAZ), disaggregated by land use type. Trip length metrics from the Tracy TDM were calibrated to account for trips with portions existing outside the model boundaries (external trips) using big data to estimate average external trip length by TAZ, thus accounting for the full trip length of all trips generated by the model for the purpose of calculating VMT. As the Tracy TDM only provides for an average trip length for external trips, the use of big data provides for a more accurate estimation of the total VMT produced by external trips.

Analysis

To determine potential VMT impacts for the proposed project, a version of the Tracy TDM was run that includes the addition of the project within its own TAZ which was then compared to the version of the Tracy TDM used to establish the City's thresholds. Specifically, the following changes were made to the model:

- The project's land use characteristics were added to the Tracy TDM and isolated within its own traffic analysis zone TAZ 4773.
- The socioeconomic data (SED) for TAZ 4473 was developed to reflect the project's proposed number of single family and multifamily homes based on the SED distribution from an existing residential area in the vicinity of the project. This neighborhood was used as a representative template for household size, income distribution and other SED properties.
- The Tracy TDM base year network was updated to include a centroid connector between the Project TAZ and Valpico Road, consistent with proposed access to the project as detailed in the project's site plan.

The calculated average VMT per capita for the proposed project was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses.

Findings

Based on the results of this analysis, the average VMT per capita for the City of Tracy's residential land uses was determined to be 19.9 VMT per capita. Thus, City's threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita. The proposed project's average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the project results in a **less than significant** impact. The project would not result in impacts that are peculiar to the parcel or to the project.

Response C). d): Less than Significant. The General Plan EIR concluded that impacts related to emergency access would be less than significant and mitigation was not required. No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. While the project will result in the modification of existing transportation facilities including the introduction of new site driveways and access points, all new roadway, bicycle, and pedestrian infrastructure improvements constructed as part of the project would be subject to, and designed in accordance with, applicable City of Tracy design and safety standards to avoid creating a geometric design hazard or incompatible uses. The proposed project includes two vehicular access points on Valpico Road. There are no additional emergency vehicle access points or easements proposed by the project. The applicant provided compliant emergency vehicle turn templates that meet City standards. As the Vesting Tentative Map progress, any revisions to on-site roadways and intersections will be subject to City of Tracy Municipal Code and Public Works

Department staff review and approval. The proposed project does not include any design features or incompatible uses that pose a significant safety risk. The project would not create adverse impacts to emergency vehicle access or circulation. The project would not result in impacts that are peculiar to the parcel or to the project. As such, the impact would be **less than significant.**

XVIII. TRIBAL CULTURAL RESOURCES

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant. As discussed above under Section V., Cultural Resources, the General Plan EIR determined that undiscovered cultural resources could be impacted from development activities involving soil removal or disturbance. The General Plan EIR included mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-1a required a General Plan policy under Objective CC-3.1 (Policy 4) for the City to include a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. Mitigation Measure CUL-1b required a General Plan policy under Objective CC-3.1 (Policy 5) that the City require that any archaeological or paleontological resources on private property be either preserved on their sites or adequately documented and conserved as a condition of removal (and require that if any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented). Mitigation Measure CUL-1c required a General Plan policy under Objective CC-3.1 (Policy 6) requiring that if Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places. With implementation of these mitigation measures, the General Plan EIR concluded that impacts to cultural resources would be less than significant.

There is a potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources (TCRs). Although no TCRs have been documented on the project site, the project is in a region where significant cultural resources

have been recorded and there remains a potential that undocumented archaeological resources that may meet the TCR definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the TCR definition would include villages and cemeteries. Due to the possible presence of undocumented TCRs within the project site, construction-related impacts on tribal cultural resources may occur.

As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including tribal cultural resources, and impacts would be less than significant. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This impact would be **less-than-significant**.

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

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

RESPONSES TO CHECKLIST QUESTIONS

Response a)-c): Less than Significant. The General Plan EIR found that no significant water-related impacts were identified for development projected through 2025. However, despite General Plan policies directing the City to acquire reliable, additional sources of water supplies and ensure infrastructure is in place to meet the City's future demand as new development occurs, the General Plan EIR concluded there was insufficient water supply secured to served projected development under total buildout of the General Plan. The General Plan EIR concluded that this was a significant and unavoidable impact and cumulative impact.

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

Water

The City of Tracy obtains water from both surface water and groundwater sources. The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources.

Water distribution will be by an underground distribution system to be installed as per the City of Tracy standards and specifications. The applicant for the proposed project will provide their proportionate share of required funding to the City for the acquisition and delivery of treated potable water supplies to the proposed project site through connection fees.

The City's General Plan designates the project site as Residential High, which allows for the uses proposed for the proposed project. Therefore, the City's General Plan anticipated the proposed project and the Tracy Citywide Water System Master Plan assumed that the site would be developed with Residential High uses. There are no changes to the land use assumptions in the City's General Plan, and Citywide Water System Master Plan Update. The following analysis reflects the City's most current water demand and supply projections based on the General Plan.

Table 1 summarizes the projected availability of the City's existing and planned future potable water supplies compared with projected water demands in normal, single dry and multiple dry years at buildout.

To be conservative, water demands were assumed to be at normal levels. With future planned projects implemented, the results of the assessment show that water supply for the City is sufficient during normal years. However, during a single dry year or a multiple dry year period, the City must depend more heavily on conservation efforts, groundwater, and future supply projects identified in the Water System Master Plan Update to address the gap between supply and demand. As described in the City's 2020 UWMP, these findings are primarily due to projected reduced reliability of the City's CVP supplies and SSJID supplies in dry years.

TABLE 1. SUMMARY OF BUILDOUT TOTAL WATER SUPPLY VERSUS DEMAND DURING HYDROLOGIC NORMAL, SINGLE DRY, AND MULTIPLE DRY YEARS

HYDROLOGIC CONDITION	*SUPPLY AND DEMAND COMPARISON, ACRE-FEET/YEAR*
NORMAL YEAR	
Available Total Water Supply	40,168
Total Water Demand	39,800
Potential Surplus (Deficit)	368
Percent Shortfall of Demand	-
SINGLE DRY YEAR	
Available Total Water Supply	30,259
Total Water Demand	39,800
Potential Surplus (Deficit)	(9,541)

HYDROLOGIC CONDITION		*SUPPLY AND DEMAND COMPARISON, ACRE-FEET/YEAR*
Percent Shortfall of Demand		24%
MULTIPLE DRY YEARS		
Year 1	Available Total Water Supply	35,292
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(4,508)
	Percent Shortfall of Demand	11.3%
Year 2	Available Total Water Supply	37,014
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(2,786)
	Percent Shortfall of Demand	7.0%
Year 3	Available Total Water Supply	32,071
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(7,729)
	Percent Shortfall of Demand	19.4%
Year 4	Available Total Water Supply	32,071
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(7,729)
	Percent Shortfall of Demand	19.4%
Year 5	Available Total Water Supply	37,014
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(2,786)
	Percent Shortfall of Demand	7.0%

SOURCE: CITY OF TRACY CITYWIDE WATER SYSTEM MASTER PLAN UPDATE, MAY 2023.

As shown above, the total projected water supplies determined to be available for the proposed project during normal years, and the City will depend on conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand during dry years. Therefore, the proposed project would not result in insufficient water supplies available to serve the project from existing entitlements and resources. Furthermore, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

Wastewater

Wastewater generated within Tracy is conveyed to the Tracy Wastewater Treatment Plant (WWTP) for treatment and disposal. The WWTP currently treats approximately 7.35 mgd of average dry weather influent flows. The 2023 Wastewater Master Plan Update projected a capacity requirement of 15.65 mgd Average dry weather flow (ADWF) at buildout. The City is

currently undergoing a series of treatment plant upgrades. Phases 1A, 1B, 2A, and 2B are fully complete, Phase 2C is designed but has yet to be completed. Phase 1A and 1B increased the treatment plant capacity from 6.5 mgd to 10.8 mgd.

According to the City's 2012 Wastewater Collection System Master Plan Update, Residential High uses are estimated to generate 3,600 gallons per day per acre (gpd/ac). Using this rate, buildout of the proposed project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs generating approximately 1,047 additional residents (based on 3.23 persons per household[6]). Therefore, the total wastewater flow from the project site would be about 0.104 mgd.

Moreover, the City's 2011 General Plan designates the project site as Residential High, which allows for the uses proposed by the proposed Project. Therefore, the General Plan anticipated the uses associated with the proposed Project on the Project site.

Ultimately, the sanitary sewer collection system will be an underground collection system installed as per the City of Tracy standards and specifications. Sanitary sewer disposal and treatment will be to the City of Tracy WWTP. Additionally, because the Project applicant would pay City Public Facilities Improvement Plan (PFIP) fees to develop the site, and adequate long-term wastewater treatment capacity is available to serve full build-out of the proposed project, a **less than significant** impact would occur related to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The project would not result in impacts that are peculiar to the parcel or to the project.

Responses d), e): Less than Significant. The General Plan EIR determined that implementation of the General Plan would not result in significant impacts in regard to solid waste, from the exceedance of its landfill capacity or from non-compliance with applicable regulations. The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Based on the most recent waste generation factor (12.23 lb/household/day) provided by CalRecycle for single family residential uses, the proposed project is expected to generate approximately 3,963 pounds per day of solid waste, which is equivalent to less than 1.80 tons per day.[7]

Currently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future. The addition of the volume of solid waste associated with the proposed project to the Foothill Landfill would not exceed the landfill's remaining capacity.

[6] California Department of Finance. E-5 City/County Population and Housing Estimates. January 1, 2024
[7] *CALRECYCLE. RESIDENTIAL SECTOR GENERATION RATES. 2025.*

Furthermore, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. This is a **less than significant** impact. The project would not result in impacts that are peculiar to the parcel or to the project.

XX. WILDFIRE

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

Existing Setting

Responses to Checklist Questions

Responses a-d): Less than Significant. The proposed project is not located within a State Responsibility Area (SRA), or area identified with wildland fire risks. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. As such, there is **no impact**.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. Potential impacts related to plant and animal species would be less than significant. Consistent with the standards established in the General Plan and analyzed in the General Plan EIR, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species that would reduce any potentially significant impacts to a less than significant level. In addition to biological resources, cultural and tribal cultural resources were also considered in the project analysis. The proposed project would not result in significant impacts to important examples of major periods of California history or prehistory, or to cultural and tribal resources. Any potential impacts to cultural resources, including those of significance to Native American tribes, would be addressed through consultation with appropriate tribal representatives and adherence to state and federal regulations. The project would not result in impacts that are peculiar to the parcel or to the project. These are **less than significant** impacts.

Response b): Less than Significant. As described throughout the analysis above, the proposed project would not result in any significant individual or cumulative impacts that would not be reduced to less than significant levels. Cumulative impacts were thoroughly analyzed in the General Plan EIR, and the proposed project complies with the land use types and intensity

anticipated in the General Plan. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, these are **less than significant** impacts.

Response c): Less than Significant. As described throughout the analysis above, the proposed project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. As discussed in the analysis above, compliance with applicable laws, rules, and regulations, including standards set forth in the General Plan and analyzed in the General Plan EIR, ensure any adverse effects on humans are reduced to an acceptable level. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, these are **less than significant** impacts.

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APPENDIX A

Phase II Environmental Site Assessment

Project No.
20539.000.001

July 17, 2023

Ms. Trece Herder
Brookfield Homes of California
12657 Alcosta Boulevard, Suite 250
San Ramon, CA 94583

Subject: Valpico Road Development
Tracy, California

PHASE II ENVIRONMENTAL SITE ASSESSMENT

Reference: ENGEO. 2023. Phase I Environmental Site Assessment, Valpico Road Development, Tracy, California. August 4, 2022.

Dear Ms. Herder:

We are pleased to submit the findings of our phase II environmental site assessment (ESA) undertaken at the subject property (Property) in Tracy, California (Figure 1).

SITE LOCATION AND BACKGROUND

The Property is located along Valpico Road in Tracy, California (Figures 1 and 2). The Property is approximately 31.6 acres in area and is identified as portions of Assessor's Parcel Numbers (APNs) 246-13-003, 246-13-004, 246-13-005, and 246-13-006. APN 246-13-003 is currently occupied by commercial storage yard. The remaining 26.98 acres (APNs 246-13-004 to 246-13-006) are currently fallow agricultural land.

SCOPE OF SERVICES

Soil Sampling

The purpose of this task was to evaluate potential impacts to soil due to past agricultural use of the Property, and potential release from the 200-gallon waste oil underground storage tank (UST) located in the commercial storage yard.

In general accordance with Department of Toxic Substances Control (DTSC) *Interim Guidance for Sampling Agricultural Properties* (Third Revision), August 7, 2008, we collected 44 shallow soil samples from approximately 0 to 6 inches below the existing ground surface across the Property (Figure 2).

On June 30, 2023, a total of 44 soil samples were collected from locations across the Property (Figure 2). Soil samples were collected using 4-ounce, pre-cleaned glass jars, and analyzed for the following analytes.

- Organochlorine pesticides (OCPs) by United States Environmental Protection Agency (USEPA) Test Method 8081 – eleven 4-point (4:1) composite samples
- Arsenic by USEPA Method 6020) – 11 discrete samples
- Lead by USEPA Method 6020 – 11 discrete samples

Additionally, on June 30, 2023, we collected four samples at UST-N and UST-S, located north and south of the 200-gallon UST at depths of 2 feet and 4 feet below the existing ground surface. Soil samples were retrieved using hand augers and placed within 6-inch stainless steel liners, sealed with Teflon tape and a cap, and analyzed for the following analytes.

- Total petroleum hydrocarbons (TPH) as diesel (TPH-d) and TPH-motor oil (TPH-mo) by USEPA Test Method 8015 – four discrete samples
- Volatile organic compounds (VOCs) by USEPA Test Method 8260B) – four discrete samples
- CAM-17 metals by USEPA Test Method 6020 - two 2-point (2:1) composite samples

Upon collection of samples, a label was placed on the sample including a unique sample number, sample location, time/date collected, laboratory analysis, and the sampler's identification. Samples were placed in an ice-cooled chest and submitted under documented chain-of-custody to California Laboratory Services, a state-certified laboratory.

SOIL ANALYTICAL RESULTS

The reported concentrations of OCPs and metals are below the applicable USEPA[1] and CAL-EPA[2] screening levels for residential soil with the exception of arsenic. The reported arsenic concentrations are within typical naturally occurring background concentrations in the general vicinity of the Property[3]. Petroleum hydrocarbons and VOCs were not detected above laboratory reporting limits.

The following is a summary of the laboratory results.

- Soil samples exhibited detectable concentrations of DDE, and DDT. All reported concentrations of OCPs were below respective screening levels for residential soil.
- Soil samples exhibited detectable concentrations of metals. All reported concentrations of metals were below respective screening levels for residential soil, with the exception of arsenic.
- Arsenic concentrations ranged from 3.9 to 7.3 milligrams per kilogram (mg/kg). The results are consistent with naturally occurring background arsenic concentrations in the vicinity of the Property and are not indicative of anthropogenic impacts.
- Total petroleum hydrocarbons and VOCs were not detected in the soil samples above laboratory reporting limits.

---

[1] U.S. Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) for a residential land use scenario (THQ=1), November 2022.

[2] DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3 Screening Levels (DTSC-SLs, June 2020, revised May 2022)

[3] Duverge, 2011, Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region, December 2011

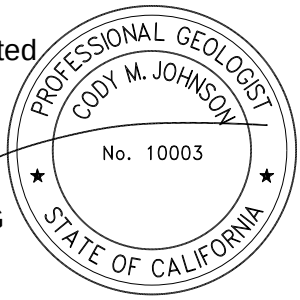
DISCUSSION AND RECOMMENDATIONS

Based on our review of soil analytical data, we did not identify evidence of a release from the waste oil UST or impacts above residential criteria from historical agricultural operations. Soil from this site appears to be suitable for residential development. If soil is to be offhauled from the Property, additional testing may be required by the receiving party or parties.

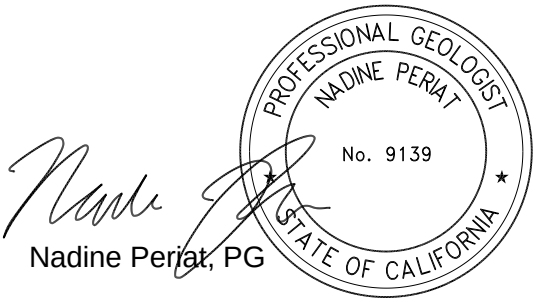
If you have any questions or comments regarding this letter, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated



Cody Johnson, PG



Nadine Periat, PG

cj/np/ca

Attachments: Figures
Laboratory Analytical Report

FIGURES

Figure 1 – Vicinity Map
Figure 2 – Sample Map

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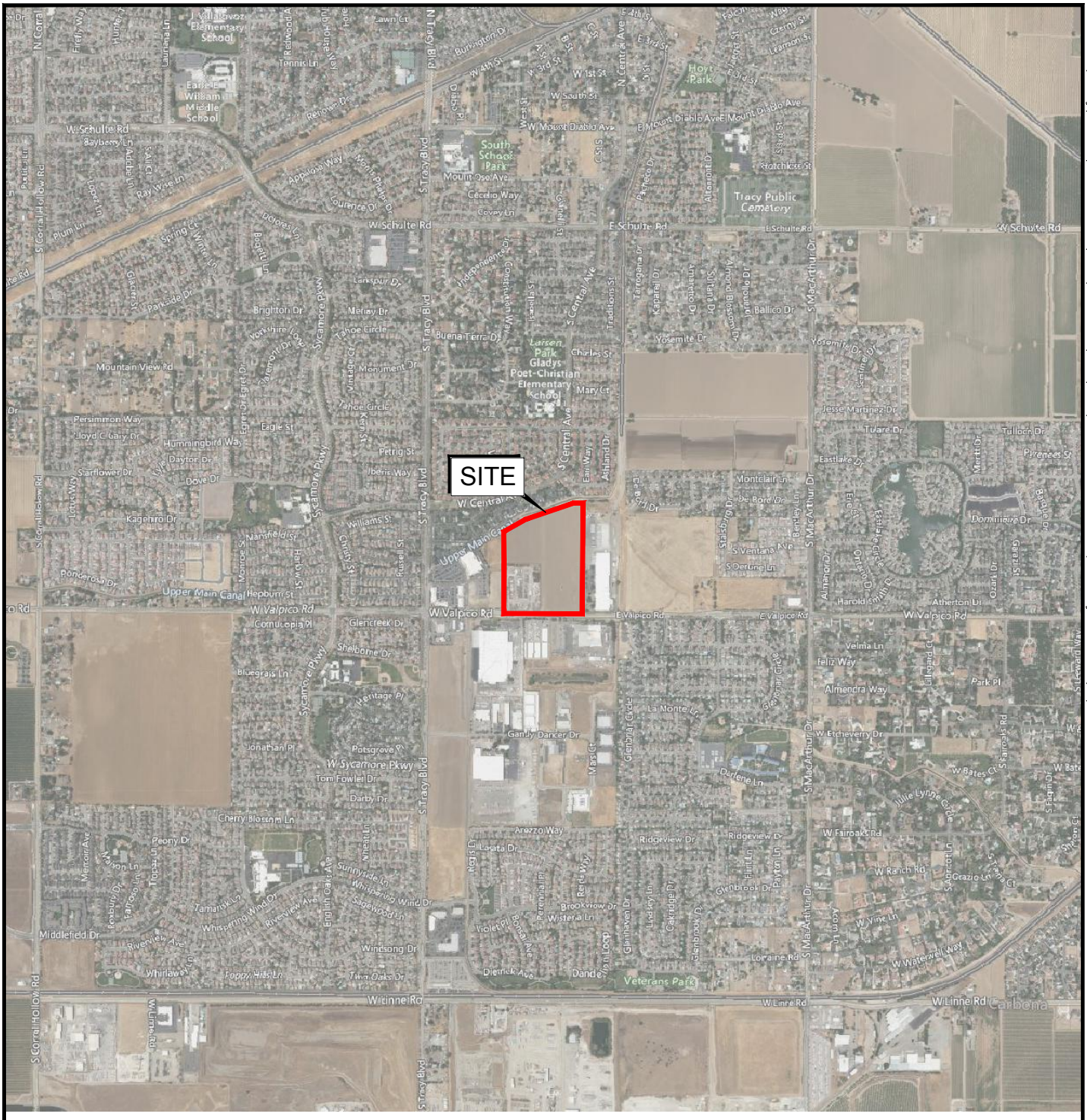

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BASE MAP SOURCE: BING MAPPING SERVICE

ENGEO
Expect Excellence

VICINITY MAP

VALPICO ROAD DEVELOPMENT

TRACY, CALIFORNIA

PROJECT NO.: 20539.000.001	FIGURE NO. 1
SCALE: AS SHOWN	
DRAWN BY: CC	CHECKED BY: SPM

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EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

SOIL SAMPLE

BASE MAP SOURCE: BING MAPPING SERVICE

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SAMPLE MAP

VALPICO ROAD DEVELOPMENT

TRACY, CALIFORNIA

PROJECT NO.: 20539.000.001	FIGURE NO. 2
SCALE: AS SHOWN	
DRAWN BY: CC	CHECKED BY: SPM

ORIGINAL FIGURE PRINTED IN COLOR

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Laboratory Analytical Report

20539.000.001
July 17, 2023

CALIFORNIA LABORATORY SERVICES
Committed. Responsive. Flexible.

July 12, 2023

CLS Work Order #: 23G0131
COC #:

Cody Johnson
Engeo- San Ramon
2010 Crow Canyon Pl. suite 250
San Ramon, CA 94583

Project Name: Valpico Road Development

Enclosed are the results of analyses for samples received by the laboratory on 07/05/23 14:55. Samples were analyzed pursuant to client request utilizing EPA or other ELAP approved methodologies. I certify that the results are in compliance both technically and for completeness.

Analytical results are attached to this letter. Please call if we can provide additional assistance.

Sincerely,

Daniel Johnson
Technical Director

CA SWRCB ELAP Accreditation/Registration number 1233

23G0131

CHAIN OF CUSTODY RECORD

PROJECT NUMBER	PROJECT NAME
20539.000.001	Valpico Road Development

SAMPLED BY: (SIGNATURE/PRINT)
Cody Johnson

PROJECT MANAGER: (SIGNATURE/PRINT)
Cody Johnson

ROUTING: E-MAIL cjohnson@engeo.com

SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE	OCPs (8081)	lead/arsenic (6020)	REMARKS REQUIRED DETECTION LIMITS
S1	6/30/2023	13:00	Soil	1	4oz jar	--	x	x	
S2	6/30/2023	13:05	Soil	1	4oz jar	--			
S3	6/30/2023	13:10	Soil	1	4oz jar	--			
S4	6/30/2023	13:15	Soil	1	4oz jar	--			
S5	6/30/2023	13:20	Soil	1	4oz jar	--	x	x	
S6	6/30/2023	13:25	Soil	1	4oz jar	--			
S7	6/30/2023	13:30	Soil	1	4oz jar	--			
S8	6/30/2023	13:35	Soil	1	4oz jar	--			
S9	6/30/2023	13:40	Soil	1	4oz jar	--	x	x	
S10	6/30/2023	13:45	Soil	1	4oz jar	--			
S11	6/30/2023	13:50	Soil	1	4oz jar	--			
S12	6/30/2023	13:55	Soil	1	4oz jar	--			
S13	6/30/2023	14:00	Soil	1	4oz jar	--	x	x	
S14	6/30/2023	14:05	Soil	1	4oz jar	--			
S15	6/30/2023	14:10	Soil	1	4oz jar	--			
S16	6/30/2023	14:15	Soil	1	4oz jar	--			
S17	6/30/2023	14:20	Soil	1	4oz jar	--	x	x	
S18	6/30/2023	14:25	Soil	1	4oz jar	--			
S19	6/30/2023	14:30	Soil	1	4oz jar	--			
S20	6/30/2023	14:35	Soil	1	4oz jar	--			

RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)	RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)
Amy Benavides	7/5/23 1056		David Lee	7/5/23 1056	
RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)	RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)
	7/5/23 1455				
RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED FOR LABORATORY BY: (SIGNATURE)	DATE/TIME	REMARKS	
			7/5/23 1455	Standard TAT	

2.3/2.2

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23G0131

CHAIN OF CUSTODY RECORD

PROJECT NUMBER	PROJECT NAME
539.000.001	Valpico Road Development

SAMPLED BY: (SIGNATURE/PRINT)
Cody Johnson

PROJECT MANAGER: (SIGNATURE/PRINT)
Cody Johnson

ROUTING: E-MAIL cjohnson@engeo.com

SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE	OCPs (8081)	lead/arsenic (6020)	REMARKS REQUIRED DETECTION LIMITS
S21	6/30/2023	14:40	Soil	1	4oz jar	--	x	x	
S22	6/30/2023	14:45	Soil	1	4oz jar	--			
S23	6/30/2023	14:50	Soil	1	4oz jar	--			
S24	6/30/2023	14:55	Soil	1	4oz jar	--			
S25	6/30/2023	15:00	Soil	1	4oz jar	--	x	x	
S26	6/30/2023	15:05	Soil	1	4oz jar	--			
S27	6/30/2023	15:15	Soil	1	4oz jar	--			
S28	6/30/2023	15:20	Soil	1	4oz jar	--			
S29	6/30/2023	15:25	Soil	1	4oz jar	--	x	x	
S30	6/30/2023	15:30	Soil	1	4oz jar	--			
S31	6/30/2023	15:35	Soil	1	4oz jar	--			
S32	6/30/2023	15:40	Soil	1	4oz jar	--			
S33	6/30/2023	15:45	Soil	1	4oz jar	--	x	x	
S34	6/30/2023	15:50	Soil	1	4oz jar	--			
S35	6/30/2023	15:55	Soil	1	4oz jar	--			
S36	6/30/2023	16:00	Soil	1	4oz jar	--			
S37	6/30/2023	16:05	Soil	1	4oz jar	--	x	x	
S38	6/30/2023	16:10	Soil	1	4oz jar	--			
S39	6/30/2023	16:15	Soil	1	4oz jar	--			
S40	6/30/2023	16:20	Soil	1	4oz jar	--			

RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)	RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)
Amy Bernardo	7/5/23 | 1056		Pinky/CLS	7/5/23 | 1056	
	7/5/23 | 1465				
		RECEIVED FOR LABORATORY BY: (SIGNAT	DATE/TIME	REMARKS	
			7/5/23 14:55	Standard TAT	

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CHAIN OF CUSTODY RECORD

23G0181

PROJECT NUMBER: 539.000.001

PROJECT NAME: Valpico Road Development

SAMPLED BY: (SIGNATURE/PRINT) Cody Johnson

PROJECT MANAGER: (SIGNATURE/PRINT) Cody Johnson

ROUTING: E-MAIL cjohnson@engeo.com

SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE	OCPs (8081)	lead/arsenic (6020)	TPH-dmo (8015m)	TPH-g and VOCs (8260b)	CAM-17 (6020/7471)	REMARKS REQUIRED DETECTION LIMITS
S41	6/30/2023	16:25	Soil	1	4oz jar	–		x				
S42	6/30/2023	16:30	Soil	1	4oz jar	–						
S43	6/30/2023	16:35	Soil	1	4oz jar	–	x					
S44	6/30/2023	16:40	Soil	1	4oz jar	–						
UST-N @ 2'	6/30/2023	10:30	Soil	1	liner	–			x	x	x	
UST-N @ 4'	6/30/2023	11:00	Soil	1	liner	–			x	x		
UST-S @ 2'	6/30/2023	11:20	Soil	1	liner	–			x	x	x	
UST-S @ 4'	6/30/2023	11:45	Soil	1	liner	–			x	x		

RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)
Amy Bernacino	7/5/23 1056	
	7/5/23 1455	
	DATE/TIME	RECEIVED FOR LABORATORY BY: (SIGNATURE) 7/5/23 1455

RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)
Rinad Ells	7/5/23 1056	
RELINQUISHED BY: (SIGNATURE)	DATE/TIME	RECEIVED BY: (SIGNATURE)

REMARKS: Standard TAT

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Engeo- San Ramon	Project:	Valpico Road Development
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001
San Ramon, CA 94583	Project Manager:	Cody Johnson

CLS Work Order #: 23G0131
COC #:

CAM 17 Metals

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' and 4' COMP (23G0131-58) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
Antimony	ND	5.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Arsenic	**4.3**	2.0	"	"	"	"	"	"	
Barium	**150**	2.0	"	"	"	"	"	"	
Beryllium	ND	1.0	"	"	"	"	"	"	QC-2H
Cadmium	ND	1.0	"	"	"	"	"	"	
Chromium	**24**	2.0	"	"	"	"	"	"	
Cobalt	**9.3**	2.0	"	"	"	"	"	"	
Copper	**17**	2.0	"	"	"	"	"	"	
Lead	**5.3**	5.0	"	"	"	"	"	"	
Mercury	ND	0.10	"	1	2305599	07/07/23	07/11/23	EPA 7471A	
Molybdenum	ND	2.0	"	10	2305610	07/08/23	07/10/23	EPA 6020	
Nickel	**24**	2.0	"	"	"	"	"	"	
Selenium	ND	5.0	"	"	"	"	"	"	
Silver	ND	2.0	"	"	"	"	"	"	
Thallium	ND	2.0	"	"	"	"	"	"	
Vanadium	**54**	2.0	"	"	"	"	"	"	
Zinc	**50**	5.0	"	"	"	"	"	"	
UST-S @ 2' and 4' COMP (23G0131-61) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
Antimony	ND	5.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Arsenic	**5.5**	2.0	"	"	"	"	"	"	
Barium	**160**	2.0	"	"	"	"	"	"	
Beryllium	ND	1.0	"	"	"	"	"	"	QC-2H
Cadmium	ND	1.0	"	"	"	"	"	"	
Chromium	**31**	2.0	"	"	"	"	"	"	
Cobalt	**10**	2.0	"	"	"	"	"	"	
Copper	**22**	2.0	"	"	"	"	"	"	
Lead	**5.9**	5.0	"	"	"	"	"	"	
Mercury	ND	0.10	"	1	2305599	07/07/23	07/11/23	EPA 7471A	
Molybdenum	ND	2.0	"	10	2305610	07/08/23	07/10/23	EPA 6020	
Nickel	**29**	2.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

CAM 17 Metals

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 2' and 4' COMP (23G0131-61) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
Selenium	ND	5.0	mg/kg	10	2305610	"	07/10/23	EPA 6020	
Silver	ND	2.0	"	"	"	"	"	"	
Thallium	ND	2.0	"	"	"	"	"	"	
Vanadium	**70**	2.0	"	"	"	"	"	"	
Zinc	**56**	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Extractable Petroleum Hydrocarbons by EPA Method 8015M

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	
Surrogate: o-Terphenyl		*71 %*	*65-135*		"	"	"	"	
UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	
Surrogate: o-Terphenyl		*81 %*	*65-135*		"	"	"	"	
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	
Surrogate: o-Terphenyl		*81 %*	*65-135*		"	"	"	"	
UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	
Surrogate: o-Terphenyl		*93 %*	*65-135*		"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Metals by EPA 6000/7000 Series Methods

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S1 (23G0131-01) Soil Sampled: 06/30/23 13:00 Received: 07/05/23 14:55									
Arsenic	**7.3**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**13**	2.0	"	"	"	"	"	"	
S5 (23G0131-06) Soil Sampled: 06/30/23 13:20 Received: 07/05/23 14:55									
Arsenic	**6.8**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**12**	2.0	"	"	"	"	"	"	
S9 (23G0131-11) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55									
Arsenic	**7.3**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**19**	2.0	"	"	"	"	"	"	
S13 (23G0131-16) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55									
Arsenic	**6.9**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**12**	2.0	"	"	"	"	"	"	
S17 (23G0131-21) Soil Sampled: 06/30/23 14:20 Received: 07/05/23 14:55									
Arsenic	**6.9**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**13**	2.0	"	"	"	"	"	"	
S21 (23G0131-26) Soil Sampled: 06/30/23 14:40 Received: 07/05/23 14:55									
Arsenic	**6.5**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**11**	2.0	"	"	"	"	"	"	
S25 (23G0131-31) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55									
Arsenic	**5.5**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**11**	2.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Metals by EPA 6000/7000 Series Methods

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S29 (23G0131-36) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55									
Arsenic	**6.5**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**12**	2.0	"	"	"	"	"	"	
S33 (23G0131-41) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55									
Arsenic	**6.1**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**11**	2.0	"	"	"	"	"	"	
S37 (23G0131-46) Soil Sampled: 06/30/23 16:05 Received: 07/05/23 14:55									
Arsenic	**5.2**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**12**	2.0	"	"	"	"	"	"	
S41 (23G0131-51) Soil Sampled: 06/30/23 16:25 Received: 07/05/23 14:55									
Arsenic	**3.9**	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	**9.2**	2.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S1 - S4 (23G0131-05) Soil Sampled: 06/30/23 13:00 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**20**	3.3	"	"	"	"	"	"	
4,4´-DDT	**10**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*75 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*47 %*	*46-139*		"	"	"	"	
S5 - S8 (23G0131-10) Soil Sampled: 06/30/23 13:20 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**19**	3.3	"	"	"	"	"	"	
4,4´-DDT	**6.1**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S5 - S8 (23G0131-10) Soil Sampled: 06/30/23 13:20 Received: 07/05/23 14:55									
Chlordane-technical	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*53 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*38 %*	*46-139*		"	"	"	"	*QS-4*
S9 - S12 (23G0131-15) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**27**	17	"	5	"	"	"	"	
4,4´-DDT	**8.0**	3.3	"	1	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S9 - S12 (23G0131-15) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55									
Endrin	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*55 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*45 %*	*46-139*		"	"	"	"	*QS-4*
S13 - S16 (23G0131-20) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**17**	3.3	"	"	"	"	"	"	
4,4´-DDT	**6.5**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
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San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S13 - S16 (23G0131-20) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55									
Mirex*	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*54 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*45 %*	*46-139*		"	"	"	"	*QS-4*
S17 - S20 (23G0131-25) Soil Sampled: 06/30/23 14:20 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**18**	3.3	"	"	"	"	"	"	
4,4´-DDT	**7.7**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*65 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*42 %*	*46-139*		"	"	"	"	*QS-4*

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San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S21 - S24 (23G0131-30) Soil Sampled: 06/30/23 14:40 Received: 07/05/23 14:55									**QRL-8**
4,4´-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**26**	17	"	"	"	"	"	"	
4,4´-DDT	ND	17	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
alpha-BHC	ND	8.5	"	"	"	"	"	"	
beta-BHC	ND	8.5	"	"	"	"	"	"	
Chlordane-technical	ND	17	"	"	"	"	"	"	
delta-BHC	ND	8.5	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	8.5	"	"	"	"	"	"	
Endosulfan II	ND	17	"	"	"	"	"	"	
Endosulfan sulfate	ND	17	"	"	"	"	"	"	
Endrin	ND	17	"	"	"	"	"	"	
Endrin aldehyde	ND	17	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	
Heptachlor	ND	8.5	"	"	"	"	"	"	
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	
Methoxychlor	ND	85	"	"	"	"	"	"	
Mirex*	ND	17	"	"	"	"	"	"	
Toxaphene*	ND	100	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*65 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*43 %*	*46-139*		"	"	"	"	*QS-4*
S25 - S28 (23G0131-35) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55									**QRL-8**
4,4´-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**17**	17	"	"	"	"	"	"	
4,4´-DDT	ND	17	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
alpha-BHC	ND	8.5	"	"	"	"	"	"	
beta-BHC	ND	8.5	"	"	"	"	"	"	

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Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S25 - S28 (23G0131-35) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55									**QRL-8**
Chlordane-technical	ND	17	µg/kg	5	2305547	"	07/07/23	EPA 8081A	
delta-BHC	ND	8.5	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	8.5	"	"	"	"	"	"	
Endosulfan II	ND	17	"	"	"	"	"	"	
Endosulfan sulfate	ND	17	"	"	"	"	"	"	
Endrin	ND	17	"	"	"	"	"	"	
Endrin aldehyde	ND	17	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	
Heptachlor	ND	8.5	"	"	"	"	"	"	
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	
Methoxychlor	ND	85	"	"	"	"	"	"	
Mirex*	ND	17	"	"	"	"	"	"	
Toxaphene*	ND	100	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*67 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*50 %*	*46-139*		"	"	"	"	
S29 - S32 (23G0131-40) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**18**	3.3	"	"	"	"	"	"	
4,4´-DDT	**6.4**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	

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Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S29 - S32 (23G0131-40) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55									
Endrin	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*65 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*42 %*	*46-139*		"	"	"	"	*QS-4*
S33 - S36 (23G0131-45) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**19**	3.3	"	"	"	"	"	"	
4,4´-DDT	**5.9**	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	

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Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S33 - S36 (23G0131-45) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55									
Mirex*	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*60 %*		*52-141*	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*43 %*		*46-139*	"	"	"	"	*QS-4*
S37 - S40 (23G0131-50) Soil Sampled: 06/30/23 16:05 Received: 07/05/23 14:55									**QRL-8**
4,4´-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**32**	17	"	"	"	"	"	"	
4,4´-DDT	ND	17	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
alpha-BHC	ND	8.5	"	"	"	"	"	"	
beta-BHC	ND	8.5	"	"	"	"	"	"	
Chlordane-technical	ND	17	"	"	"	"	"	"	
delta-BHC	ND	8.5	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	8.5	"	"	"	"	"	"	
Endosulfan II	ND	17	"	"	"	"	"	"	
Endosulfan sulfate	ND	17	"	"	"	"	"	"	
Endrin	ND	17	"	"	"	"	"	"	
Endrin aldehyde	ND	17	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	
Heptachlor	ND	8.5	"	"	"	"	"	"	
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	
Methoxychlor	ND	85	"	"	"	"	"	"	
Mirex*	ND	17	"	"	"	"	"	"	
Toxaphene*	ND	100	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*74 %*		*52-141*	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*49 %*		*46-139*	"	"	"	"	

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Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
S41 - S44 (23G0131-55) Soil Sampled: 06/30/23 16:25 Received: 07/05/23 14:55									
4,4´-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4´-DDE	**22**	17	"	5	"	"	"	"	
4,4´-DDT	**5.7**	3.3	"	1	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
Surrogate: Decachlorobiphenyl		*67 %*	*52-141*		"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*42 %*	*46-139*		"	"	"	"	*QS-4*

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San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

TPH-Gasoline by GC/MS

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
Surrogate: Toluene-d8		*77 %*	*65-135*		"	"	"	"	
UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
Surrogate: Toluene-d8		*76 %*	*65-135*		"	"	"	"	
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
Surrogate: Toluene-d8		*78 %*	*65-135*		"	"	"	"	
UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
Surrogate: Toluene-d8		*77 %*	*65-135*		"	"	"	"	

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Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
2-Butanone*	ND	100	"	"	"	"	"	"	
2-Hexanone*	ND	50	"	"	"	"	"	"	
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	
Acetone*	ND	100	"	"	"	"	"	"	
Benzene	ND	5.0	"	"	"	"	"	"	
Bromobenzene	ND	5.0	"	"	"	"	"	"	
Bromochloromethane	ND	5.0	"	"	"	"	"	"	
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	
Bromoform	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
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Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
Bromomethane	ND	10	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	
Chlorobenzene	ND	5.0	"	"	"	"	"	"	
Chloroethane	ND	5.0	"	"	"	"	"	"	
Chloroform	ND	5.0	"	"	"	"	"	"	
Chloromethane	ND	10	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	
Dibromomethane	ND	5.0	"	"	"	"	"	"	
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Ethylbenzene	ND	5.0	"	"	"	"	"	"	
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	
Isopropylbenzene*	ND	50	"	"	"	"	"	"	
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Methylene chloride	ND	20	"	"	"	"	"	"	
Naphthalene	ND	5.0	"	"	"	"	"	"	
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Styrene	ND	5.0	"	"	"	"	"	"	
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	
Toluene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55									
trans-1,2-Dichloroethene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4		*128 %*	*50-125*		"	"	"	"	*QS-4*
Surrogate: 4-Bromofluorobenzene		*162 %*	*50-128*		"	"	"	"	*QS-4*
Surrogate: Toluene-d8		*77 %*	*62-125*		"	"	"	"	
UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55									
1,3-Dichloropropane*	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
2-Butanone*	ND	100	"	"	"	"	"	"	
2-Hexanone*	ND	50	"	"	"	"	"	"	
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	
Acetone*	ND	100	"	"	"	"	"	"	
Benzene	ND	5.0	"	"	"	"	"	"	
Bromobenzene	ND	5.0	"	"	"	"	"	"	
Bromochloromethane	ND	5.0	"	"	"	"	"	"	
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	
Bromoform	ND	5.0	"	"	"	"	"	"	
Bromomethane	ND	10	"	"	"	"	"	"	
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	
Chlorobenzene	ND	5.0	"	"	"	"	"	"	
Chloroethane	ND	5.0	"	"	"	"	"	"	
Chloroform	ND	5.0	"	"	"	"	"	"	
Chloromethane	ND	10	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	
Dibromomethane	ND	5.0	"	"	"	"	"	"	
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Ethylbenzene	ND	5.0	"	"	"	"	"	"	
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	
Isopropylbenzene*	ND	50	"	"	"	"	"	"	
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Methylene chloride	ND	20	"	"	"	"	"	"	
Naphthalene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55									
n-Butylbenzene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Styrene	ND	5.0	"	"	"	"	"	"	
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	
Toluene	ND	5.0	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4		*123 %*	*50-125*		*"*	*"*	*"*	*"*	
Surrogate: 4-Bromofluorobenzene		*161 %*	*50-128*		*"*	*"*	*"*	*"*	*QS-4*
Surrogate: Toluene-d8		*76 %*	*62-125*		*"*	*"*	*"*	*"*	
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
1,1-Dichloropropene*	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
2-Butanone*	ND	100	"	"	"	"	"	"	
2-Hexanone*	ND	50	"	"	"	"	"	"	
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	
Acetone*	ND	100	"	"	"	"	"	"	
Benzene	ND	5.0	"	"	"	"	"	"	
Bromobenzene	ND	5.0	"	"	"	"	"	"	
Bromochloromethane	ND	5.0	"	"	"	"	"	"	
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	
Bromoform	ND	5.0	"	"	"	"	"	"	
Bromomethane	ND	10	"	"	"	"	"	"	
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	
Chlorobenzene	ND	5.0	"	"	"	"	"	"	
Chloroethane	ND	5.0	"	"	"	"	"	"	
Chloroform	ND	5.0	"	"	"	"	"	"	
Chloromethane	ND	10	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
cis-1,3-Dichloropropene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	
Dibromomethane	ND	5.0	"	"	"	"	"	"	
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Ethylbenzene	ND	5.0	"	"	"	"	"	"	
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	
Isopropylbenzene*	ND	50	"	"	"	"	"	"	
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Methylene chloride	ND	20	"	"	"	"	"	"	
Naphthalene	ND	5.0	"	"	"	"	"	"	
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Styrene	ND	5.0	"	"	"	"	"	"	
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	
Toluene	ND	5.0	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55									
Surrogate: 1,2-Dichloroethane-d4		*127 %*		*50-125*	*2305594*	"	*07/07/23*	*EPA 8260B*	*QS-4*
Surrogate: 4-Bromofluorobenzene		*163 %*		*50-128*	"	"	"	"	*QS-4*
Surrogate: Toluene-d8		*78 %*		*62-125*	"	"	"	"	
UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
2-Butanone*	ND	100	"	"	"	"	"	"	
2-Hexanone*	ND	50	"	"	"	"	"	"	
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	
Acetone*	ND	100	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55									
Benzene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Bromobenzene	ND	5.0	"	"	"	"	"	"	
Bromochloromethane	ND	5.0	"	"	"	"	"	"	
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	
Bromoform	ND	5.0	"	"	"	"	"	"	
Bromomethane	ND	10	"	"	"	"	"	"	
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	
Chlorobenzene	ND	5.0	"	"	"	"	"	"	
Chloroethane	ND	5.0	"	"	"	"	"	"	
Chloroform	ND	5.0	"	"	"	"	"	"	
Chloromethane	ND	10	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	
Dibromomethane	ND	5.0	"	"	"	"	"	"	
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Ethylbenzene	ND	5.0	"	"	"	"	"	"	
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	
Isopropylbenzene*	ND	50	"	"	"	"	"	"	
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	
Methylene chloride	ND	20	"	"	"	"	"	"	
Naphthalene	ND	5.0	"	"	"	"	"	"	
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Styrene	ND	5.0	"	"	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55									
tert-Amyl methyl ether	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	
Toluene	ND	5.0	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4		*123 %*		*50-125*	"	"	"	"	
Surrogate: 4-Bromofluorobenzene		*162 %*		*50-128*	"	"	"	"	*QS-4*
Surrogate: Toluene-d8		*77 %*		*62-125*	"	"	"	"	

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305599 - EPA 7471A										
Blank (2305599-BLK1)				Prepared: 07/07/23 Analyzed: 07/11/23						
Mercury	ND	0.10	mg/kg							
LCS (2305599-BS1)				Prepared: 07/07/23 Analyzed: 07/11/23						
Mercury	0.214	0.10	mg/kg	0.208		103	75-125			
Matrix Spike (2305599-MS1)	**Source: 23F1428-01**			Prepared: 07/07/23 Analyzed: 07/11/23						
Mercury	0.301	0.10	mg/kg	0.208	0.0705	111	75-125			
Matrix Spike Dup (2305599-MSD1)	**Source: 23F1428-01**			Prepared: 07/07/23 Analyzed: 07/11/23						
Mercury	0.294	0.10	mg/kg	0.208	0.0705	107	75-125	2	25	
Batch 2305610 - EPA 3050B										
Blank (2305610-BLK1)				Prepared: 07/08/23 Analyzed: 07/10/23						
Beryllium	ND	0.10	mg/kg							
Vanadium	ND	0.20	"							
Chromium	ND	0.20	"							
Cobalt	ND	0.20	"							
Nickel	ND	0.20	"							
Copper	ND	0.20	"							
Zinc	ND	0.50	"							
Arsenic	ND	0.20	"							
Selenium	ND	0.50	"							
Molybdenum	ND	0.20	"							
Silver	ND	0.20	"							
Cadmium	ND	0.10	"							
Antimony	ND	0.50	"							
Barium	ND	0.20	"							
Thallium	ND	0.20	"							
Lead	ND	0.50	"							

Engeo- San Ramon	Project:	Valpico Road Development
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CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305610 - EPA 3050B										
LCS (2305610-BS1)				Prepared: 07/08/23 Analyzed: 07/10/23						
Beryllium	11.0	0.10	mg/kg	10.0		110	75-125			
Vanadium	11.1	0.20	"	10.0		111	75-125			
Chromium	11.0	0.20	"	10.0		110	75-125			
Cobalt	11.0	0.20	"	10.0		110	75-125			
Nickel	11.1	0.20	"	10.0		111	75-125			
Copper	10.8	0.20	"	10.0		108	75-125			
Zinc	10.2	0.50	"	10.0		102	75-125			
Arsenic	10.5	0.20	"	10.0		105	75-125			
Selenium	10.6	0.50	"	10.0		106	75-125			
Molybdenum	11.3	0.20	"	10.0		113	75-125			
Silver	10.9	0.20	"	10.0		109	75-125			
Cadmium	10.6	0.10	"	10.0		106	75-125			
Antimony	10.5	0.50	"	10.0		105	75-125			
Barium	11.0	0.20	"	10.0		110	75-125			
Thallium	10.7	0.20	"	10.0		107	75-125			
Lead	10.7	0.50	"	10.0		107	75-125			
Matrix Spike (2305610-MS1)		**Source: 23G0131-01**		Prepared: 07/08/23 Analyzed: 07/10/23						
Beryllium	11.2	1.0	mg/kg	10.0	0.684	105	75-125			
Vanadium	67.6	2.0	"	10.0	55.0	126	75-125			QM-5
Chromium	60.3	2.0	"	10.0	48.4	118	75-125			
Cobalt	26.6	2.0	"	10.0	15.5	110	75-125			
Nickel	68.7	2.0	"	10.0	56.9	118	75-125			
Copper	48.5	2.0	"	10.0	37.3	111	75-125			
Zinc	86.1	5.0	"	10.0	75.6	105	75-125			
Arsenic	17.6	2.0	"	10.0	7.30	103	75-125			
Selenium	10.6	5.0	"	10.0	0.594	100	75-125			
Molybdenum	8.89	2.0	"	10.0	0.648	82	75-125			
Silver	10.9	2.0	"	10.0	ND	109	75-125			
Cadmium	11.0	1.0	"	10.0	ND	110	75-125			
Antimony	1.34	5.0	"	10.0	ND	13	75-125			QM-5
Barium	285	2.0	"	10.0	278	76	75-125			

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COC #:

CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305610 - EPA 3050B										
Matrix Spike (2305610-MS1)	**Source: 23G0131-01**			Prepared: 07/08/23 Analyzed: 07/10/23						
Thallium	11.0	2.0	mg/kg	10.0	0.229	108	75-125			
Lead	24.3	5.0	"	10.0	13.2	111	75-125			
Matrix Spike Dup (2305610-MSD1)	**Source: 23G0131-01**			Prepared: 07/08/23 Analyzed: 07/10/23						
Beryllium	11.0	1.0	mg/kg	10.0	0.684	103	75-125	2	30	
Vanadium	62.5	2.0	"	10.0	55.0	74	75-125	8	30	QM-5
Chromium	57.1	2.0	"	10.0	48.4	87	75-125	5	30	
Cobalt	25.7	2.0	"	10.0	15.5	101	75-125	3	30	
Nickel	66.4	2.0	"	10.0	56.9	95	75-125	3	30	
Copper	47.0	2.0	"	10.0	37.3	96	75-125	3	30	
Zinc	82.6	5.0	"	10.0	75.6	70	75-125	4	30	QM-5
Arsenic	17.0	2.0	"	10.0	7.30	97	75-125	4	30	
Selenium	9.86	5.0	"	10.0	0.594	93	75-125	7	30	
Molybdenum	8.66	2.0	"	10.0	0.648	80	75-125	3	30	
Silver	10.8	2.0	"	10.0	ND	108	75-125	0.7	30	
Cadmium	11.1	1.0	"	10.0	ND	111	75-125	0.9	30	
Antimony	1.26	5.0	"	10.0	ND	13	75-125	6	30	QM-5
Barium	276	2.0	"	10.0	278	NR	75-125	3	30	QM-5
Thallium	10.9	2.0	"	10.0	0.229	107	75-125	1	30	
Lead	24.1	5.0	"	10.0	13.2	110	75-125	0.6	30	

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COC #:

Extractable Petroleum Hydrocarbons by EPA Method 8015M - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305560 - EPA 3510B GCNV										
Blank (2305560-BLK1)				Prepared & Analyzed: 07/06/23						
Diesel	ND	1.0	mg/kg							
Motor Oil	ND	1.0	"							
Surrogate: o-Terphenyl	*0.432*		*"*	*0.500*		*86*	*65-135*			
LCS (2305560-BS1)				Prepared & Analyzed: 07/06/23						
Diesel	46.4	1.0	mg/kg	50.0		93	65-135			
Surrogate: o-Terphenyl	*0.432*		*"*	*0.500*		*86*	*65-135*			
LCS Dup (2305560-BSD1)				Prepared & Analyzed: 07/06/23						
Diesel	50.9	1.0	mg/kg	50.0		102	65-135	9	30	
Surrogate: o-Terphenyl	*0.451*		*"*	*0.500*		*90*	*65-135*			
Matrix Spike (2305560-MS1)	**Source: 23G0131-56**			Prepared & Analyzed: 07/06/23						
Diesel	51.9	1.0	mg/kg	50.0	ND	104	59-138			
Surrogate: o-Terphenyl	*0.491*		*"*	*0.500*		*98*	*65-135*			
Matrix Spike Dup (2305560-MSD1)	**Source: 23G0131-56**			Prepared & Analyzed: 07/06/23						
Diesel	47.6	1.0	mg/kg	50.0	ND	95	59-138	9	37	
Surrogate: o-Terphenyl	*0.392*		*"*	*0.500*		*78*	*65-135*			

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Metals by EPA 6000/7000 Series Methods - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305610 - EPA 3050B										
Blank (2305610-BLK1)				Prepared: 07/08/23 Analyzed: 07/10/23						
Arsenic	ND	0.20	mg/kg							
Lead	ND	0.20	"							
LCS (2305610-BS1)				Prepared: 07/08/23 Analyzed: 07/10/23						
Arsenic	10.5	0.20	mg/kg	10.0		105	75-125			
Lead	10.7	0.20	"	10.0		107	75-125			
Matrix Spike (2305610-MS1)	**Source: 23G0131-01**			Prepared: 07/08/23 Analyzed: 07/10/23						
Arsenic	17.6	2.0	mg/kg	10.0	7.30	103	75-125			
Lead	24.3	2.0	"	10.0	13.2	111	75-125			
Matrix Spike Dup (2305610-MSD1)	**Source: 23G0131-01**			Prepared: 07/08/23 Analyzed: 07/10/23						
Arsenic	17.0	2.0	mg/kg	10.0	7.30	97	75-125	4	30	
Lead	24.1	2.0	"	10.0	13.2	110	75-125	0.6	30	

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Organochlorine Pesticides by EPA Method 8081A - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305547 - LUFT-DHS GCNV										
Blank (2305547-BLK1)				Prepared: 07/06/23 Analyzed: 07/07/23						
Aldrin	ND	1.0	µg/kg							
alpha-BHC	ND	1.7	"							
beta-BHC	ND	1.7	"							
gamma-BHC (Lindane)	ND	1.7	"							
delta-BHC	ND	1.7	"							
Chlordane-technical	ND	3.3	"							
4,4´-DDD	ND	3.3	"							
4,4´-DDE	ND	3.3	"							
4,4´-DDT	ND	3.3	"							
Dieldrin	ND	1.0	"							
Endosulfan I	ND	1.7	"							
Endosulfan II	ND	3.3	"							
Endosulfan sulfate	ND	3.3	"							
Endrin	ND	3.3	"							
Endrin aldehyde	ND	3.3	"							
Heptachlor	ND	1.7	"							
Heptachlor epoxide	ND	1.7	"							
Methoxychlor	ND	17	"							
Mirex*	ND	3.3	"							
Toxaphene*	ND	20	"							
Surrogate: Tetrachloro-meta-xylene	*6.89*		*"*	*8.33*		*83*	*46-139*			
Surrogate: Decachlorobiphenyl	*5.81*		*"*	*8.33*		*70*	*52-141*			
LCS (2305547-BS1)				Prepared: 07/06/23 Analyzed: 07/07/23						
Aldrin	13.5	1.0	µg/kg	16.7		81	47-132			
gamma-BHC (Lindane)	13.1	1.7	"	16.7		79	56-133			
4,4´-DDT	12.3	3.3	"	16.7		74	46-137			
Dieldrin	12.3	1.0	"	16.7		74	44-143			
Endrin	14.1	3.3	"	16.7		85	30-147			
Heptachlor	12.1	1.7	"	16.7		73	33-148			
Surrogate: Tetrachloro-meta-xylene	*5.83*		*"*	*8.33*		*70*	*46-139*			

Engeo- San Ramon	Project:	Valpico Road Development	
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Organochlorine Pesticides by EPA Method 8081A - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305547 - LUFT-DHS GCNV										
LCS (2305547-BS1)				Prepared: 07/06/23 Analyzed: 07/07/23						
Surrogate: Decachlorobiphenyl	*5.24*		*µg/kg*	*8.33*		*63*	*52-141*			
LCS Dup (2305547-BSD1)				Prepared: 07/06/23 Analyzed: 07/07/23						
Aldrin	13.5	1.0	µg/kg	16.7		81	47-132	0.2	30	
gamma-BHC (Lindane)	13.0	1.7	"	16.7		78	56-133	0.9	30	
4,4´-DDT	13.1	3.3	"	16.7		79	46-137	7	30	
Dieldrin	12.6	1.0	"	16.7		76	44-143	3	30	
Endrin	13.6	3.3	"	16.7		81	30-147	4	30	
Heptachlor	13.1	1.7	"	16.7		78	33-148	8	30	
Surrogate: Tetrachloro-meta-xylene	*5.86*		*"*	*8.33*		*70*	*46-139*			
Surrogate: Decachlorobiphenyl	*5.85*		*"*	*8.33*		*70*	*52-141*			
Matrix Spike (2305547-MS1)	**Source: 23G0131-05**			Prepared: 07/06/23 Analyzed: 07/07/23						
Aldrin	12.6	1.0	µg/kg	16.7	ND	76	47-138			
gamma-BHC (Lindane)	12.4	1.7	"	16.7	ND	75	38-144			
4,4´-DDT	23.3	3.3	"	16.7	10.3	78	41-157			
Dieldrin	13.4	1.0	"	16.7	ND	80	46-155			
Endrin	14.0	3.3	"	16.7	ND	84	34-149			
Heptachlor	14.7	1.7	"	16.7	ND	88	36-155			
Surrogate: Tetrachloro-meta-xylene	*9.44*		*"*	*20.8*		*45*	*46-139*			*QS-4*
Surrogate: Decachlorobiphenyl	*13.5*		*"*	*20.8*		*65*	*52-141*			
Matrix Spike Dup (2305547-MSD1)	**Source: 23G0131-05**			Prepared: 07/06/23 Analyzed: 07/07/23						
Aldrin	10.9	1.0	µg/kg	16.7	ND	65	47-138	15	35	
gamma-BHC (Lindane)	11.9	1.7	"	16.7	ND	71	38-144	5	35	
4,4´-DDT	21.1	3.3	"	16.7	10.3	64	41-157	10	35	
Dieldrin	12.1	1.0	"	16.7	ND	72	46-155	10	35	
Endrin	13.0	3.3	"	16.7	ND	78	34-149	7	35	
Heptachlor	13.0	1.7	"	16.7	ND	78	36-155	12	35	
Surrogate: Tetrachloro-meta-xylene	*8.89*		*"*	*20.8*		*43*	*46-139*			*QS-4*
Surrogate: Decachlorobiphenyl	*13.0*		*"*	*20.8*		*62*	*52-141*			

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TPH-Gasoline by GC/MS - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305594 - EPA 5030 Soil MS										
Blank (2305594-BLK1)				Prepared & Analyzed: 07/07/23						
Gasoline	ND	0.20	mg/kg							
Surrogate: Toluene-d8	*0.0234*		*"*	*0.0300*		*78*	*65-135*			
LCS (2305594-BS1)				Prepared & Analyzed: 07/07/23						
Gasoline	2.02	0.20	mg/kg	2.00		101	65-135			
Surrogate: Toluene-d8	*0.0282*		*"*	*0.0300*		*94*	*65-135*			
LCS Dup (2305594-BSD1)				Prepared & Analyzed: 07/07/23						
Gasoline	1.96	0.20	mg/kg	2.00		98	65-135	3	30	
Surrogate: Toluene-d8	*0.0280*		*"*	*0.0300*		*93*	*65-135*			
Matrix Spike (2305594-MS1)	**Source: 23G0113-05**			Prepared & Analyzed: 07/07/23						
Gasoline	1.79	0.20	mg/kg	2.00	ND	90	63-124			
Surrogate: Toluene-d8	*0.0278*		*"*	*0.0300*		*93*	*65-135*			
Matrix Spike Dup (2305594-MSD1)	**Source: 23G0113-05**			Prepared & Analyzed: 07/07/23						
Gasoline	1.81	0.20	mg/kg	2.00	ND	90	63-124	0.9	35	
Surrogate: Toluene-d8	*0.0275*		*"*	*0.0300*		*92*	*65-135*			

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Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305594 - EPA 5030 Soil MS										
Blank (2305594-BLK1)				Prepared & Analyzed: 07/07/23						
Benzene	ND	5.0	µg/kg							
Bromobenzene	ND	5.0	"							
Bromochloromethane	ND	5.0	"							
Bromodichloromethane	ND	5.0	"							
Bromoform	ND	5.0	"							
Bromomethane	ND	10	"							
n-Butylbenzene	ND	5.0	"							
sec-Butylbenzene	ND	5.0	"							
tert-Butylbenzene	ND	5.0	"							
Carbon tetrachloride	ND	5.0	"							
Chlorobenzene	ND	5.0	"							
Chloroethane	ND	5.0	"							
Chloroform	ND	5.0	"							
Chloromethane	ND	10	"							
p-Chlorotoluene	ND	5.0	"							
Dibromochloromethane	ND	5.0	"							
1,2-Dibromo-3-chloropropane	ND	10	"							
1,2-Dibromoethane (EDB)	ND	5.0	"							
Dibromomethane	ND	5.0	"							
1,2-Dichlorobenzene	ND	5.0	"							
1,3-Dichlorobenzene	ND	5.0	"							
1,4-Dichlorobenzene	ND	5.0	"							
Dichlorodifluoromethane (Freon 12)	ND	10	"							
1,1-Dichloroethane	ND	5.0	"							
1,2-Dichloroethane	ND	5.0	"							
1,1-Dichloroethene	ND	5.0	"							
cis-1,2-Dichloroethene	ND	5.0	"							
trans-1,2-Dichloroethene	ND	5.0	"							
1,2-Dichloropropane	ND	5.0	"							
cis-1,3-Dichloropropene	ND	5.0	"							
trans-1,3-Dichloropropene	ND	5.0	"							

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Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305594 - EPA 5030 Soil MS										
Blank (2305594-BLK1)				Prepared & Analyzed: 07/07/23						
Ethylbenzene	ND	5.0	µg/kg							
Hexachlorobutadiene	ND	5.0	"							
Methylene chloride	ND	20	"							
4-Methyl-2-pentanone	ND	50	"							
Acetone*	ND	100	"							
Methyl tert-butyl ether	ND	5.0	"							
2-Butanone*	ND	100	"							
Naphthalene	ND	5.0	"							
o-Chlorotoluene*	ND	5.0	"							
1,3-Dichloropropane*	ND	5.0	"							
n-Propylbenzene	ND	5.0	"							
2,2-Dichloropropane*	ND	5.0	"							
1,1-Dichloropropene*	ND	5.0	"							
Styrene	ND	5.0	"							
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"							
1,1,2,2-Tetrachloroethane	ND	5.0	"							
2-Hexanone*	ND	50	"							
1,1,1,2-Tetrachloroethane	ND	5.0	"							
Isopropylbenzene*	ND	50	"							
p-Isopropyltoluene*	ND	5.0	"							
Tetrachloroethene	ND	5.0	"							
1,2,3-Trichlorobenzene*	ND	5.0	"							
Toluene	ND	5.0	"							
1,3,5-Trimethylbenzene*	ND	5.0	"							
1,2,4-Trichlorobenzene	ND	5.0	"							
1,2,4-Trimethylbenzene*	ND	5.0	"							
1,1,2-Trichloroethane	ND	5.0	"							
1,1,1-Trichloroethane	ND	5.0	"							
Trichloroethene	ND	5.0	"							
Trichlorofluoromethane	ND	5.0	"							
1,2,3-Trichloropropane	ND	5.0	"							

Engeo- San Ramon	Project:	Valpico Road Development	
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Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305594 - EPA 5030 Soil MS										
Blank (2305594-BLK1)				Prepared & Analyzed: 07/07/23						
Vinyl chloride	ND	10	µg/kg							
Xylenes (total)	ND	10	"							
Di-isopropyl ether	ND	5.0	"							
Ethyl tert-butyl ether	ND	5.0	"							
tert-Amyl methyl ether	ND	5.0	"							
tert-Butyl alcohol	ND	50	"							
Surrogate: 1,2-Dichloroethane-d4	*33.4*		"	*30.0*		*111*	*50-125*			
Surrogate: Toluene-d8	*23.4*		"	*30.0*		*78*	*62-125*			
Surrogate: 4-Bromofluorobenzene	*47.5*		"	*30.0*		*158*	*50-128*			*QS-HI*
LCS (2305594-BS1)				Prepared & Analyzed: 07/07/23						
Benzene	19.4	5.0	µg/kg	20.0		97	64-135			
Chlorobenzene	19.2	5.0	"	20.0		96	67-133			
1,1-Dichloroethene	18.4	5.0	"	20.0		92	53-137			
Toluene	18.5	5.0	"	20.0		93	61-138			
Trichloroethene	19.6	5.0	"	20.0		98	64-130			
Surrogate: 1,2-Dichloroethane-d4	*27.2*		"	*30.0*		*91*	*50-125*			
Surrogate: Toluene-d8	*28.2*		"	*30.0*		*94*	*62-125*			
Surrogate: 4-Bromofluorobenzene	*30.6*		"	*30.0*		*102*	*50-128*			
LCS Dup (2305594-BSD1)				Prepared & Analyzed: 07/07/23						
Benzene	18.8	5.0	µg/kg	20.0		94	64-135	3	30	
Chlorobenzene	19.2	5.0	"	20.0		96	67-133	0.3	30	
1,1-Dichloroethene	19.5	5.0	"	20.0		97	53-137	6	30	
Toluene	18.2	5.0	"	20.0		91	61-138	2	30	
Trichloroethene	19.7	5.0	"	20.0		99	64-130	0.6	30	
Surrogate: 1,2-Dichloroethane-d4	*28.0*		"	*30.0*		*93*	*50-125*			
Surrogate: Toluene-d8	*28.0*		"	*30.0*		*93*	*62-125*			
Surrogate: 4-Bromofluorobenzene	*30.9*		"	*30.0*		*103*	*50-128*			

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 2305594 - EPA 5030 Soil MS										
Matrix Spike (2305594-MS1)	**Source: 23G0113-05**			Prepared & Analyzed: 07/07/23						
Benzene	15.2	5.0	µg/kg	20.0	ND	76	58-139			
Chlorobenzene	15.2	5.0	"	20.0	ND	76	62-134			
1,1-Dichloroethene	11.9	5.0	"	20.0	ND	59	53-152			
Toluene	14.3	5.0	"	20.0	ND	72	58-139			
Trichloroethene	15.7	5.0	"	20.0	ND	79	55-138			
Surrogate: 1,2-Dichloroethane-d4	*35.0*		*"*	*30.0*		*117*	*50-125*			
Surrogate: Toluene-d8	*27.8*		*"*	*30.0*		*93*	*62-125*			
Surrogate: 4-Bromofluorobenzene	*28.7*		*"*	*30.0*		*96*	*50-128*			
Matrix Spike Dup (2305594-MSD1)	**Source: 23G0113-05**			Prepared & Analyzed: 07/07/23						
Benzene	14.4	5.0	µg/kg	20.0	ND	72	58-139	5	30	
Chlorobenzene	14.7	5.0	"	20.0	ND	74	62-134	3	30	
1,1-Dichloroethene	12.0	5.0	"	20.0	ND	60	53-152	0.7	30	
Toluene	13.6	5.0	"	20.0	ND	68	58-139	5	30	
Trichloroethene	15.3	5.0	"	20.0	ND	76	55-138	3	30	
Surrogate: 1,2-Dichloroethane-d4	*33.6*		*"*	*30.0*		*112*	*50-125*			
Surrogate: Toluene-d8	*27.5*		*"*	*30.0*		*92*	*62-125*			
Surrogate: 4-Bromofluorobenzene	*30.4*		*"*	*30.0*		*101*	*50-128*			

Engeo- San Ramon	Project:	Valpico Road Development	
2010 Crow Canyon Pl. suite 250	Project Number:	20539.000.001	**CLS Work Order #: 23G0131**
San Ramon, CA 94583	Project Manager:	Cody Johnson	COC #:

Notes and Definitions

QS-HI	Surrogate recovery was greater than the upper control limit. A reanalysis was not performed since the analytes associated with the surrogate were not detected.
QS-4	The surrogate recovery for this sample is outside of established control limits due to a sample matrix effect.
QRL-8	The extract of this sample was dark and/or oily. Therefore, the sample was analyzed with a dilution and the reporting limit was raised for all target compounds.
QM-5	The spike recovery was outside acceptance limits for the MS and/or MSD due to matrix interference. The LCS and/or LCSD were within acceptance limits showing that the laboratory is in control and the data is acceptable.
QC-2H	The recovery of one CCV was greater than the acceptance limit. However, all analytes in the associated samples were ND; therefore a reanalysis was not performed.
DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit (or method detection limit when specified)
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference
*	The laboratory does not hold CA-ELAP accreditation for this analyte or method. Accreditation may not be available from CA-ELAP for this analyte or method.

APPENDIX B

CEQA Transportation Review

MEMORANDUM

From: Frederik Venter, PE, Colin Ogilvie and Chris Gregerson, PE, TE, AICP | Kimley-Horn and Associates

To: Ben Ritchie, De Novo Planning Group

Date: February 24, 2025

Re: **Triway CEQA Transportation Review**

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1. Introduction

This memorandum documents the California Environmental Quality Act (CEQA) transportation analysis completed for the proposed Triway 324 dwelling unit residential development ("proposed Project" or "Project") located in Tracy, California. Specifically, this memorandum evaluates how the Project might affect vehicle miles traveled (VMT), active transportation and transit (multimodal), hazards, and emergency access. The analyses were completed based on the following checklist items as identified in the 2024 CEQA Statute Guidelines Appendix G Section XVII:

a) **Multimodal**: Does the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

b) **Vehicle Miles Traveled (VMT)**: Does the project conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

c) **Hazards**: Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d) **Emergency Access**: Does the project result in inadequate emergency access?

2. Project Description

The Project proposes 275 main residential dwelling units with 49 Junior Accessory Dwelling Units for a total of 324 residential dwellings units. The Project is located on APNs 246-130-030/040/060/270 and is partially vacant and partially occupied by an industrial storage yard. The current zoning for these APNs is Light Industrial (M-1) and the proposed General Plan zoning is Residential High. The Project proposes two access locations to/from Valpico Road but has not indicated the type of access (i.e. right-in/right-out, full, signal, etc.). Therefore, it is assumed for analysis purposes that the driveways have full access with side street stop control. Refer to **Figure 1** for a project site plan.

Table 1 presents a breakdown in residential building types proposed by the Project.

Table 1 – Project Residential Building Types

Land Use	Quantity[1]
Single-Family Detached Housing	179 DU
Single-Family Attached Housing	96 DU
Multifamily Housing (Low-Rise) [ADU]	49 DU
Total	324 DU

Notes:
[1]DU = Dwelling Unit

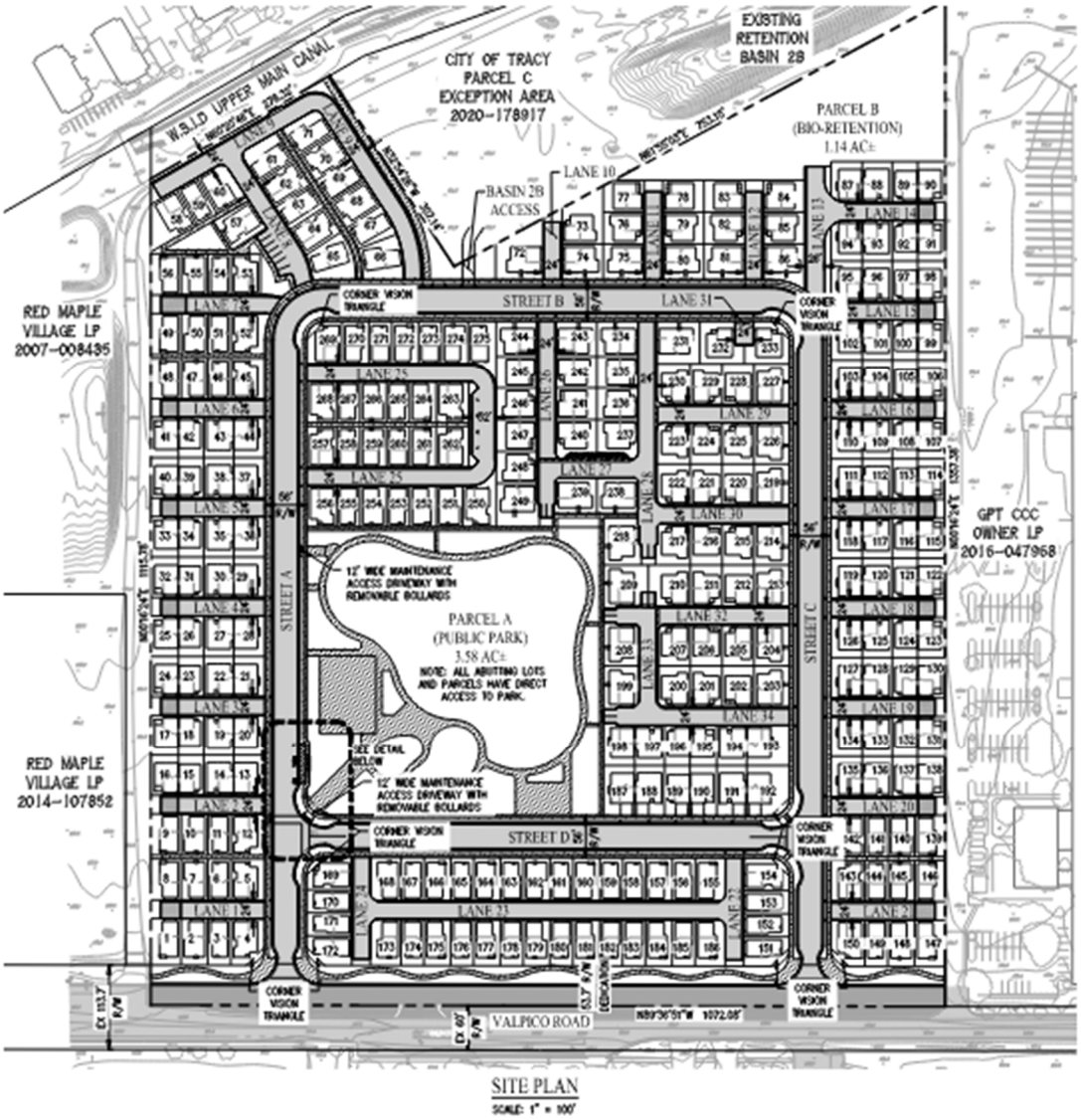
The Project would include the construction of a partial grid internal roadway system of east-west and north-south roadways. Vehicular access to and from the project site will be provided via the existing Valpico Road. The project would include the construction of a four-lane east-west road with a painted median. Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the Project site.

The proposed Valpico Road improvements widen to the north adding a second eastbound through lane, painted median, second westbound through lane, westbound Class II bike lane and north frontage.

Sidewalks would be constructed on both sides of streets internal to the project site. No on-street

bikeway facilities are proposed on roadways internal to the project site.

Figure 1 – Project Site Plan



Project Trip Generation

The Trip Generation Manual, 11th Edition (Institute of Transportation Engineers, 2021) is a nationally recognized source of trip generation information for a wide variety of land use types. This resource includes the Single-Family Detached Housing (210), Single-Family Attached Housing (215), and Multifamily Housing – Low Rise (22) land use categories, which correspond with the residential building types of the project.

The project would include a total of 324 residential dwelling units of varying types. **Table 2** presents the applicable land use categories and codes from the Trip Generation Manual, 11th Edition, used for trip generation calculations. **Table 2** additionally presents the computational method (i.e., average rate or fitted curve equation) utilized for each ITE land use category.

Currently, the some of the Project site is occupied by California Engineering Contractor, while the remainder of the site is vacant. The project would eliminate this existing use. Therefore, it is appropriate to deduct the vehicle trips generated by California Engineering Contractor from the net new vehicle trips that would be generated by the Project.

Table 2 summarizes the estimated weekday and peak hour trip generation for the Triway project based on the methods described previously. As shown in **Table 2**, the project would generate an estimated 2,794 net new daily trips, 209 net AM peak hour trips, and 267 net PM peak hour trips during a typical weekday.

Table 2 – Project – Vehicle Trip Generation

Land Use Type	ITE Land Use Code	Quantity[1]	Daily[2]	Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Single-Family Detached Housing	210	- DU	9.43	0.70	26%	/	74%	0.94	63%	/	37%
Single-Family Attached Housing	215	- DU	7.20	0.48	31%	/	69%	0.57	57%	/	43%
Multifamily Housing (Low-Rise)	220	- DU	6.74	0.40	24%	/	76%	0.51	63%	/	37%
Project											
Single-Family Detached Housing (LUC 210)		179 DU	1,724	127	33	/	94	172	108	/	64
Single-Family Attached Housing (LUC 215)		96 DU	681	44	14	/	30	54	31	/	23
Junior Accessory Dwelling Units (LUC 220)		49 DU	389	38	9	/	29	42	26	/	16
Total Project Trips		***324 DU***	***2,794***	***209***	***56***	***/***	***153***	***268***	***165***	***/***	***103***
Existing Use											
California Engineering Contractor[3]		- -	0	0	0	/	0	1	0	/	1
Total Net Trips		***- -***	***2,794***	***209***	***56***	***/***	***153***	***267***	***165***	***/***	***102***

Notes:

1. [1]DU = Dwelling Unit
2. Trip Generation LU 210, 215, and 220 equations used (Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021)
3. Existing use trip generation derived from driveway counts.

3. Multimodal

Plan, Policies, and Performance Metrics

The following plans, policies, performance metrics, and goals are considered important to considering whether the proposed project would result in a circulation system, including transit, roadway, bicycle, and pedestrian facilities, conflict as described in (a) of the 2024 CEQA Statute Guidelines Appendix G Section XVII.

City of Tracy General Plan (2011)

- **Goal CIR-1** A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.
    - **Objective CIR-1.1** Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

- **P1.** The City should develop context-based street designs that allow for variations based on the expected function and location of the facility, and the surrounding land use con-text. These context-sensitive designs should have the following aims:
    - Create aesthetically attractive streetscapes.
    - Enhance multi-modal transportation by increasing mobility and improving safety for autos, trucks, transit, pedestrians and bicyclists.
- **P2.** The City shall preserve rights-of-way needed for future roadway and freeway interchange improvements through dedication or acquisition as adjacent properties develop or redevelop.
- **Objective CIR-1.2** Provide a high level of street connectivity.

Policies

- **P3.** New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

- **Goal CIR-3** Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the city.
    - **Objective CIR-3.1** Achieve a comprehensive system of city wide bikeways and pedestrian facilities.

Policies

- **P1.** The City shall incorporate appropriate bicycle and pedestrian facilities on all roadways constructed by the City, Class I to the extent feasible.

- **P2.** To the extent possible, the City shall separate vehicular from bicycle and pedestrian traffic on higher-speed and higher-volume roadways through the use of off-street bicycle and pedestrian facilities.
- **P7.** New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

- **Goal CIR-4** A balanced transportation system that encourages the use of public transit and high occupancy vehicles.
  - **Objective CIR-4.1** Promote public transit as an alternative to the automobile.

Policies

- **P5.** The City shall require development to provide for transit and transit-related increased modal opportunities, such as adequate street widths and curb radii, bus turnouts, bus shelters, park-and-ride lots and multi-modal transit centers through the development and environmental review processes, if appropriate.
- **Objective CIR-4.2** Work to achieve connectivity between all modes of transportation.

Policies

- **P2.** The City shall preserve the necessary rights-of-way by continuing the implementation of current arterial street standards and ensuring the preservation of existing rail corridors to facilitate the development of an expanded transit program in the future.
- **P6.** The City shall pursue economical, long-term solutions to transportation problems by encouraging community design which encourage transit use, and walking, bicycling and other non-motorized forms of transportation.

City of Tracy Citywide Roadway & Transportation Master Plan (2012)

- The City of Tracy TMP consistent with the General Plan

City of Tracy Citywide Parks, Recreation & Trails Master Plan Update (2022)

- **Goal 10B:** Trails that Support Active Transportation - Trails will be developed that enable more people in Tracy to travel safely and comfortably to work, school, shopping areas, transit stations, and other destinations on foot or by bike. This may include but not be limited to:
  - Creating trails along major corridors, providing safe, low-stress options for walkers and bikers.
  - Creating “mobility hubs” where trails, transit, pick-up/drop-off areas and docking stations come together.
- **Goal 11A:** Coordinate to Create a Complete Network - Building on existing off-street trails and the existing and planned bikeway network, Parks and Recreation will coordinate with other City

departments to ensure that trail segments in parks and open spaces are linked with on-street segments that form part of the City's bikeway network.

- **Goal 11C:** Canalside and Railside Trails - Canals and rail lines present special opportunities to thread new off-street shared use trails through Tracy, creating direct travel paths for walkers and bikers, and a way to experience our community from unfamiliar perspectives.
- **Goal 11D:** Trails along Multimodal Corridors - Tracy's trail system will leverage existing and planned bikeways and corridor improvements to create cross-city linkages.
- **Goal 11E:** Trails with New Development - Where trails identified in the Tracy Trail System map cross property planned for development, trail easements must be provided.

To identify potential significant impacts the proposed Project would have on existing and proposed bicycle, pedestrian, and transit facilities within the vicinity of the Project site, a review of the existing and planned facilities was conducted.

Roadway Facilities

Existing Roadways Facilities

The following section provides an overview of the current roadway facilities in the vicinity of the Project site, highlighting the key access points and existing conditions.

- Valpico Road:
  - Four-lane arterial divided by a raised median just west of the Project site
  - Two-lane undivided arterial along the Project's frontage continuing east to Glenbriar Drive
  - Four-lane arterial divided by a raised median from Glenbriar Drive to MacArthur Drive
  - A review of the existing curb lines and edge of pavement indicate a slight re-alignment in the roadway pushing the road south in the vicinity of the Project frontage. This is due to an existing building footprint and available right-of-way immediately east of the project site.

Planned Roadway Facilities

The City of Tracy's *Citywide Roadway & Transportation Master Plan (TMP)* proposes the following improvements within the Project vicinity.

- Valpico Road:
  - Widen to four-lane arterial with a median (striped and /or raised) for the entire corridor between Tracy Boulevard and MacArthur Drive

The TMP identifies a planned median but does not specify between a raised median and a two-way left turn lane (TWLTL). Typically, the need for a raised median or TWLTL is determined based on driveways, intersection spacing and the need for two-stage turning maneuvers from the side streets. **Figure 2** shows the TMP cross section for a four-lane major arterial with a raised median and **Figure 3** shows the TMP cross section with a two-way left turn lane.

Figure 2 – TMP Four Lane Major Arterial with Raised Median

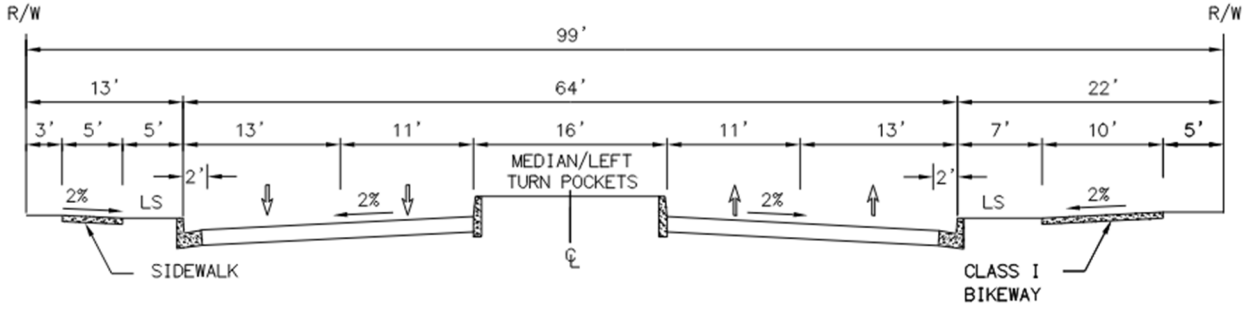
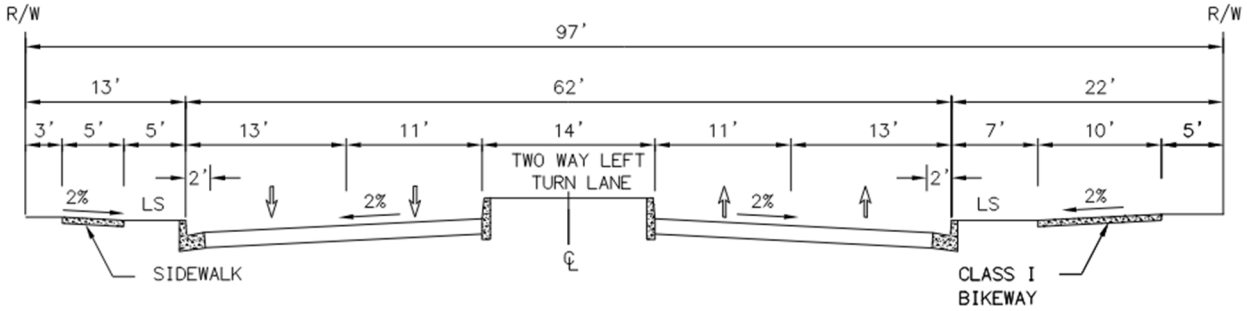


Figure 3 – TMP Four Lane Major Arterial with TWLTL



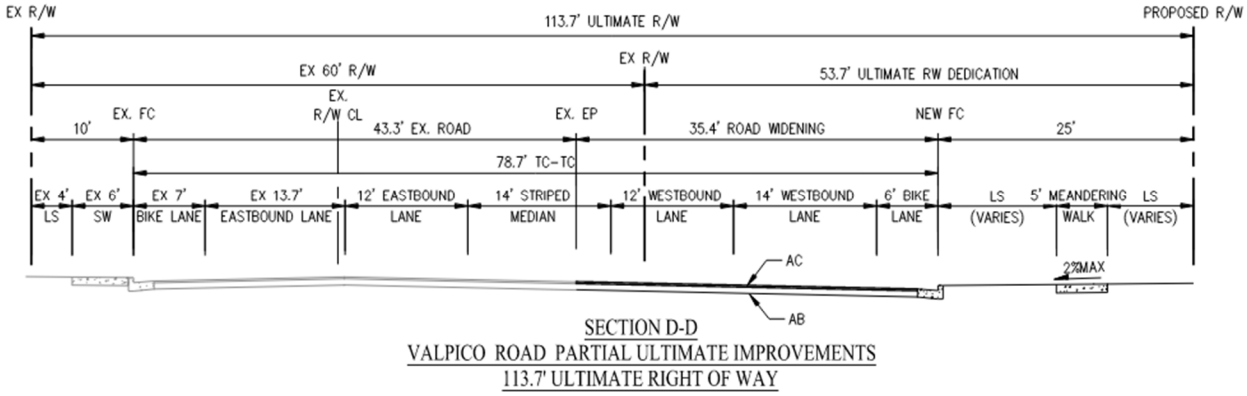
Proposed Project Roadway Facilities

External Roadways

Ultimate Conditions

The Project proposes to widen Valpico Road along its frontage to comply with City of Tracy municipal code. The applicant-proposed Valpico Road improvements include widening to the north to accommodate four total lanes (two lanes in each direction), a striped median, Class II bike lanes in each direction and frontage improvements on the north side.

Figure 4 – Proposed Valpico Road Cross Section



The applicant-proposed Valpico Road cross section is consistent with the general TMP planned approach for four through lanes, a median and bike and pedestrian facilities. However, the lane widths and bike facility type differ from the TMP, but they are consistent with the adjacent sections of Valpico Road to the east and west that have previously been improved and widened. Therefore, the proposed cross section meets the intent of providing multimodal connectivity along Valpico Road consistent with the City's goals and policies. Specific details of the cross sections will be reviewed with the Vesting Tentative Map and Local Transportation Analysis, and it should be noted that the applicant-proposed frontage improvement have fatal flaws as indicated below.

In addition to the cross section, the Project needs to also consider the ultimate alignment of Valpico Road. As shown in the Project plans, the alignment is kept straight which shows conflicts with the adjacent property, 75 W Valpico Road. Previous development and their dedicated right of way lines on the south side of Valpico Road indicate prior planning for Valpico Road to realign southwards of the existing alignment to avoid the 75 W Valpico Road property. This realignment is not currently considered by the Project. The Project shall prepare a precise plan line for Valpico Road from the west side of the Project extents east to Glenbriar Drive to indicate adequate multimodal connectivity with the existing roadway. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans. The site plan shall be revised according to the realigned roadway.

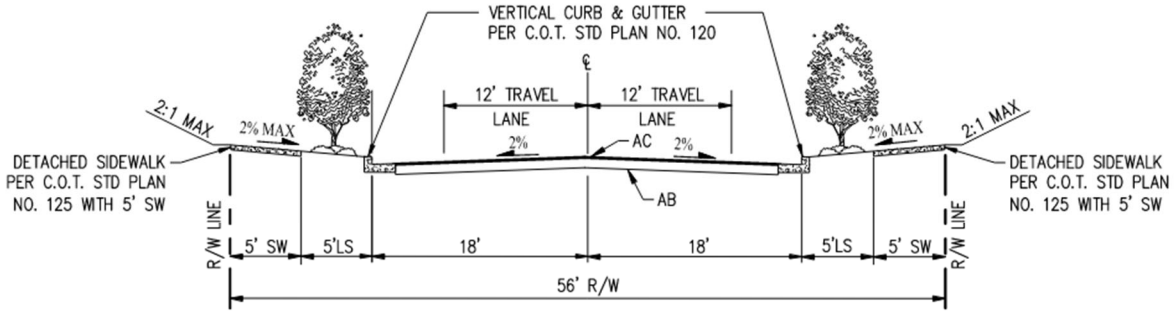
Interim Conditions

The proposed plans at the time of this analysis do not show transitions between the proposed four-lane section and the existing 2-lane sections of Valpico Road. The applicant shall prepare PS&E plans indicating interim transitions until the road is widened to four lanes. The details of the transitions will be reviewed with the Vesting Tentative Map and Local Transportation Analysis, after the preparation of a precise plan line for Valpico Road. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans.

Internal Roadways

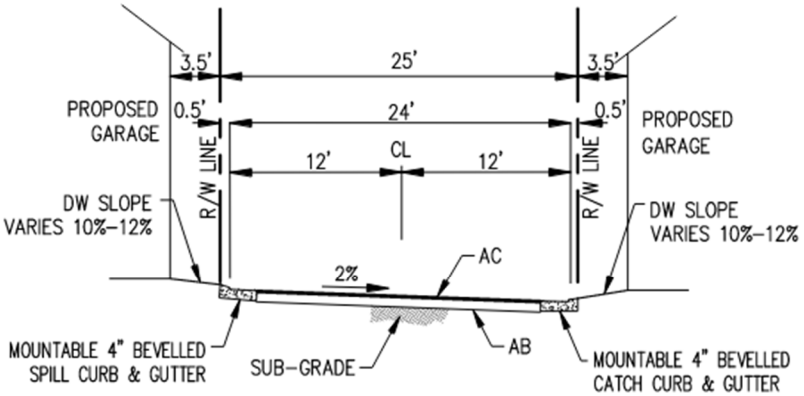
The Project proposes a network of internal roadways that will provide access between Valpico Road and the residences. The Vesting Tentative Map proposes three types of internal roadways:

1. Neighborhood Public Street – 56-foot right of way



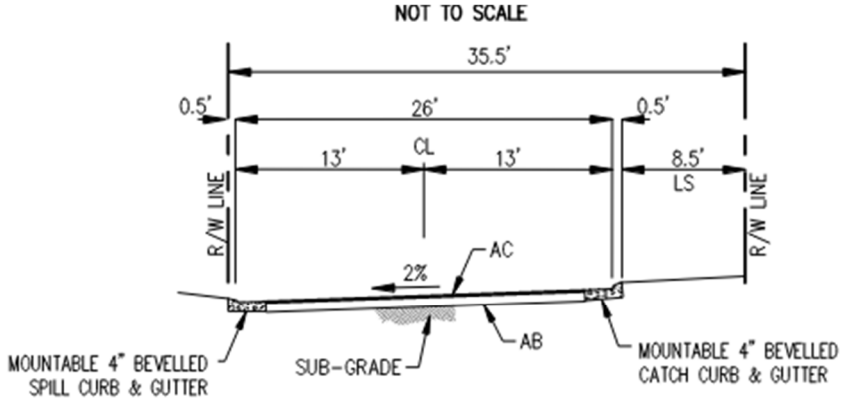
SECTION A-A
NEIGHBORHOOD PUBLIC STREET
(STREET A, B, C & D)
56' RIGHT OF WAY
NOT TO SCALE

2. Private Alley Lane (Lanes 1-12, 14-34) – 25-foot right of way



SECTION B-B
PRIVATE ALLEY LANE
(LANES 1-12, 14-34)
25' RIGHT OF WAY
NOT TO SCALE

3. Private Alley Lane (Lane 13) – 33.5-foot right of way



SECTION C-C
PRIVATE ALLEY LANE
(LANE 13)
35.5' RIGHT OF WAY
NOT TO SCALE

The roadway cross sections are in substantial conformance with the TMP for local residential roads. Specific details of the cross sections are under review of the Vesting Tentative Map which is parallel process to the CEQA analysis. All new improvements will be designed in accordance with applicable City of Tracy designs standards and plans.

Bicycle Facilities

The California Manual on Uniform Traffic Control Devices (CA MUTCD) identifies the following four types of bikeway facilities as outlined in the City of Tracy General Plan (2011) Plans:

- Class I Bikeway (Bike Path) – A Class I Bikeway is a physically separated bike path that does not share the roadway with automobiles, buses, and motorcycles. They are separated by either open space or a physical barrier and are generally two-way facilities for bicyclists and pedestrians.
- Class II Bikeway (Bike Lane) – A Class II Bikeway is a bike lane that shares a portion of the roadway with motorized vehicles. They are delineated by striping and are signed and marked for exclusive use by bicycle traffic. Class II Bikeways provide service for one-way bicycle traffic and are located outside of the through lane for motorized vehicles.
- Class III Bikeway (Bike Route) – A Class III Bikeway is a route that shares the roadway with motorized vehicles. They are identified by signs and are not separated by striping. Class III Bikeways are utilized in locations that do not have Class I or Class II facilities or to connect Class II Bikeways to provide a continuous bikeway system.
- Class IV Bikeway (Separated Bikeway) – A Class IV Bikeway is a bikeway for the exclusive use of bicycles and includes a separation between the bikeway and vehicular thoroughfare. The separation may be, but not limited to, grade separation, flexible posts, inflexible physical barriers,

planters, and/or on-street parking. The key distinction from a Class II facility is that it must have some physical element and not just open space.

Existing Bicycle Facilities

The following bike facilities currently exist within approximately ½-mile of the Project site:

- Valpico Road:
  - Class II bike lanes from Cagney Way to west of Project's Frontage
  - Class II bike lanes from Glenbriar Drive to MacArthur Drive
  - Class II bike Lanes for MacArthur Drive to Chrisman Road (westbound only)
- MacArthur Drive:
  - Class I multi-use path from Valpico Road to Schulte Road
  - Class II bike lanes from Valpico Road to Almendra Way (southbound only)
- Tracy Boulevard
  - Class II bike lanes from West Linne Road to West 6th Street

Planned Bicycle Facilities

The City's TMP proposes Class II bike lanes along Valpico Road for the Project frontage. See the TMP's Existing & Future Bike Routes map in **Appendix A**.

Per the City of Tracy's *Citywide Parks, Recreation & Trails Master Plan Update,* a trail is proposed along the West Stanislaus Irrigation District (WSID) Upper Main Canal that abuts the north side of the Project site. The Upper Main Canal trail is also included in the latest San Joaquin Council of Goverments (SJCOG) Regional Transportation Project (RTP) list. See the Citywide Parks, Recreation & Trails Master Plan's Off-Street Trail Routes map in **Appendix A**.

Proposed Project Bicycle Facilities

External Roadways Bicycle Connectivity

- **Westbound Valpico Road**
  - **Glenbriar Drive to Site**: The Project proposes to add a westbound Class II bike lane on Valpico Road along the Project's frontage, in accordance with the TMP. Gaps in the bike network along westbound Valpico Road between the Project and Glenbriar Drive will remain after the Project's proposed improvements. The relatively high vehicle speeds and volumes of Valpico Road will create an unsafe condition for bikes and cars to share space and this is inconsistent with the City's General Plan Goal CIR-3.
  - **Site to Tracy Boulevard**: The improvement of the westbound Class II bike lane will also facilitate bike travel from the Project site to Tracy Boulevard, connecting with other bicycle facilities north and south along Tracy Boulevard to access citywide destinations.
- **Eastbound Valpico Road**

- **Tracy Boulevard to the Site**: Bikes traveling east on Valpico Road from Tracy Boulevard will be required to either change lanes three times to use the eastbound left turn pocket into the Project site or cross at the shopping center signal to the west of the Project and utilize the north sidewalk.
- **Site to Glenbriar Drive**: Bikes traveling to the site from the east or leaving the site going east will be required to share the travel lane with vehicles. Gaps in the bike network along eastbound Valpico Road between the Project and Glenbriar Drive will remain after the Project's proposed improvements. The relatively high vehicle speeds and volumes of Valpico Road will create an unsafe condition for bikes and cars to share space and this is inconsistent with the City's General Plan Goal CIR-3.

Internal Roadway Bicycle Connectivity

The internal roadway network does not propose any bicycle facilities and bicyclists will be required to share the road with vehicles. Since these roadways are anticipated to be lower speeds and volumes, shared travel ways between cars and bikes are acceptable per bike design guidance and the internal bikeways are consistent with City General Plan Goals 1 and 3.

WSID Upper Main Canal Trail

The Project abuts the WSID Upper Main Canal along its northern boundary. As mentioned previously, there are plans to construct a trail adjacent to this canal along the Project boundary/extents. At the time of this analysis no detailed designs are available for this trail, but it is anticipated to require a minimum of 24 feet between the edge of canal and property line. There is currently insufficient right of way to accommodate the trail. The Project shall dedicate the required right of way to facilitate the trail and provide a bicycle/pedestrian connection between the Project and the trail. The Project does propose an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. The plans should indicate a proposed gate in the fence to connect the trail to the Project site.

Pedestrian Facilities

Existing Pedestrian Facilities

It is the City's goal to provide comprehensive pedestrian facilities along all its roadways. Within the Project vicinity, several areas currently lack pedestrian facilities or access. However, it is anticipated that the greatest pedestrian demand would occur between the Project site and the Red Maple Village shopping center and retail on the southwest corner of the Tracy Boulevard and Valpico Road intersection.

A pedestrian can walk west from the Project site along Valpico Road toward Red Maple Village using the existing sidewalk on the north side of Valpico Road. However, there is a gap in the sidewalk on the north side from the Project frontage heading east to Glenbriar Drive.

Tracy Boulevard has sidewalks on both sides from Linne Road to I-205. However, there are gaps on the east side, between 1,000 feet north of Whispering Winds Drive and 400 feet south of Valpico Road.

Planned Pedestrian Facilities

The City of Tracy's TMP proposes the following, currently unconstructed, pedestrian facilities within the approximately ½-mile study area around the Project site.

- Valpico Road – Construct sidewalks on the north side along the Project frontage extending 200 feet west of Glenbriar Drive
- Tracy Boulevard – Construct sidewalk on the east side of the road, extending from approximately 1,000 feet north of Whispering Wind Drive to approximately 400 feet south of Valpico Road

See the TMP's Existing and Future Sidewalks map in **Appendix A**. It should be noted that roadways outside of the current city limits but within the planning Sphere of Influence were not shown to have improvements; however, if development occurs and properties are annexed into the City, it would be the intention for them to construct frontage (e.g. sidewalk, landscaping, etc.) improvements consistent with City standards.

WSID Upper Main Canal Trail

Per the City of Tracy's *Citywide Parks, Recreation & Trails Master Plan Update,* a trail is proposed along the West Stanislaus Irrigation District (WSID) Upper Main Canal that abuts the north side of the Project site. The Upper Main Canal trail is also included in the latest San Joaquin Council of Goverments (SJCOG) Regional Transportation Project (RTP) list. See the Citywide Parks, Recreation & Trails Master Plan's Off-Street Trail Routes map in **Appendix A**.

Proposed Project Pedestrian Facilities

Off-site

The Project proposes to construct a meandering 5-foot sidewalk on the north side of Valpico Road with landscaping on either side along the frontage. This will provide a pedestrian connection to the west but the sidewalk gap between the Project and Glenbriar Drive to the east will remain. Also, the Project does not propose a connection to the south side of Valpico Road; therefore, pedestrians must utilize the existing shopping center signal 500 feet to the west of the Project to cross and then head east.

On-site

As illustrated in **Figure 1**, the Project plans to build 5-foot sidewalks along neighborhood public streets surrounding the buildings, ensuring an ADA-compliant path connecting to Valpico Road. However, the Project does not include the construction of separate sidewalks on private lanes, therefore pedestrian will walk in the traveled way. This approach has been acceptable in the City of Tracy for short residential private lanes.

The Project abuts the WSID Upper Main Canal along its northern boundary. As mentioned previously, there are plans to construct a trail adjacent to this canal along the Project boundary/extents. At the time of this analysis no detailed designs are available for this trail, but it is anticipated to require a minimum of 24 feet between the edge of canal and property line. There is currently insufficient Row to accommodate the trail. The Project shall dedicate the required right of way to facilitate the trail and provide a bicycle/pedestrian connection between the Project and the trail. The Project does propose an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. The plans should indicate a proposed gate in the fence to connect the trail to the Project site.

Transit Service and Facilities

Existing Study Area

Transit serving the Project site includes local bus service connecting the Project site to destinations throughout the City of Tracy (e.g., Downtown Tracy, the Tracy Multimodal Transit Center, etc.). Existing transit service within the City of Tracy is run by several providers with varied destinations:

- TRACER – local bus service
- San Joaquin Regional Transit District (RTD) – regional bus service connection Tracy to Stockton, Manteca and Dublin BART Station
- Greyhound – long-distance bus service connecting to San Francisco, San Jose and Los Angeles
- Altamont-Commuter Express (ACE) – regional rail service running between Stockton and San Jose

TRACER, run by the City of Tracy, provides local bus services on eleven distinct routes, four of them providing all-day service Monday-Saturday (Routes A, B, C, and D), three of them providing limited, commute-hour service Monday-Friday (Routes E, F, and G) and three of them providing limited service shuttle (Arbor, ACE, South Tracy and Tracy Hills Temporary Shuttles). Fixed Route Brochure (TRACER) in **Appendix B** displays the existing transit service by TRACER within the City of Tracy. Routes C, D, F, G, H, ACE Shuttle, and South Tracy Shuttle are operating in the vicinity of the Project.

- Route C provides service between the Tracy Transit Station and Hidden Lake. The route runs along 10th and 11th Street, Corral Hollow Road, Schulte Road, Tracy Boulevard, Central Avenue, Valpico Road, Mac Arthur Drive, and Eastlake Drive. It operates from 7:10 AM to 6:00 PM on weekdays and from 9:18 AM to 6:00 PM on Saturdays. Headways range between 60 to 65 minutes. The nearest bus stop is located 100 feet from the Project's frontage on Valpico Road.
- Route D provides service between Tracy Transit Station 11th Street/Lammers/Kimball High. The route runs along Central Avenue, Eaton Avenue, West Lowell Avenue, Corral Hollow Road, Schulte Road, Sycamore Parkway, and Tracy Boulevard. It operates from 6:30 AM to 6:55 PM on weekdays and from 9:00 AM to 6:55 PM on Saturdays. Headways range between 40 to 115 minutes. The nearest bus stop is located 0.3 miles from the Project on the southwest corner of Tracy Boulevard and Valpico Road.
- Route F provides service between the Tracy Transit Station to ACE Station. The route runs along 6th Street, Central Avenue, Schulte Road, Mac Arthur Drive, Brookview Drive, and Tracy Boulevard. It operates from 7:20 AM to 8:15 AM and 4:00 PM to 4:50 PM on weekdays, with an exception for Monday afternoon between 2:30 PM to 3:20 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.

- Route G provides service between the Tracy Transit Station to 11th Street/Lammers Road. The route runs along Central Avenue, Eaton Avenue, West Lowell Avenue, 11th Street, Corral Hollow Road, Schulte Road, Sycamore Parkway, and Tracy Boulevard. It operates from 3:45 PM to 5:05 PM on weekdays, with an exception for Mondays between 2:30 PM to 3:40 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.

- Route H provides service between the Tracy Transit Station to Kimball High/Lammers Road. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Summit Drive, Whispering Wind Drive, Tracy Boulevard, Central Avenue, 10th street, 11th Street, and Lammers Road. It operates from 7:50 AM to 8:50 AM and 3:50 PM to 5:05 PM on weekdays, with an exception for Monday afternoon between 2:30 PM to 3:45 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.

- ACE Shuttle provides service between the Coriander Street and Tracy Transit Station in the morning and ACE Station to Coriander Street in the afternoon. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Northington Drive, Summit Drive, Middlefield Drive, Whispering Wind Drive, Tracy Boulevard, and Central Avenue. It operates from 5:15 AM to 8:02 AM and 5:18 PM to 7:55 PM Monday through Friday. The nearest ACE Shuttle bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.

- South Tracy Shuttle provides service between the Tracy Transit Station to Ellis Town Drive in the morning and in Ellis Town Drive to Tracy Transit Station in the afternoon. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Northington Drive, Summit Drive, Middlefield Drive, Whispering Wind Drive, Tracy Boulevard, and Central Avenue. It operates from 5:15 AM to 8:02 AM and 5:18 PM to 7:55 PM Monday through Friday. The nearest bus stop is located 0.3 miles from the Project on the northeast, southwest, and southwest corner of Tracy Boulevard and Valpico Road.

County Hopper (one of inter-regional bus services) is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. There are 2 weekday routes that operate from 5:30 AM to 9:00 PM connects Stockton Transit Station to Tracy Transit Station (route 90) and Manteca Transit Center to Tracy Transit Station (route 97). Route details are shown in **Appendix B**. To access the site, routes C, F, G and H (TRACER), and South Tracy Shuttle provide service between the Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

Greyhound is a long-distance bus service connecting Tracy to Sacramento in north, San Francisco and San Jose in central, and Los Angeles in southern California. The nearest Greyhound bus station located 2.3 miles away from the Project on the corner of 6th Street and Central Avenue at the Tracy Transit Center. To access the site, routes C, F, G, H (TRACER), and South Tracy Shuttle provide service between the Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

ACE Regional Commuter Rail operates on weekdays, excluding holidays. The ACE station in Tracy is located 1.2 miles from project along Tracy Boulevard near Linne Road. ACE operates three westbound trains during the morning commute arriving in Tracy and three eastbound trains during the evening commute arriving in Tracy. Route details are shown in **Appendix B**. ACE connects to the parallel feeder and distribution services, including RTD and TRACER in the City. To access the site routes F, G (TRACER) and ACE Shuttle provide service between the ACE Station and Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

Planned Transit Services and Facilities

Tracy has seen many plans for future transit service over the years. The TMP identifies an eBART Extension from Antioch, bus rapid transit to Stockton and high-speed rail alternative routes. At the time of this analysis, those proposals are no longer active. The following transit services are currently in planning phases:

- Valley Link
- ACE
- TRACER
- RTD
- I–205 Managed Lanes

The Valley Link Subsequent Environmental Impact Report was certified by the Authority Board on October 23, 2024. A 22-mile initial operating phase from the Dublin/Pleasanton BART station to Mountain House is planned with all-day, bi-directional service at 15-minute peak period and 45-minute off-peak period frequencies.

ACE, along with the San Joaquin Regional Rail Commission, is studying several extensions to its current rail network. Planning efforts are on-going for extensions from Lathrop to Ceres, Ceres to Merced and Stockton to Sacramento (Natomas).

TRACER does not currently have a future planning document. The San Joaquin Council of Governments (SJCOG) has identified the TRACER Short-Range Transit Plan in its latest, 2022, project list. The SJCOG project list also identifies funding for various bus stop improvements on a five-year cycle.

RTD's Short Range Transit Plan (FY2018/19-2027/28) outlines planned improvements for the system. The plan outlines various improvements, fleet upgrades, new services and increase of frequencies.

The current phase of I – 205 Managed Lanes project will develop and evaluate project design alternatives and complete the required environmental review as part of the Project Approval and Environmental Document (PA&ED) phase.

Details of planned transit service enhancements are described in **Appendix C**Error! Reference source not found..

Proposed Project Transit Service and Facilities

The Project would be served by the existing TRACER Bus Routes C, D, F, G, and H plus ACE Shuttle, and South Tracy Shuttle as described previously. The Project is not proposing to construct any new transit facilities.

Multimodal Impact Assessment

The Project is not expected to result in the removal of, or result in other adverse effects on, any existing transit, biking, or pedestrian facilities. The Project is anticipated to conform with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities except the following:

1. Inadequate pedestrian and bicycle access to the Project due to nearby gaps in the pedestrian and bicycle networks.
2. Inadequate accommodation of Valpico Road alignment.

Therefore, as the Project "…. Conflict[s] with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?", it was determined that it would result in a **significant multimodal impact**.

To mitigate this impact, the Project shall complete the following mitigation measures to address:

1. Provide right of way dedication, if needed, and access to WSID Upper Main Canal Trail.
2. Provide a Valpico Road pedestrian crossing at the Project main driveway.
3. Prepare a precise plan line for Valpico Road from the west side of the Project extents east to Glenbriar Drive where the roadway conforms to the existing four lane facility. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans. The site plan shall be revised according to the realigned roadway.
4. Prepare an interim conditions transition plan for Valpico to transition from east of the site to the west of the site.

If the Project implements these mitigation measures, the impact is anticipated to be **less than significant**.

4. Vehicle Miles Traveled

Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Methodology and Assumptions

The City's Draft VMT policy in the *Transportation Master Plan Update* (2022) was used to determine the appropriate methodology and assumptions for evaluation of the Project's VMT impact. This is currently reasonable to determine potential VMT impacts as is consistent with SB 743 guidelines. Based on the land

use information provided from the project applicant, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land use were analyzed:

- Residential

To determine the appropriate threshold to compare the project against, an "out of the box" run of the most recent version of the City of Tracy's Travel Demand Model (Tracy TDM) was completed for the base year 2019 scenario. The mode choice outputs and travel distance skim data from the Tracy TDM were then used to calculate the VMT generated by each traffic analysis zone (TAZ), disaggregated by land use type. Trip length metrics from the Tracy TDM were calibrated to account for trips with portions existing outside the model boundaries (external trips) using big data to estimate average external trip length by TAZ, thus accounting for the full trip length of all trips generated by the model for the purpose of calculating VMT. As the Tracy TDM only provides for an average trip length for external trips, the use of big data provides for a more accurate estimation of the total VMT produced by external trips.

Once the average VMT metrics by TAZ were calculated, VMT efficiency averages (e.g., VMT per capita and VMT per employee) for the City of Tracy were calculated. Consistent with the City's VMT policy, the threshold for the residential land uses within the City were defined as 15-percent below the average VMT per capita. The City's average VMT per capita and the City's VMT per capita threshold are summarized in **Table 3.** As shown in **Table 3**, the average VMT per capita for the City of Tracy's residential land uses was determined to be 19.9 VMT per capita. Thus, City's threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita.

To determine potential VMT impacts for the Project, a version of the Tracy TDM was run that includes the addition of the Project within its own TAZ which was then compared to the version of the Tracy TDM used to establish the City's thresholds. Specifically, the following changes were made to the model:

- The Project's land use characteristics were added to the Tracy TDM and isolated within its own traffic analysis zone TAZ 4773.
- The socioeconomic data (SED) for TAZ 4473 was developed to reflect the Project's proposed number of single family and multifamily homes based on the SED distribution from an existing residential area in the vicinity of the Project. This neighborhood was used as a representative template for household size, income distribution and other SED properties.
- The Tracy TDM base year network was updated to include a centroid connector between the Project TAZ and Valpico Road, consistent with proposed access to the Project as detailed in the Project's site plan.

The Project's average VMT per capita was calculated using the same methodology described in the "out of the box" scenario. The calculated VMT per capita for the Project is found in **Table 3**. As shown in **Table 3**, the Project's average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the Project results in a **less than significant impact.**

Table 3 – VMT per capita for the City of Tracy and the Proposed Project

VMT Source	VMT/Capita (Residential)
City of Tracy Average	19.9
City of Tracy Threshold (15% below Citywide Average)	16.9
Project (TAZ 4773)	16.2

VMT Impact Assessment

Based on the results of this analysis, the following findings are made:

- As shown in **Table 3**, the average VMT per capita for the City of Tracy's residential land uses was determined to be 19.9 VMT per capita. Thus, City's threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita.
- The Project's average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the Project results in a **less than significant impact.**

5. Hazards

To determine whether the Project will substantially increase hazards, analysis was limited to whether "a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)" that may create a safety or hazards impact.

While the project will result in the modification of existing transportation facilities including the introduction of new site driveways and access points. All new roadway, bicycle, and pedestrian infrastructure improvements constructed as part of the project would be subject to, and designed in accordance with, applicable City of Tracy design and safety standards to avoid creating a geometric design hazard or incompatible uses.

Hazards Impact Assessment

The project will introduce new site driveways and access points, all of which will be designed in accordance with applicable City of Tracy design and safety standards to avoid creating geometric design hazards or incompatible use.

Therefore, the project would be expected to result in a **less than significant hazard impact**.

6. Emergency Access

The proposed Project includes two vehicular access points on Valpico Road. There are no additional emergency vehicle access points or easements proposed by the Project. The applicant provided compliant emergency vehicle turn templates that meet City standards. As the Vesting Tentative Map progress, any revisions to on-site roadways and intersections will be subject to City of Tracy code and Public Works Department staff review and approval.

Fire access from Fire Station 97 (located half a mile northwest of the Project site) would be available via Tracy Boulevard. Fire access from Fire Station 91 (located approximately three miles northwest of the Project site) would be available via 6th Street and Tracy Boulevard. Medical emergency service access to/from Sutter Tracy Community Hospital (located nearly three miles northwest of the Project site) would be available via southbound Tracy Boulevard.

Altogether, the emergency access impact is anticipated be **less than significant**.

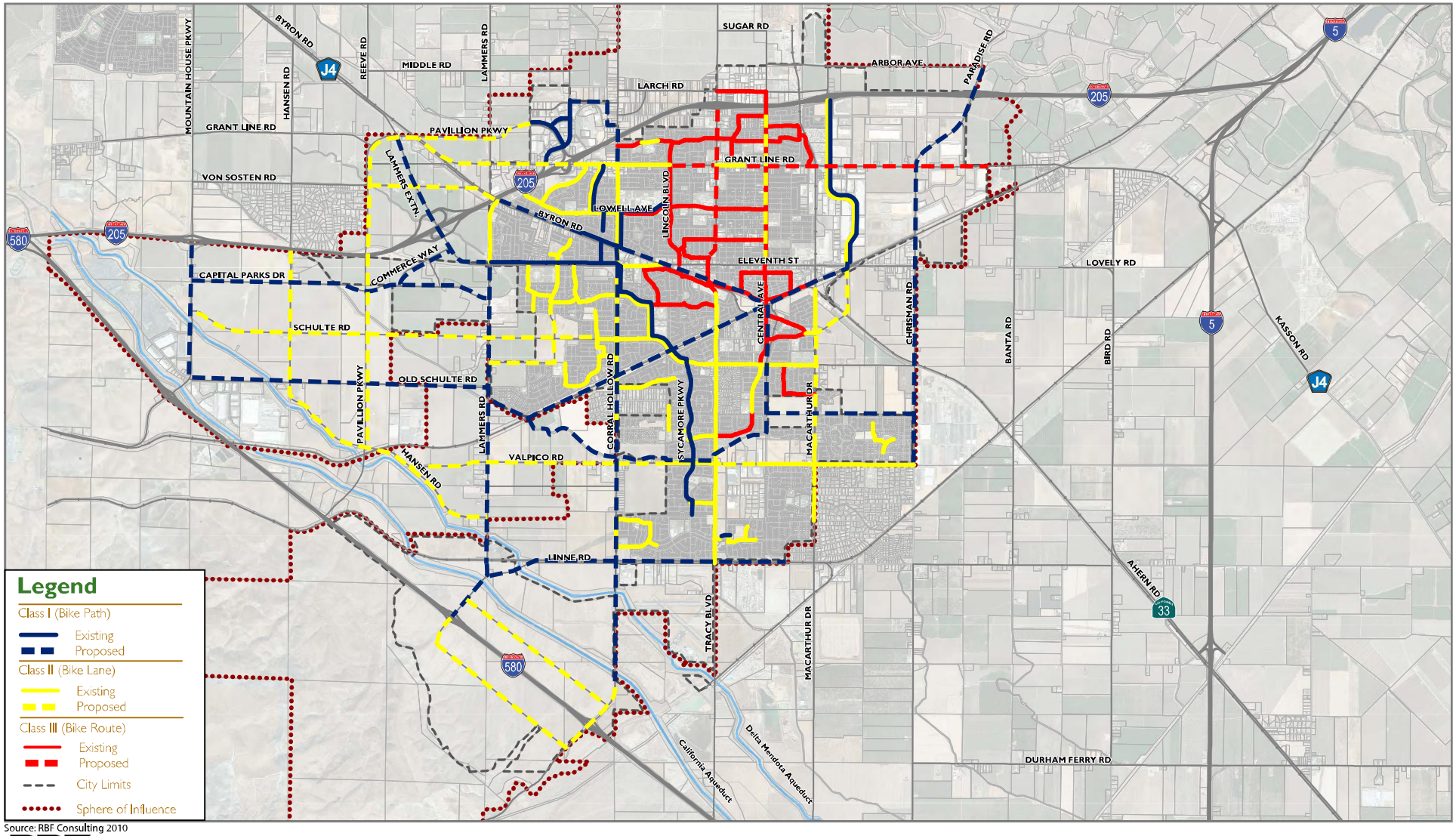
7. Appendices

Appendix A – Existing & Future Maps

Appendix B – Existing Transit Services

Appendix C – Planned Multimodal Improvements/Services

Appendix A – Existing & Future Maps



Source: RBF Consulting 2010

RBF CONSULTING

North

0 0.5 1 2 Miles (Approximate)

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Figure 4.6: Existing & Future Bike Routes

City of Tracy Transportation Master Plan

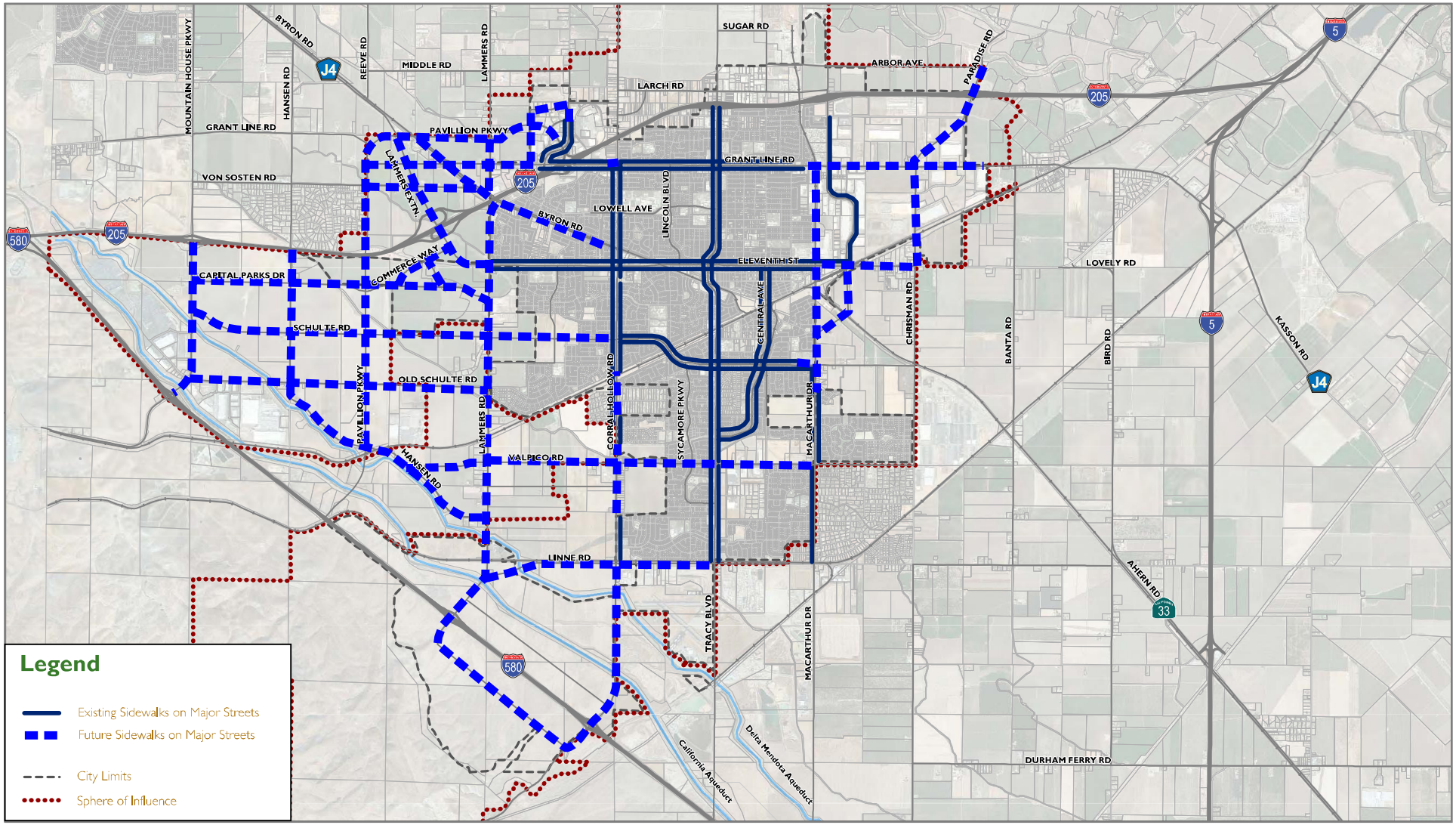

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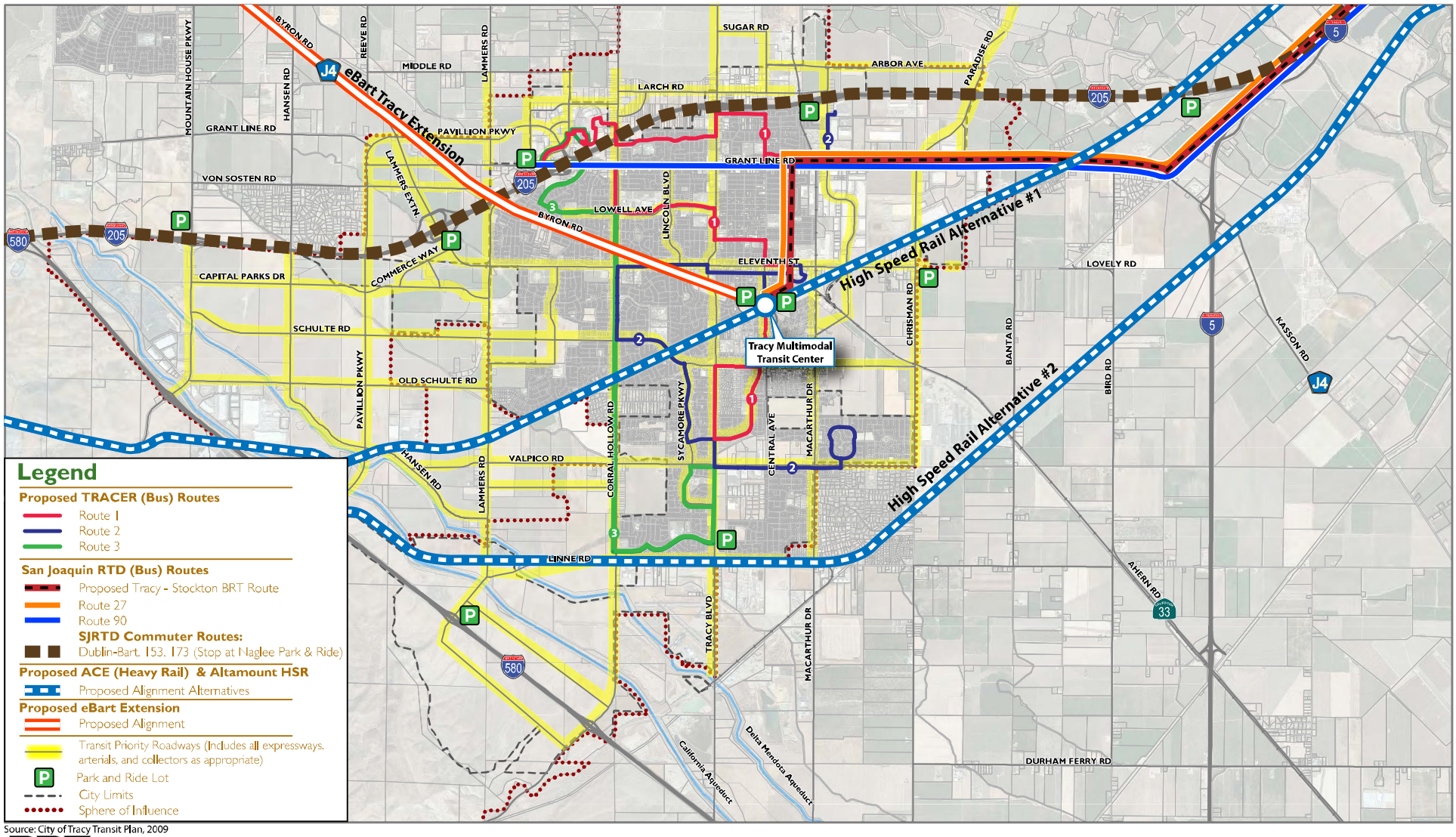
Figure 4.7: Existing and Future Sidewalks

City of Tracy Transportation Master Plan



Source: City of Tracy Transit Plan, 2009

RBF CONSULTING

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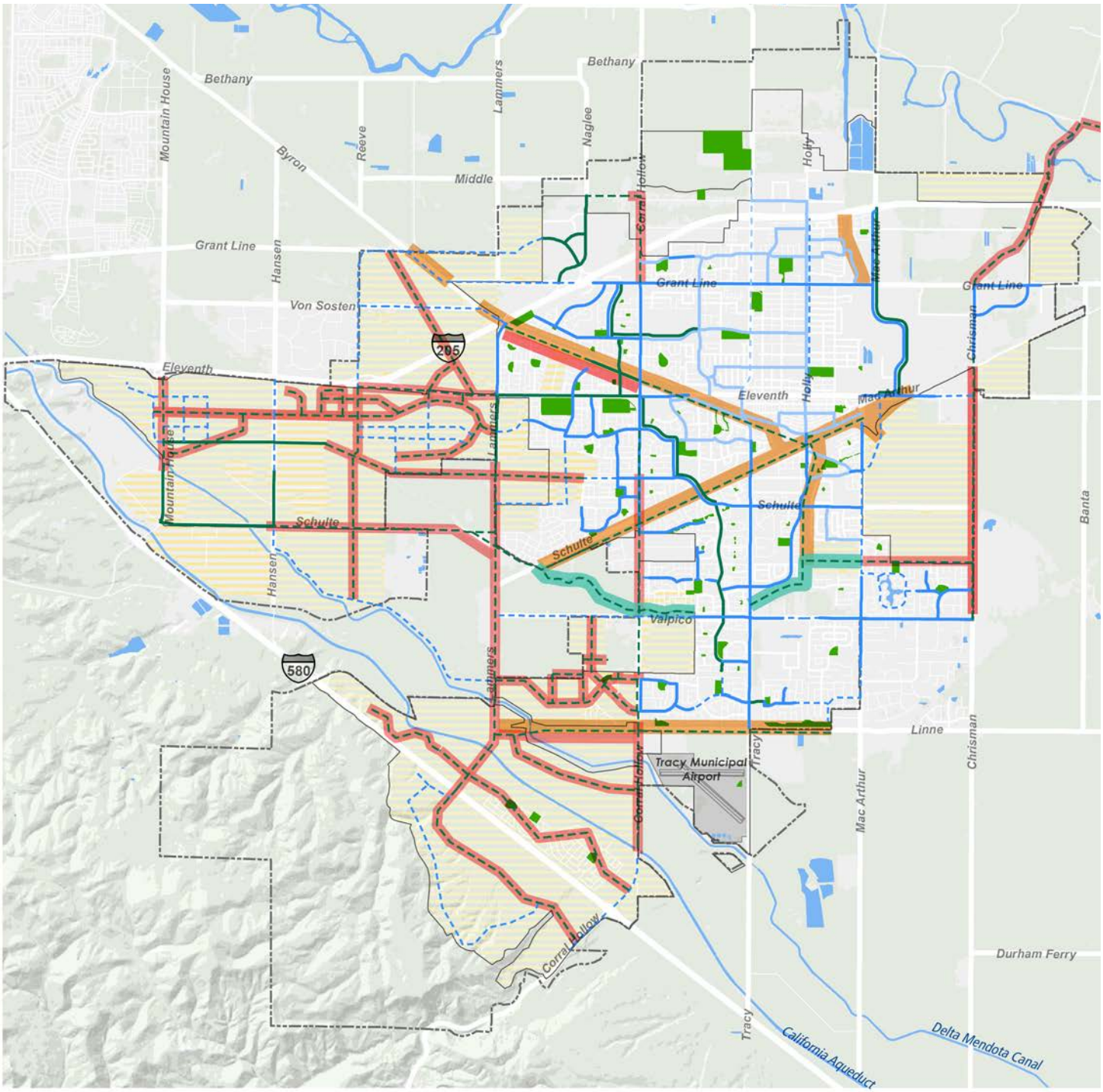
Figure 4.23: Long Term Transit Service Plan

City of Tracy Transportation Master Plan

Figure 5-2
Off-Street Trail Opportunities



- Tracy City Limit
- Sphere of Influence
- Rivers/ Canals/ Ponds / Aqueduct
- Agriculture / Undeveloped
- Airport
- Future Development Area
- Existing Class I Bike Path / Multiuse Trail
- Existing Class 2 Bikeway
- Existing Class 3 Bikeway

Planned Bikeways

- Future Class I Bikeway / Multiuse Trail
- Future Class 2 Bikeway
- Future Class 3 Bikeway
- Future Roadside Trail
- Future Irrigation Right-of-way Trail
- Future Rail-with-trail Alignment

Appendix B – Existing Transit Services

Citywide Service

Effective August 1, 2024

The City of Tracy now offers eleven TRACER bus routes, including new shuttle and commuter routes with morning and afternoon service to most local schools. It's easy to travel throughout Tracy for school, work, shopping or recreation. This guide includes everything you need to plan your trip.

HOW TO USE THIS GUIDE

The map on the reverse side of this guide shows each of the routes in a distinct color. All the bus stops are shown as yellow triangles along the route.

TIMEPOINTS (those bus stops highlighted on the schedule) are shown with a number in a circle. Use these easy steps to plan your trip:

1. Use the map to identify the route(s) that connects where you are and where you wish to go.
2. Find the timepoint on that route which is nearest the bus stop where you wish to board.
3. Find the schedule for your route (it is shown in a matching color).
4. Find the same numbered timepoint on the schedule. Read down to see what time buses depart from that point.
5. If you're boarding at a non-timepoint, use the nearest timepoint before your stop to estimate the bus departure time.

For personal trip planning assistance
CALL (209) 831-4BUS (831-4287).

SERVICE HOURS AND DAYS

TRACER Routes A B C and D run Monday through Friday from approximately 7:00 am to 7:00 pm and Saturday from 9:00 am to 7:00 pm. The Commuter Routes E, F, G and H run only weekdays. TRACER Shuttle Routes South Tracy Shuttle and Arbor Shuttle run Monday through Saturday and ACE Shuttle runs only on weekdays. TRACER Fixed Route does not operate on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Sunday service available on-demand with TRACER Plus

Provide feedback on service to: Transit Coordinator, City of Tracy Transit Station, 50 E. Sixth Street, Tracy, CA 95376. Tel: (209) 831-6214, E-mail: Jayne.pramod@cityoftracy.org

FARES

STUDENTS RIDE FREE JULY 2024 TO JUNE 2025

CASH FARE (ONE WAY)		
Adult	**Student ***	**Senior(65+)/Veteran/ Disabled/ADA/Medicare**
$1.25	$1.00	$.50
ADA ATTENDANT	**CHILD** 6 and under	**ACCESS PASS***
FREE	FREE	FREE
DAY PASS (UNLIMITED TRIPS. SINGLE DAY)		
Adult	**Student ***	**Senior(65+)/Veteran/ Disabled/ADA/Medicare**
$3.00	$2.50	$1.25
10-RIDE TICKET		
Adult	**Student ***	**Senior(65+)/Veteran/ Disabled/ADA/Medicare**
$12.50	$10.00	$5.00
31 DAY PASS		
Adult	**Student ***	**Senior(65+)/Veteran/ Disabled/Medicare**
$35.00	$28.00	$17.50

*** K–12 Students,** valid student ID or class schedule required.

***ACCESS Pass** - Access ADA-certified passenger

PASS SALES

TRACER riders can now purchase tickets via the VAMOS Mobility app. **Download the Vamos Mobility app now!** From the Apple App Store or Google Play.

All TRACER passes can be purchased on the bus, using exact cash. Passes can also be purchased, by cash or check, at the following locations:

- **Tracy Transit Station,** 50 E. Sixth Street Ticket hours: Monday – Friday: 8:00 am – 7:00 pm; Saturday: 10:00 am – 6:00 pm
- **City Hall,** 333 Civic Center Plaza. Alternate Fridays closed. Ticket hours: Monday – Friday, 8:00 am – 5:00 pm

Passes must be handed to the driver for verification prior to being seated. Each rider MUST possess and present their own bus fare or pass every time he/she boards the bus. Using or attempting to use another rider's bus fare or pass is NOT allowed.

TRACER

System Map and Bus Schedule

INFORMATION ON BUS & SHUTTLES: (209) 831-4BUS (4287)

WWW.RIDETRACER.COM

HOW TO CATCH THE BUS

TRACER bus stops are clearly marked with the sign shown here. To ensure you catch the bus, be at the bus stop a little before the scheduled departure time. (Do not stand in the road.) As the bus approaches, signal the driver that you wish to board by waving your hand. Once on board, pay your fare or show your pass to the driver, take a seat and enjoy the ride.

TRANSFERRING

You may need to transfer between routes when you make a trip on TRACER. Transferring is not difficult, and transfers between routes are FREE when traveling continuously to your destination without stopping except to transfer to a different route. The driver will accept your transfer ticket if the bus you are transferring to is the first possible bus on that route that you can board after exiting the bus from which you transferred. You may not re-board the same route using a transfer. You must pay another fare to ride if you do not board the first possible bus on the route to which you are transferring.

INFORMATION FOR THE BUS

Fixed Route Passengers are able to get information on the timing of the buses, including the South Tracy Shuttle/ACE Shuttle & Arbor Shuttle by calling **(209) 831–4BUS (4287)** During the following hours Mon–Fri: 5AM–7PM, Sat: 9AM–7PM.

WWW.RIDETRACER.COM

REGIONAL BUS SERVICE

San Joaquin Regional Transit District's (RTD) Route 90 connects Tracy to Stockton, Route 97 connects Tracy to Manteca and Route 150 connects Tracy to the Dublin BART Station.

For information, call 1-800-HOW-TO-RIDE or (209) 943-1111, or visit **www.sanjoaquinrtd.com**

For information on bus service to Bart and Bay Area, call RTD-BART Commuter at (888) 802-WORK (9675) or Dibs Smart Travel (209) 235-1094, **DibsMyWay.com**

GREYHOUND

TRACY TRANSIT STATION
50 E. Sixth Street, Tracy, CA 95376, (209) 831–4BUS (4287)

FOR CURRENT FARE & SCHEDULE INFORMATION
1-800-231-2222 (English) ▪ 1-800-531-5332 (Español)
www.greyhound.com

PARATRANSIT

MONDAY – SATURDAY No service on Sundays and holidays.
TRACER Paratransit provides door-to-door, shared-ride service for eligible individuals with certified disability, within the City limits. The goal of TRACER Paratransit is to provide timely, safe, personalized, and convenient transportation that meets the requirements of the Americans with Disabilities Act (ADA) of 1990. To apply for Paratransit Service, please call ACCESS San Joaquin (ASJ) at (209) 242-9965.

TRACER PLUS ON-DEMAND SERVICE

MONDAY – SUNDAY, No service on holidays.
TRACER Plus provides curb-to-curb, shared ride service for the general public, within the City limits, during the non-operating hours for the TRACER Fixed Route and Paratransit service. TRACER Plus vehicles are safe and accessible (can transport wheelchairs).

For information and service hours, please contact TRACER at (209) 831-4BUS (4287).

TRACER RIDING GUIDELINES AND POLICIES

BUS CODE OF CONDUCT : TRACER buses and facilities are for everyone. However, some activities that disrupt the safety, order, or rights of other passengers will not be tolerated.

For your security the Transit Station and buses are equipped with surveillance cameras which record audio and video.

Failure to follow these policies may result in ejection from a bus or transit facility by City of Tracy Police Department or TRACER employee.

KEEP YOUR COOL : Don't threaten or intimidate riders or bus drivers. It's unlawful to threaten the safety of a rider or driver, or interfere with the movement of a bus.

PAY YOUR FARE SHARE : One-Way fare is valid until you reach your destination, but not to exceed one full loop of any specific route. It is against law to evade payment of bus fare or misuse transfers, passes, or tickets to avoid fare payment. Doing so is punishable by a fine of up to $250 (California Penal Code Section 640).

DO NOT DISTURB : For safety reasons, avoid talking to the driver while the bus is in motion. Excessive noise is not allowed. Use headphones with all audio devices.

BUCKLE UP OR PAY FINE : On buses equipped with seatbelt, all passengers (on vehicle seats or in a wheelchair) are required to wear seatbelt/shoulder harness under California Law. Passengers who do not wear are punishable by a fine (CVC 27318). Riders due to their disability cannot wear a seatbelt, must carry a letter from licensed physician stating the nature of the condition and why the restraint is inappropriate (CVC 27315(g)

MAKE WAY : Don't block the aisles or doors. If you have a bag or basket, make sure it's not blocking the aisle or doorway. Strollers, shopping carts, electric scooters and non-mobility devices must be folded before boarding and stowed safely away from the aisles. If you're standing, move back so others can board.

TRAVELLING WITH YOUR CHILDREN : Children must be always seated next to you. Strollers and non-mobility devices must be folded before boarding and stowed away from the aisles.

SORRY, NO PETS : Transporting animals is prohibited except for certified service, guide, or signal dogs and other service dogs trained to assist passengers with disabilities.

NO SMOKING OR VAPING/CONSUMING ALCOHOL OR DRUGS; EATING OR DRINKING; AND LOUD DISTURBANCES ABOARD : Smoking or vaping, consuming alcohol or drugs is prohibited on buses, at bus stops, and at the Transit Station. California Penal Code Section 640 prohibits smoking, eating or drinking, and loud disturbances aboard a bus. Additionally, spilled food and drinks pose serious safety hazards. Eating and drinking is not allowed on the bus, but you can bring food and drinks on board in closed containers.

UNACCEPTABLE CARGO : It is against the law to carry any explosives, acid, flammable liquid, toxic or hazardous materials, such as fireworks, car batteries or gasoline.

RIDER HEALTH SAFETY : Maintain acceptable standards of hygiene; open wounds or bodily fluids are considered a significant risk to the health or safety of others – (DOT ADA CFR 37.3).

END OF THE LINE : During your trip, as the bus approaches your stop, pull the cord to alert the driver that you wish to disembark. Please be sure the driver has enough time to make a safe stop. Misuse of stop request and unsafe traveling practice will not be tolerated. Prior to disembarking, gather your personal belongings and dispose of trash properly.

REDUCED FARES : TRACER offers reduced fares to seniors age 65 and over, individuals with qualifying disabilities, ADA,Medicare and Veteran card holders. For additional information contact TRACER Customer Service at (209) 831-4BUS(4287).

TITLE VI COMPLIANCE : City of Tracy TRACER is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.B. Any person who believes that they have been subjected to discrimination may file a written complaint with the City of Tracy, Title VI Coordinator.

Report complaints to: Jayne Pramod, Title VI Coordinator, City of Tracy Transit Station, 50 E. Sixth Street, Tracy, CA 95376. Tel: (209) 831-6214, E-mail: **Jayne.pramod@cityoftracy.org**

ROUTE A

OUTBOUND: TRANSIT STATION TO WEST VALLEY MALL **INBOUND:** WEST VALLEY MALL TO TRANSIT STATION

Tracy Transit Station (1)	Clover Tracy Blvd. (17)	West Valley Mall Food Court (6)	West Valley Mall Food Court (6)	Walmart (5)	Clover Tracy Blvd. (17)	Tracy Transit Station (1)
6:45	7:00	7:15	7:15	7:25	7:40	7:55
7:15	7:30	7:45	7:45	7:55	8:10	8:25
8:00	8:15	8:30	8:30	8:40	8:55	9:10
8:30	8:45	9:00	9:00	9:10	9:25	9:40
9:15	9:30	9:45	9:45	9:55	10:10	10:25
9:45	10:00	10:15	10:15	10:25	10:40	10:55
10:30	10:45	11:00	11:00	11:10	11:25	11:40
11:00	11:15	11:30	11:30	11:40	11:55	**12:10**
11:45	**12:00**	**12:20**	**12:20**	**12:35**	**12:50**	**1:10**
12:15	**12:30**	**12:45**	**12:45**	**1:00**	**1:20**	**1:40**
1:15	**1:30**	**1:45**	**1:45**	**2:00**	**2:15**	**2:30**
1:45	**2:00**	**2:20**	**2:20**	**2:35**	**2:50**	**3:10**
2:35	**2:50**	**3:05**	**3:05**	**3:20**	**3:35**	**3:50**
3:15	**3:30**	**3:45**	**3:45**	**3:55**	**4:10**	**4:25**
3:55	**4:10**	**4:25**	**4:25**	**4:40**	**4:55**	**5:10**
4:30	**4:45**	**5:00**	**5:00**	**5:15**	**5:30**	**5:45**
5:15	**5:30**	**5:45**	**5:45**	**6:00**	**6:15**	**6:30**
5:50	**6:05**	**6:20**	**6:20**	**6:35**	**6:50**	**7:05**

PEAK SERIVCE MONDAY – FRIDAY ONLY

NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS

ROUTE B

OUTBOUND: TRANSIT STATION TO WEST VALLEY MALL **INBOUND:** WEST VALLEY MALL TO TRANSIT STATION

Tracy Transit Station (1)	Tracy Blvd. Sutter Hospital (3)	Walmart (5)	West Valley Mall Food Court (6)	West Valley Mall Food Court (6)	Winco (7)	Dr Powers Park Lowell (28)	Tracy Transit Station (1)
7:00	7:08	7:20	7:30	7:30	7:35	7:45	8:00
7:30	7:38	7:50	8:00	8:00	8:05	8:15	8:30
8:05	8:13	8:25	8:35	8:35	8:40	8:50	9:05
8:35	8:43	8:55	9:05	9:05	9:10	9:20	9:35
9:10	9:20	9:35	9:45	9:45	9:50	10:05	10:20
9:40	9:50	10:05	10:15	10:15	10:20	10:35	10:50
10:25	10:35	10:50	11:00	11:00	11:05	11:20	11:35
10:55	11:05	11:20	11:30	11:30	11:35	11:50	**12:05**
11:40	11:50	**12:05**	**12:15**	**12:15**	**12:20**	**12:35**	**12:50**
12:10	**12:20**	**12:35**	**12:45**	**12:45**	**12:50**	**1:05**	**1:15**
12:55	**1:05**	**1:20**	**1:30**	**1:30**	**1:35**	**1:50**	**2:05**
1:20	**1:30**	**1:45**	**1:55**	**1:55**	**2:00**	**2:15**	**2:30**
2:10	**2:20**	**2:35**	**2:45**	**2:45**	**2:50**	**3:10**	**3:25**
2:35	**2:48**	**3:10**	**3:20**	**3:20**	**3:30**	**3:45**	**4:00**
3:30	**3:40**	**3:55**	**4:05**	**4:05**	**4:10**	**4:25**	**4:40**
4:05	**4:15**	**4:30**	**4:40**	**4:40**	**4:45**	**5:00**	**5:15**
4:45	**4:55**	**5:10**	**5:20**	**5:20**	**5:25**	**5:40**	**5:55**
5:20	**5:28**	**5:40**	**5:50**	**5:50**	**5:55**	**6:10**	**6:25**
6:00	**6:08**	**6:20**	**6:30**	**6:30**	**6:35**	**6:45**	**7:00**

PEAK SERVICE MONDAY – FRIDAY ONLY

NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS

ROUTE C

OUTBOUND: TRANSIT STATION TO HIDDEN LAKE **INBOUND:** HIDDEN LAKE TO TRANSIT STATION

Tracy Transit Station (1)	Senior Center 9th Street (20)	11th Street Safeway (8)	Tracy Blvd. Schulte Rd. (9)	Hidden Lake Dominique (36)	East Lake Cir. Dominique (36)	Tracy Blvd. Raleys (11)	Schulte Rd. Lauriana (12)	Tracy Transit Station (1)
7:10	7:15	7:24	7:33	7:40	7:40	7:46	7:54	8:10
8:15	8:20	8:29	8:38	8:45	8:45	8:51	8:59	9:15
9:18	9:23	9:32	9:40	9:47	9:47	9:53	10:01	10:16
10:20	10:25	10:34	10:42	10:49	10:49	10:55	11:03	11:18
11:20	11:25	11:35	11:43	11:51	11:51	11:58	**12:07**	**12:22**
12:25	**12:30**	**12:40**	**12:48**	**12:55**	**12:55**	**1:02**	**1:10**	**1:25**
1:30	**1:35**	**1:45**	**1:53**	**2:00**	**2:00**	**2:06**	**2:14**	**2:30**
2:35	**2:40**	**2:50**	**3:00**	**3:08**	**3:08**	**3:15**	**3:25**	**3:40**
3:50	**3:55**	**4:05**	**4:13**	**4:20**	**4:20**	**4:26**	**4:34**	**4:50**
4:55	**5:00**	**5:10**	**5:19**	**5:26**	**5:26**	**5:32**	**5:40**	**6:00**

NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS

ROUTE D

OUTBOUND: TRANSIT STATION TO 11TH STREET/ LAMMERS/ KIMBALL HIGH

INBOUND: 11TH STREET/LAMMERS KIMBALL HIGH TO TRANSIT STATION

Tracy Transit Station (1)	Whispering Wind (31)	ACE Station (30)	Schulte Rd. Lauriana (12)	11th St. & Lammers Kimball High (26)	11th St. & Lammers Kimball High (26)	Dr Powers Park Lowell (28)	Tracy Transit Station (1)
6:30	6:39	6:46	6:55	7:14	7:14	7:22	7:35
7:10	7:19	NS	7:32	7:50	7:50	8:00	8:15
7:40	7:49	7:56	8:08	8:28	8:28	8:38	8:55
9:00	9:09	NS	9:21	9:36	9:36	9:46	10:00
11:55	**12:05**	**NS**	**12:18**	**12:33**	**12:33**	**12:43**	**1:00**
1:05	**1:15**	**NS**	**1:27**	**1:46**	**1:46**	**1:58**	**2:13**
2:20	**2:30**	**NS**	**2:42**	**3:01**	**3:01**	**3:13**	**3:28**
3:35	**3:45**	**NS**	**3:57**	**4:16**	**4:16**	**4:28**	**4:43**
4:50	**5:00**	**NS**	**5:11**	**5:26**	**5:26**	**5:36**	**5:50**
5:55	**6:05**	**NS**	**6:16**	**6:31**	**6:31**	**6:41**	**6:55**

NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS

MONDAY THROUGH FRIDAY – COMMUTER ROUTES

COMMUTER ROUTE E – MORNINGS

OUTBOUND: TRANSIT STATION TO WEST HIGH SCHOOL **INBOUND:** WEST HIGH SCHOOL TO TRANSIT STATION

Tracy Transit Station (1)	City Hall East St./10th St. (13)	Northgate Outlet Mall MacArthur (15)	Kavanagh North School (33)	Dr. Powers Park Lowell (28)	Tracy Transit Station (1)
7:35	7:38	7:50	8:00	8:17	8:30

COMMUTER ROUTE E: AFTERNOONS Reverse Direction

OUTBOUND: TRANSIT STATION TO WEST HIGH SCHOOL **INBOUND:** WEST HIGH SCHOOL TO TRANSIT STATION

Tracy Transit Station (1)	Holly Eaton Library (2)	Tracy Blvd. Sutter Hospital (3)	Lowell Art Frieller (34)	Kavanagh North School (33)	Northgate Outlet Mall MacArthur (15)	Tracy Transit Station (1)
1:25	1:30	1:35	1:42	1:55	2:05	2:15
2:30	2:35	2:40	2:47	3:00	3:10	3:20
3:50	3:55	4:00	4:07	4:20	4:30	4:40

MONDAY SERVICE ONLY

COMMUTER ROUTE F: MORNINGS

OUTBOUND: TRANSIT STATION TO ACE STATION **INBOUND:** ACE STATION TO TRANSIT STATION

Tracy Transit Station (1)	East Lake Cir. Dominique (36)	Brookview Lowes Park (37)	ACE Station (30)	Tracy Transit Station (1)	Holly Eaton Library (2)	Senior Center 9th Street (20)	Tracy Transit Station (1)
7:20	7:27	7:35	7:43	7:56	8:01	8:11	8:15

COMMUTER ROUTE F: AFTERNOONS Reverse Direction

OUTBOUND: TRANSIT STATION TO ACE STATION **INBOUND:** ACE STATION TO TRANSIT STATION

Tracy Transit Station (1)	Holly Eaton Library (2)	Senior Center 9th Street (20)	Tracy Transit Station (1)	East Lake Cir. Dominique (36)	Brookview Lowes Park (37)	ACE Station (30)	Tracy Transit Station (1)
2:30	**2:35**	**2:40**	**2:45**	**2:52**	**3:00**	**3:05**	**3:20**
4:00	**4:05**	**4:10**	**4:15**	**4:22**	**4:30**	**4:35**	**4:50**

MONDAY SERVICE ONLY

COMMUTER ROUTE G: AFTERNOONS

OUTBOUND: TRANSIT STATION TO 11TH ST/LAMMERS **INBOUND:** 11TH ST./LAMMERS TO TRANSIT STATION

Tracy Transit Station (1)	Tracy Blvd Sutter Hospital (3)	11th St. Lammers Kimball High (26)	Mable Josephine (32)	Whispering Wind (31)	Ace Station (30)	Tracy Transit Station (1)
2:30	**2:40**	**3:00**	**3:10**	**3:27**	**NS**	**3:40**
3:45	**3:55**	**4:15**	**4:25**	**4:42**	**4:55**	**5:05**

MONDAY SERVICE ONLY

COMMUTER ROUTE H: MORNINGS

OUTBOUND: CORIANDER ST. TO KIMBALL HIGH/LAMMERS **INBOUND:** KIMBALL HIGH/LAMMERS TO TRANSIT STATION

Coriander St. Tracker Pl (21)	Ironstone Dr. Starcross Park (22)	Anton St. Artesian Ave. (23)	Ellis Town Dr. Village Green Park (24)	Lammers Rd. Kimball High (27)	11th St. McDonalds (10)	Tracy Transit Station (1)
7:50	7:55	8:08	8:19	8:30	8:35	8:50

COMMUTER ROUTE H: AFTERNOONS Reverse Direction

OUTBOUND: TRANSIT STATION TO KIMBALL HIGH/ LAMMERS **INBOUND:** KIMBALL HIGH/LAMMERS TO TRANSIT STATION

Tracy Transit Station (1)	11th St. Safeway (8)	Lammers Rd Kimball High (29)	Summit Dr Ellis Town Dr. (25)	Coriander St. Tracker Pl. (21)	Anton St. Artesian Ave. (23)	Tracy Blvd. Raley's (11)	Tracy Transit Station (1)
2:30	**2:40**	**2:50**	**3:02**	**3:08**	**3:22**	**3:35**	**3:45**
3:50	4:00	4:10	4:22	4:28	4:42	4:55	5:05

MONDAY SERVICE ONLY

SCHEDULE NOTES

For Information on SOUTH TRACY SHUTTLE/ACE SHUTTLE/ARBOR SHUTTLE: Call 209-831-4287.

Transferring points are Tracy Transit Station, City Hall, Walmart and West Valley Mall and TRACER stops where two or more TRACER routes provide service.

PM times are shown in BOLD FACE type. Times are approximate and may vary due to traffic or weather conditions.

TRACER

SCALE 0 1

N

FOR INFORMATION ON ARBOR SHUTTLE: CALL 209-831-4287

FOR INFORMATION ON S. TRACY SHUTTLE/ACE SHUTTLE: CALL 209-831-4287

FOR INFORMATION ON S. TRACY SHUTTLE/ACE SHUTTLE: CALL 209-831-4287

Creating Community in Tracy by Connecting People to Places

LEGEND

ROUTES: A B C D

COMMUTER ROUTES: E F G H

SHUTTLES: ARBOR SHUTTLE, ACE SHUTTLE, S. TRACY SHUTTLE

RTD ROUTES: ROUTE 90, ROUTE 97, ROUTE 150

Route Direction
Reverse Route Direction
Timepoint
Bus Stops
School
Point of Interest
Hospital

CASH FARES - One way

Adult	$1.25
Student (K-12 w/valid student ID or schedule)	$1.00
STUDENTS RIDE FREE FROM JULY 2024 TO JUNE 2025	
Senior (65+)/Disabled/ADA/Medicare/Veteran	$.50
ADA Attendant	FREE
Child (6 and under with adult)	FREE
Access Pass	FREE

INFORMATION: 209-831-4BUS (4287)
www.ridetracer.com • 50 E. Sixth Street • Tracy, CA 95376

Effective August 1, 2024

MONDAY - FRIDAY

ACE SHUTTLE: MORNINGS

OUTBOUND: CORIANDER ST. TO ACE STATION

Coriander St. Tracker Pl (Start of Route)	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.	Ellis Town Dr. Village Green Park	Summit Dr. Ellis Town Dr.	ACE Station	Tracy Transit Station
21	22	23	24	25	30	1
5:15	5:18	5:28	5:36	5:47	5:55	NS
6:20	6:23	6:33	6:41	6:52	7:00	NS
7:12	7:15	7:25	7:33	7:44	7:52	8:02

ACE SHUTTLE: AFTERNOONS

OUTBOUND: ACE STATION TO CORIANDER ST.

ACE Station	Ellis Town Dr. Village Green Park	Summit Dr Ellis Town Dr.	Coriander St. Tracker Pl.	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.
30	24	25	21	22	23
5:18	**5:25**	**5:35**	**5:42**	**5:45**	**5:55**
6:18	**6:25**	**6:35**	**6:42**	**6:45**	**6:55**
7:18	**7:25**	**7:35**	**7:42**	**7:45**	**7:55**

MONDAY - SATURDAY

SOUTH TRACY SHUTTLE

OUTBOUND: TRANSIT STATION TO ELLIS TOWN DR.

INBOUND: ELLIS TOWN DR. TO TRANSIT STATION

Tracy Transit Station	Coriander St. Tracker Pl.	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.	Ellis Town Dr. Village Green Park	Summit Dr. Ellis Town Dr.	Tracy Blvd. Raley's	Tracy Transit Station
1	21	22	23	24	25	11	1
10:00	10:18	10:23	10:34	10:43	10:54	11:04	11:14
12:30	**12:48**	**12:53**	**1:04**	**1:13**	**1:24**	**1:34**	**1:44**
3:30	**3:48**	**3:53**	**4:04**	**4:13**	**4:24**	**4:34**	**4:44**

PM times are shown in BOLD FACE type. Times are approximate and may vary due to traffic or weather conditions.

ACE & SOUTH TRACY SHUTTLE does not operate on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

SUNDAY SERVICE AVAILABLE ON-DEMAND WITH TRACER PLUS

FOR INFORMATION CALL: (209) 831-4BUS (4287)

TRACER

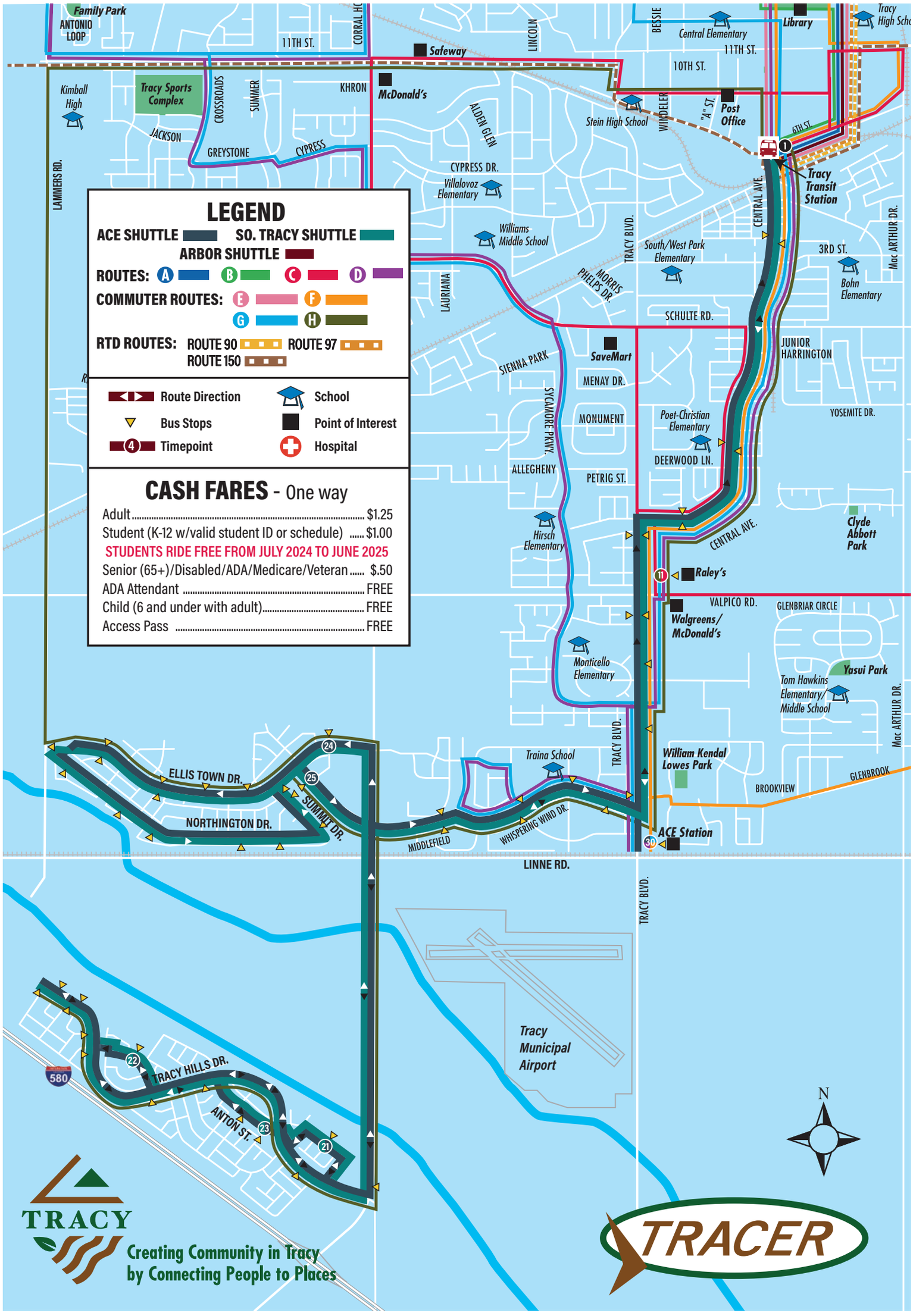
ACE SHUTTLE
SOUTH TRACY SHUTTLE

Creating Community in Tracy by Connecting People to Places

TRACY

INFORMATION: (209) 831-4BUS (4287)

WWW.RIDETRACER.COM



LEGEND

ACE SHUTTLE **SO. TRACY SHUTTLE**

ARBOR SHUTTLE

ROUTES: A B C D

COMMUTER ROUTES: E F G H

RTD ROUTES: ROUTE 90 ROUTE 97 ROUTE 150

Route Direction
Bus Stops
Timepoint
School
Point of Interest
Hospital

CASH FARES - One way

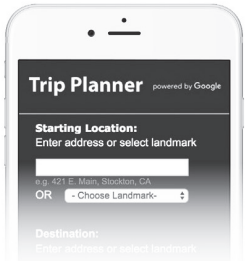
Adult	$1.25
Student (K-12 w/valid student ID or schedule)	$1.00
STUDENTS RIDE FREE FROM JULY 2024 TO JUNE 2025	
Senior (65+)/Disabled/ADA/Medicare/Veteran	$.50
ADA Attendant	FREE
Child (6 and under with adult)	FREE
Access Pass	FREE

Planning a trip?

Use the following services:

text BUS
TXT 4 UR NXT BUS

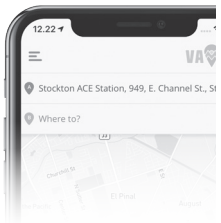
1. Find your stop code on the top-right corner of the bus stop sign.
2. Text it to **(209) 222-3595**.
3. Get next scheduled departure times (within next 2 hours).



Trip Planner

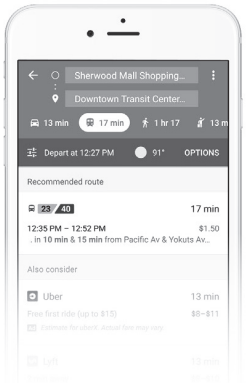
Already on the RTD website? Access the Trip Planner on the homepage or on the sidebar for quick and easy trip planning. Most popular destinations are already preloaded as a convenience—just enter your departure time and hit submit.

RTD Bus Passes On Your Phone



VAMOS EZHub

Download the **Vamos Mobility App** with EZHub from the Apple App Store or Google Play



Google Maps

1. Open the Google maps app.*
2. On the bottom of the screen, tap Transit.
3. Drag the tab up from the bottom. You'll see information about nearby public transportation.
4. Scroll up and down to see transit options and times. Scroll left to right to see different transit stations.
5. Tap on a station to see a list of departures.

*Normal carrier charges may apply

Route-090-2023JUL30

Bus Fare Local • Hopper • Express • Commuter

Fare	FULL	DISCOUNT[1]	STUDENT[2]
1-Ride Pass / CASH AT FAREBOX	$1.50	$0.75	-----
1-Ride Express Pass[3]	$1.50	$0.75	-----
1-Day Pass	$4.00	$2.00	-----
31-Day Pass	$65.00	$30.00	$40.00
Commuter One-Way Pass	$7.00	-----	-----

FARE STRUCTURE NOTES

Children: Up to three children ages 4 and under ride free of charge when accompanied by a fare-paying adult. Fare for each additional child costs $1.50.

County Hopper Deviations: Within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Reservations are required two days in advanced for all Hopper deviations. Hoppers will deviate up to two times per trip. Please call (209) 943-1111 and follow the prompt for Hopper deviation reservations.

1. **Discount Fare:** Valid only for seniors (ages 60 and over), persons with disabilities, veterans, Medicare cardholders, and all other eligible passengers with a valid Discount Fare Card (DFC).
2. **Student Fare:** Valid only for children ages 5-17 and college students with valid ID.
3. **1-Ride Express Pass:** Sold only at Fare Vending Machines (FVM) and valid only on Express routes.

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Email: comments@sjRTD.com
Phone: (209) 943-1111

Mail: San Joaquin Regional Transit District (RTD)
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Hopper 90

Effective: July 30, 2023
Pilot Service

Rural Area Deviations Available

To Tracy

- Stockton
- Lathrop
- Tracy

To Stockton

- Tracy
- Lathrop
- Stockton

SAN JOAQUIN RTD

(209) 943-1111 | sjRTD.com

Information herein is subject to change without notice.

Hopper 90 To Lathrop/Stockton

Northbound EFFECTIVE: 07.30.23

Tracy Transit Station	Grant Line – Chrisman	Lathrop – Harlan	San Joaquin County Hospital Main Entrance	Manthey – 8th	Downtown Transit Center (DTC) Arrive	Downtown Transit Center (DTC) Depart	Pacific & Yokuts Arrive (Northbound)
5:37A	5:47A	6:02A	6:17A	6:29A	6:35A	----	----
6:40A	6:50A	7:05A	7:11A	7:23A	7:29A	7:31A	7:46A
7:47A	7:57A	8:12A	8:18A	8:30A	8:36A	8:38A	8:53A *
9:12A	9:22A	9:37A	9:43A	9:55A	10:01A	----	---- *
10:47A	10:57A	11:12A	11:18A	11:30A	11:36A	----	----
12:52P	**1:02P**	**1:17P**	**1:23P**	**1:33P**	**1:39P**	**1:45P**	**2:00P**
3:37P	**3:47P**	**4:02P**	**4:08P**	**4:18P**	**4:24P**	**4:30P**	**4:45P**
6:22P	**6:32P**	**6:47P**	**6:53P**	**7:05P**	**7:11P**	----	----
8:22P	**8:32P**	**8:47P**	**8:53P**	**9:05P**	**9:11P**	----	---- *

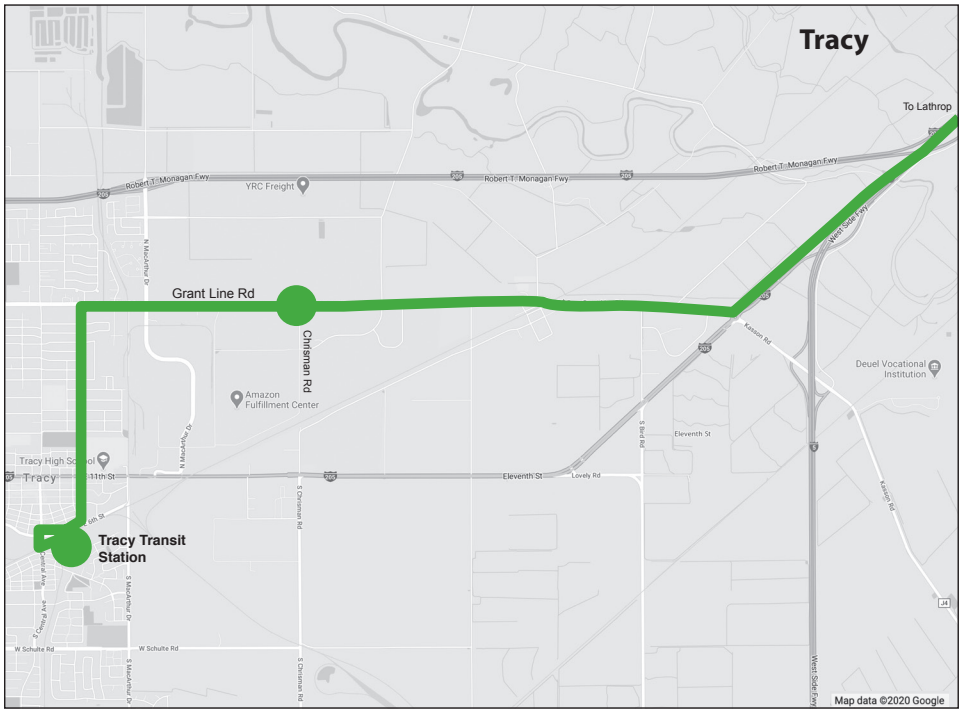
*Bus goes out of service

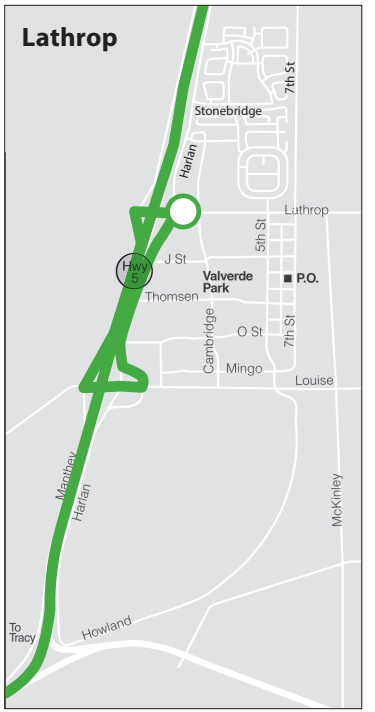
Hopper 90 To Lathrop/Tracy

Southbound EFFECTIVE: 07.30.23

Pacific & Yokuts Depart (Northbound)	Downtown Transit Center (DTC) Arrive	Downtown Transit Center (DTC) Depart	Lever – 8th	San Joaquin County Hospital Main Entrance	Lathrop – Harlan	Grant Line – Chrisman	Tracy Transit Station
----	----	6:45A	6:52A	7:02A	7:17A	7:32A	7:42A
7:48A	8:03A	8:10A	8:17A	8:27A	8:42A	8:57A	9:07A
----	----	9:45A	9:52A	10:02A	10:17A	10:32A	10:42A
----	----	11:45A	11:52A	**12:02P**	**12:17P**	**12:32P**	**12:42P**
2:05P	**2:20P**	**2:30P**	**2:37P**	**2:47P**	**3:02P**	**3:17P**	**3:27P**
4:50P	**5:05P**	**5:15P**	**5:22P**	**5:32P**	**5:47P**	**6:02P**	**6:12P**
----	----	**7:20P**	**7:27P**	**7:37P**	**7:52P**	**8:07P**	**8:17P**

Transfer Point Stop



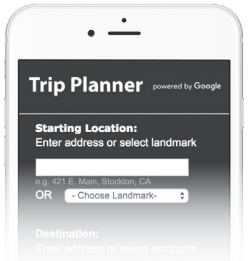


Planning a trip?

Use the following services:

text BUS TXT 4 UR NXT BUS

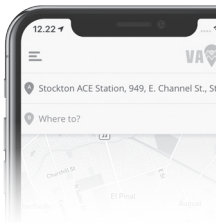
1. Find your stop code on the top-right corner of the bus stop sign.
2. Text it to **(209) 222-3595**.
3. Get next scheduled departure times (within next 2 hours).



Trip Planner

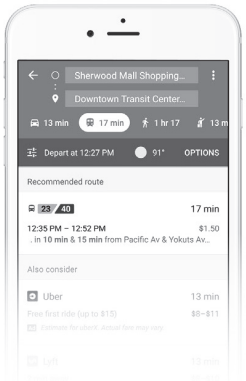
Already on the RTD website? Access the Trip Planner on the homepage or on the sidebar for quick and easy trip planning. Most popular destinations are already preloaded as a convenience—just enter your departure time and hit submit.

RTD Bus Passes On Your Phone



VAMOS EZHub

Download the **Vamos Mobility App** with EZHub from the Apple App Store or Google Play



Google Maps

1. Open the Google maps app.*
2. On the bottom of the screen, tap Transit.
3. Drag the tab up from the bottom. You'll see information about nearby public transportation.
4. Scroll up and down to see transit options and times. Scroll left to right to see different transit stations.
5. Tap on a station to see a list of departures.

*Normal carrier charges may apply

Route-097-2023JUL30

Bus Fare Local • Hopper • Express • Commuter

Fare	FULL	DISCOUNT[1]	STUDENT[2]
1-Ride Pass / CASH AT FAREBOX	$1.50	$0.75	-----
1-Ride Express Pass[3]	$1.50	$0.75	-----
1-Day Pass	$4.00	$2.00	-----
31-Day Pass	$65.00	$30.00	$40.00
Commuter One-Way Pass	$7.00	-----	-----

FARE STRUCTURE NOTES

Children: Up to three children ages 4 and under ride free of charge when accompanied by a fare-paying adult. Fare for each additional child costs $1.50.

County Hopper Deviations: Within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Reservations are required two days in advanced for all Hopper deviations. Hoppers will deviate up to two times per trip. Please call (209) 943-1111 and follow the prompt for Hopper deviation reservations.

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Hopper 97

Effective: July 30, 2023

Rural Area Deviations Available

To Manteca

- Tracy
- Lathrop
- Manteca

To Tracy

- Manteca
- Lathrop
- Tracy

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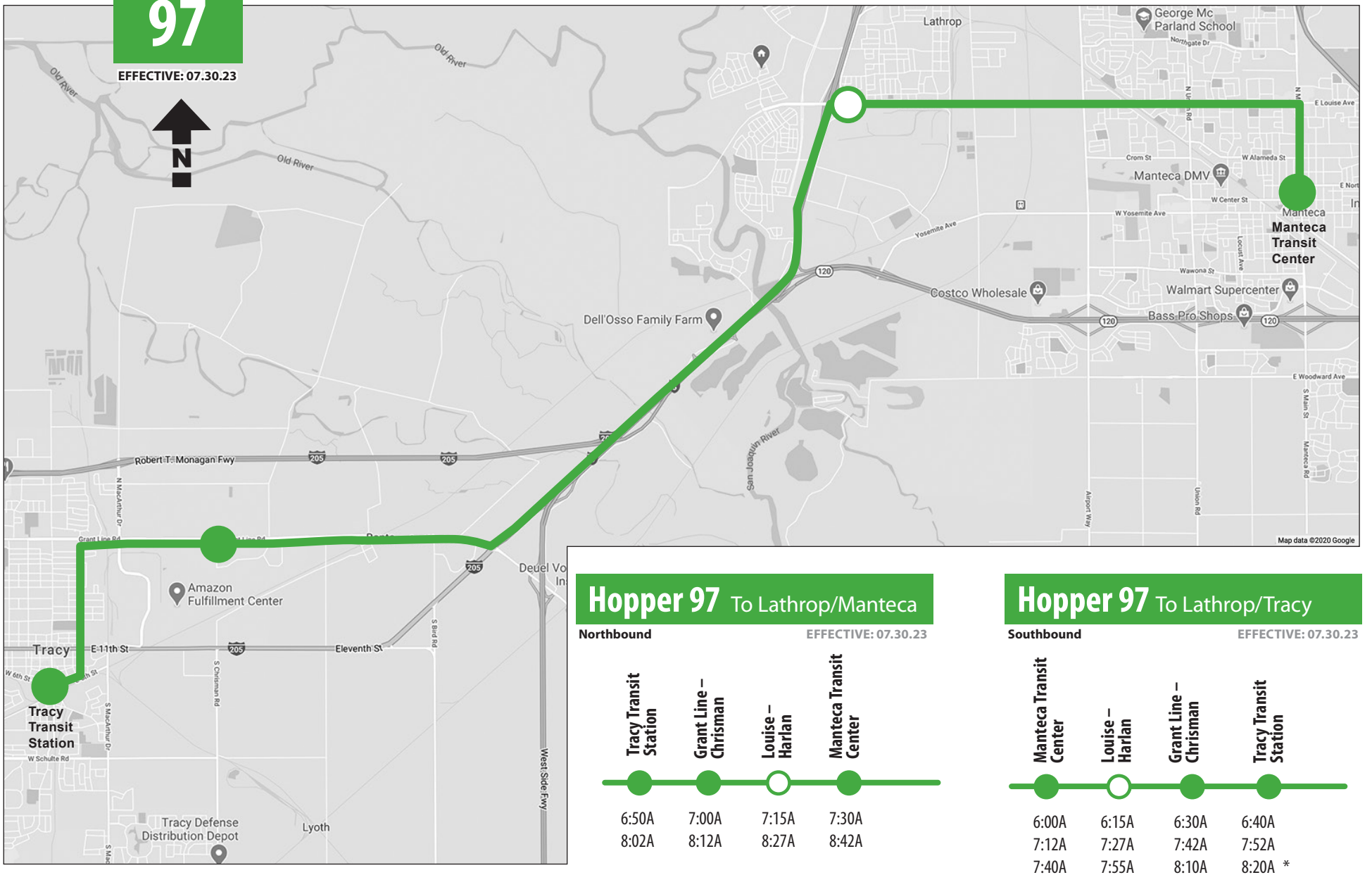
Information herein is subject to change without notice.

97

EFFECTIVE: 07.30.23



Transfer Point Stop

Hopper 97 To Lathrop/Manteca

Northbound EFFECTIVE: 07.30.23

Tracy Transit Station	Grant Line – Chrisman	Louise – Harlan	Manteca Transit Center
6:50A	7:00A	7:15A	7:30A
8:02A	8:12A	8:27A	8:42A
10:30A	10:40A	10:55A	11:10A *
11:50A	**12:00P**	**12:15P**	**12:30P**
1:20P	**1:30P**	**1:45P**	**2:00P**
4:30P	**4:40P**	**4:55P**	**5:10P** *
5:25P	**5:35P**	**5:50P**	**6:05P**
8:20P	**8:30P**	**8:45P**	**9:00P** *

Hopper 97 To Lathrop/Tracy

Southbound EFFECTIVE: 07.30.23

Manteca Transit Center	Louise – Harlan	Grant Line – Chrisman	Tracy Transit Station
6:00A	6:15A	6:30A	6:40A
7:12A	7:27A	7:42A	7:52A
7:40A	7:55A	8:10A	8:20A *
9:40A	9:55A	10:10A	10:20A
12:35P	**12:50P**	**1:05P**	**1:15P**
2:05P	**2:20P**	**2:35P**	**2:45P** *
3:40P	**3:55P**	**4:10P**	**4:20P**
4:35P	**4:50P**	**5:05P**	**5:15P**
6:15P	**6:30P**	**6:45P**	**6:55P** *
7:35P	**7:50P**	**8:05P**	**8:15P**

*Bus goes out of service

ACE®

INFORMATION

INFORMACIÓN

SCHEDULE / HORARIO

Westbound / AM Trains
Trenes en Dirección Oeste

Station / Estaciones	ACE 01	ACE 03	ACE 05	ACE 07
	Mon-Fri / Lunes a Viernes			
STOCKTON	4:10 AM	5:35 AM	6:40 AM	7:32 AM
LATHROP	4:29 AM	5:54 AM	6:59 AM	7:51 AM
TRACY	4:41 AM	6:06 AM	7:11 AM	8:03 AM
VASCO	5:10 AM	6:35 AM	7:40 AM	8:32 AM
LIVERMORE	5:15 AM	6:40 AM	7:45 AM	8:37 AM
PLEASANTON	5:23 AM	6:48 AM	7:53 AM	8:45 AM
FREMONT	5:45 AM	7:10 AM	8:15 AM	9:07 AM
GREAT AMERICA	6:03 AM[L]	7:28 AM[L]	8:33 AM[L]	9:25 AM
SANTA CLARA	6:10 AM[L]	7:35 AM[L]	8:40 AM[L]	9:32 AM
SAN JOSE	6:22 AM	7:47 AM	8:52 AM	9:44 AM

Eastbound / PM Trains
Trenes en Dirección Este

Station / Estaciones	ACE 02	ACE 04	ACE 06	ACE 08
	Mon-Fri / Lunes a Viernes			
SAN JOSE	2:10 PM	3:35 PM	4:35 PM	5:35 PM
SANTA CLARA	2:15 PM	3:40 PM	4:40 PM	5:40 PM
GREAT AMERICA	2:24 PM	3:49 PM	4:49 PM	5:49 PM
FREMONT	2:45 PM	4:05 PM	5:05 PM	6:05 PM
PLEASANTON	3:08 PM	4:28 PM	5:28 PM	6:28 PM
LIVERMORE	3:22 PM	4:37 PM	5:37 PM	6:37 PM
VASCO	3:27 PM	4:42 PM	5:42 PM	6:42 PM
TRACY	3:56 PM[L]	5:11 PM[L]	6:11 PM[L]	7:11 PM[L]
LATHROP	4:08 PM[L]	5:23 PM[L]	6:23 PM[L]	7:23 PM[L]
STOCKTON	4:32 PM	5:47 PM	6:47 PM	7:47 PM

L - Trains may leave early after all riders have deboarded /
Los trenes pueden salir temprano después de que todos los pasajeros hayan bajado.

For the most updated schedule visit acerail.com/schedules

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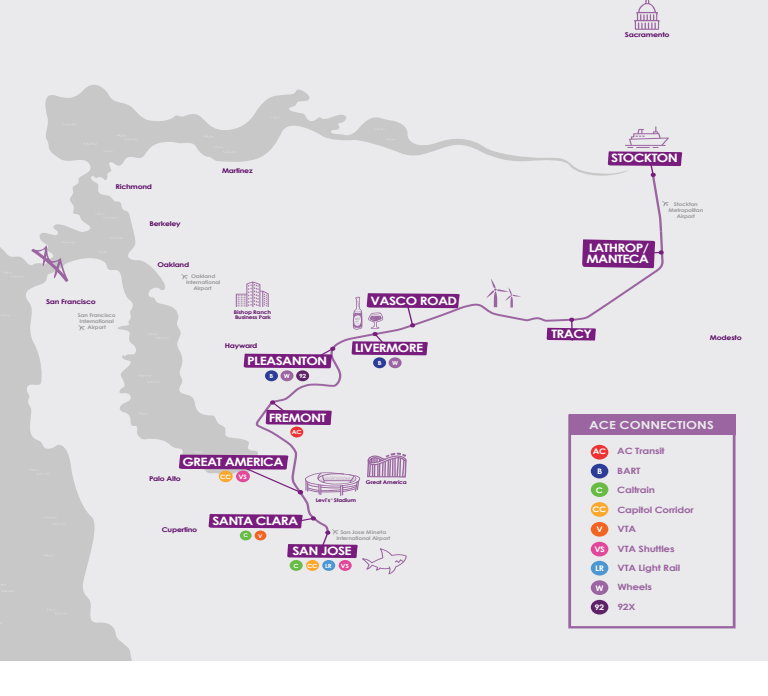

Scan Me!

ACE STATIONS / ESTACIONES

Paper tickets are available for purchase (Monday-Friday) at the following ACE stations: Stockton, Lathrop/Manteca, Tracy, Livermore (LAVTA/Wheels Transit Center), Pleasanton, Fremont, Great America, and San Jose.

Boletos impresos están disponibles para su compra (de lunes a viernes) en las siguientes estaciones ACE: Stockton, Lathrop / Manteca, Tracy, Livermore (LAVTA / Wheels Transit Center), Pleasanton, Fremont, Great Amercia y San José.

Work, Play, Relax Onboard with MyACEWiFi!
¡Trabaja, juega y relájate a bordo con MyACEWiFi!

MyACEWiFi

San Joaquin Regional Rail Commission

Altamont Corridor Express (ACE) is a service of the San Joaquin Regional Rail Commission located at 949 E. Channel St., Stockton, CA 95202.

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Si cree que ha sido objeto de discriminación en virtud del Título VI, puede presentar una queja por escrito ante la Comisión Regional de Ferrocarriles de San Joaquin, Oficial de Título VI, 949 E. Channel St., Stockton, CA 95202, o llame a ACE al 1-800-411-RAIL (7245), o envíe un correo electrónico a titlevi@acerail.com.

03082024

Appendix C – Planned Multimodal Improvements/Services

Valley Link
Connecting People, Housing, and Jobs

PROJECT OVERVIEW

Valley Link is a new 42-mile, passenger rail service connecting the over 105,000 Bay Area workers traveling daily over the Altamont Pass from their homes in the Northern San Joaquin Valley with fast, frequent, zero-emission service – providing a transit alternative to the highly congested Interstate 580 corridor and bringing new riders to the broader Bay Area transit system. The 22-mile initial operating phase between Dublin/Pleasanton and a new Mountain House Community station with additional stations at Isabel Avenue and Southfront Road will provide all-day, bi-directional service at 15-minute frequencies during peak commute periods with 45-minute frequencies at other times and is projected to carry 30,000 riders each day by 2040. Construction of the initial operating phase could start as early as 2025. Details regarding environmental review and design on this phase can be found at www.getvalleylinked.com.

Fig.1: Valley Link Alignment - LOCALLY PREFERRED ALTERNATIVE

SUMMARY OF PROJECT BENEFITS

Valley Link has been developed in partnership with its 15-member agencies to be responsive to the goals and objectives of the communities it will serve and meets an urgent need to:

Connect Housing, People and Jobs

Connects the Megaregion's workforce to affordable housing. More than 105,000 Bay Area workers living in San Joaquin County commute daily through the Altamont in their cars.

Reduce Greenhouse Gas Emissions
Reduces greenhouse gas emissions by 32,220 to 42,650 metric tons by 2040.

Serve Disadvantaged and Low-Income Communities and Households
Promotes equity by serving four stations within areas designated as disadvantaged or within or near low-income communities in Northern San Joaquin County.

Create New Jobs and Promote Economic Recovery
Provides an estimated 22,000 jobs during construction. When operational will support 400 jobs per year with labor income of over $19 million per year and $69 million in business sales annually.

PROJECT GOALS

- Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.
- Rail connectivity between the San Francisco Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

SUSTAINABILITY

The Valley Link Rail Project is being implemented as a model of economic and environmental sustainability – one that could operate on its own created renewable energy, support transit-oriented land use development around station areas and promote innovation in station access while maximizing air quality, equity, health, and workforce benefits. The Board-adopted Sustainability Policy outlines key implementing strategies for achieving these goals.

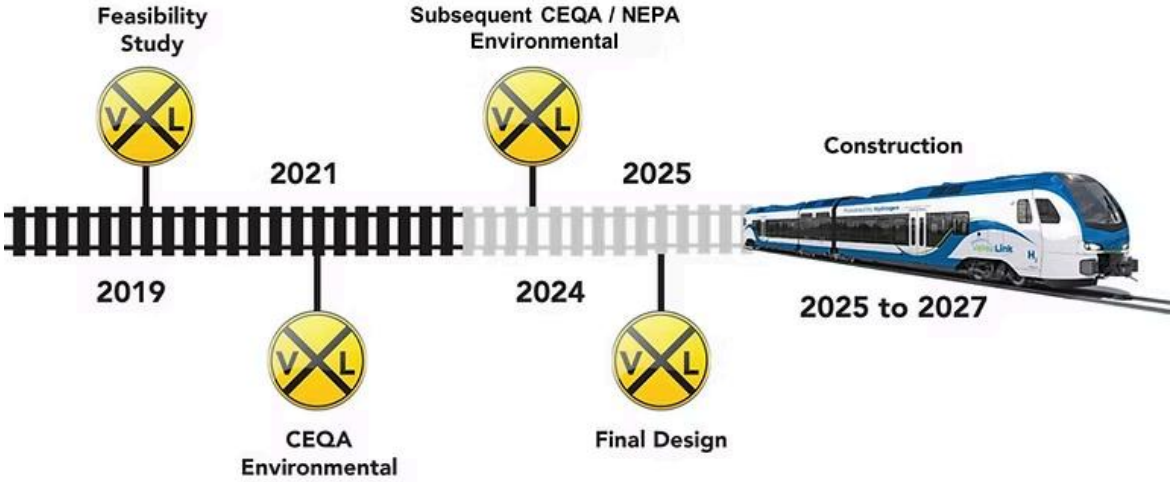
TRANSIT ORIENTED DEVELOPMENT

The Board-adopted Transit Oriented Development Policy provides direction and guidance regarding the station area plans to be developed by local jurisdictions prior to completion of final design. These plans, in combination with a requirement to meet corridor level housing thresholds, are intended to facilitate pedestrian friendly station areas, seamless intermodal connections and the promotion of active transportation (bicycling and walking), and use of zero emission vehicles, and shared rides.

EQUITABLE ACCESS

The Board has adopted policies and programs to ensure that all planning and decision-making for the project encourages public engagement and ensures a meaningful level of participation from disadvantaged communities and low- income communities and households. A Title VI Program and Public Participation and Language Assistance Plans (adopted March 10, 2021[CK3]) guide these efforts. To further expand these efforts, the development of an Equity and Inclusion Plan is currently underway.

PROJECT TIMELINE



agencies. The Authority is also working with private sector leadership including the Bay Area Council, San Joaquin Partnership, Innovation Tri-Valley and Chambers of Commerce throughout the project service area.

MEMBER AGENCIES

The 15-member Board of Directors is comprised of representatives from the cities of Dublin, Lathrop, Livermore, Manteca, Pleasanton, Stockton, Tracy, Danville, San Ramon, and the Mountain House Community Services District; the counties of Alameda and San Joaquin; and the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART) and the San Joaquin Regional Rail Commission (SJRRC).

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Valley Link

Connecting People, Housing, and Jobs

Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area. Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/ Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	**12 min** (meeting every BART train)	**30 min** (meeting every other BART train)
Beyond Greenville	**24 min** (meeting every other BART train)	**12 min** (meeting every 4th BART train)

As of February 2019

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

Corridor Snapshot

41 miles

7 stations

25,000 daily riders by 2040

7,700 cars off the road by 2040

Project Goals

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It strives to achieve the following goals:

- Reduce greenhouse gas emissions by 260 metric tons of carbon dioxide equivalent/year by 2040
- Operate on renewable energy
- Improve connectivity by integrating transit, bus and active transportation networks
- Promote equity by maximizing benefits to disadvantaged communities

Purpose and Need

Bay Area growth is expanding east into the San Joaquin Valley as Bay Area housing production lags despite strong job growth.

San Joaquin Valley commuters have recently increased by 30%, representing the highest daily commute flow to the Bay Area and one of the heaviest in the state.

Continued growth is expected to result in a 60% increase in traffic by 2040. Currently, no direct rail connection exists between the San Joaquin Valley and BART, forcing commuters onto freeways.

Take the survey!

Your input is valuable! Please take the online survey to share your throughts and ideas about Valley Link commuter rail.

bit.ly/valleylink

For more information about Valley Link, visit **www.valleylinkrail.com**

Valley Rail

San Joaquin Regional Rail Commission

San Joaquin Joint Powers Authority

Providing Central Valley communities with sustainable and reliable transportation choices to expand opportunity

Project Highlights

- 16 New Stations
- 7 New Daily Round-Trips
- Serves over 30% of the Disadvantaged Communities in California
- GHG Reduction of 5.2 Million Metric Tons of CO_2
- Improve Public Health and Reduce Fatalities/Injuries
- New Trainsets for San Joaquins and ACE

TIRCP award to improve Central Valley mobility

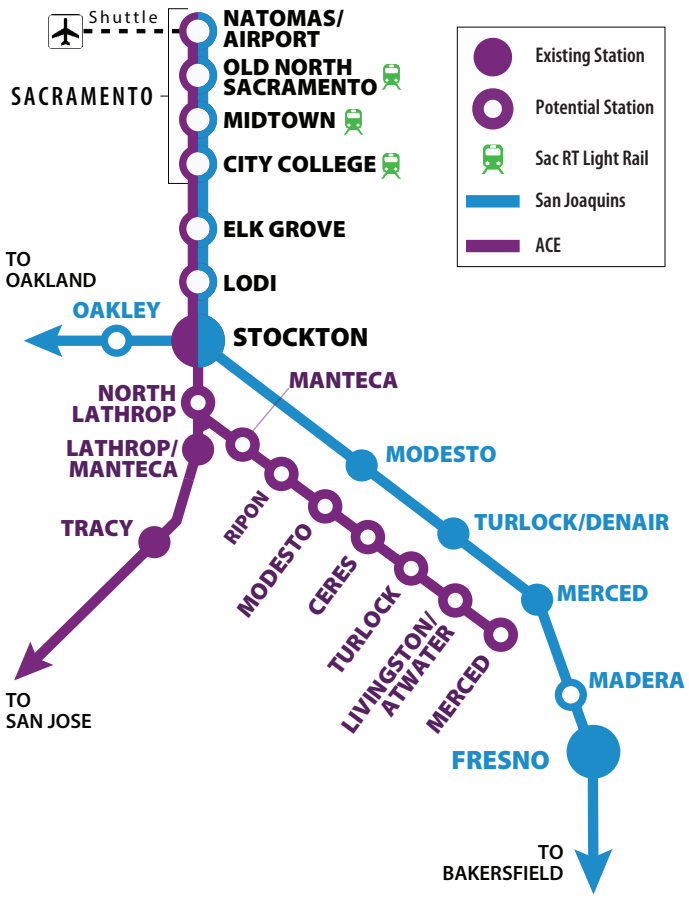
The San Joaquin Regional Rail Commission's (SJRRC) and San Joaquin Joint Powers Authority's (SJJPA) joint application to the California State Transportation Agency (CalSTA) for SB 1 and Cap & Trade funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) was awarded **$500.5 million** for the "Valley Rail" project.

Why is Valley Rail important to California?

Valley Rail improves geographic equity by connecting key locations in the Central Valley including Sacramento, San Joaquin, Stanislaus, Merced, Madera, and Fresno Counties to each other and beyond to the Bay Area and the greater California rail network via three future high-speed rail (HSR) connections in Madera, Merced, and San Jose. This transformative, megaregional project helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

What is Valley Rail?

Valley Rail implements two new daily round-trips for the Amtrak San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento Area, and an extension of Altamont Corridor Express (ACE) between Sacramento and Merced which builds upon **$400 million** ACE funding from Senate Bill (SB) 132. In addition, Valley Rail will convert the entire fleet including the thruway bus network to renewable diesel fuel, providing greenhouse gas (GHG) benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) San Joaquins and ACE services.



ACE ALTAMONT CORRIDOR EXPRESS

AMTRAK SAN JOAQUINS

What are the benefits of Valley Rail?

San Joaquin Regional Rail Commission

San Joaquin Joint Powers Authority

Reduce GHG

- GHG Emission Reductions of 5.2 MMT of CO_2
- Program includes transition fleet to renewable fuels.

Increase Connectivity

- Planned San Joaquins and ACE services as part of a regional system, instead of as individual and separate transit offerings
- Introduces increased frequency, broader market reach, regular-interval service, and new connectivity, all of which set the stage for a more fully integrated network

Reduce VMT and Expand Ridership

- San Joaquins ridership expands to 1.8 million annual riders in 2025
- ACE ridership expands to 3.1 million annual riders in 2025
- Reduction of 88.4 million vehicle miles traveled annually

Improve Public Health

- Converting to Tier 4 locomotives will achieve particulate matter reductions of 90%, nitrogen oxide reductions of 80% as well as sizable reductions of VOCs (volatile organic compounds) and CO (carbon monoxide).

Benefits to Disadvantaged and/or Low Income Communities

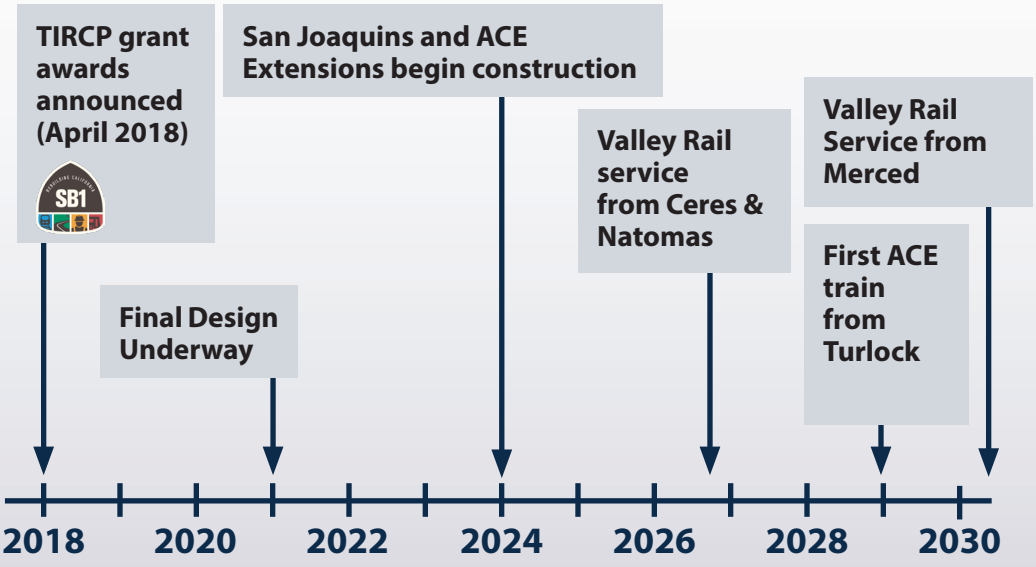
- The project directly serves over 30% of California's Disadvantaged Communities and 15% of low-Income Communities.

Improve Safety

- Approximately 4.8 billion auto VMT, 61 fatalities, and 817 injuries are estimated to be avoided over 30 years once the service is operational.

What is the timeline for Valley Rail?

Valley Rail is ready to advance. The SJJPA/SJRRC have secured over $1 billion in funding for the Valley Rail Program and construction is anticipated to start in early 2021. The Final EIR for the Sacramento Extension was approved on October 2, 2020 by the SJRRC. The EIR for extending ACE to Modesto/Ceres was certified on August 3, 2018 and the EIR to extend ACE from Ceres to Merced was certified on December 3, 2021.



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SAN JOAQUIN REGIONAL TRANSIT DISTRICT

Short Range Transit Plan

Fiscal Years 2018/19 – 2027/28

Final

The preparation of this Short Range Transit Plan (SRTP) has been funded in part by a grant from the United States Department of Transportation (USDOT), through Section 5304 of the Federal Transit Act. The contents of this SRTP reflect the views of the San Joaquin Regional Transit District (RTD) and are not necessarily those of the USDOT, the Federal Transit Administration (FTA), or the San Joaquin Council of Governments (SJCOG). RTD is solely responsible for the accuracy of the information presented in this SRTP.

Civil Rights Compliance. In compliance with Title VI regulations of the Civil Rights Act of 1964, no person in the United States of America shall, on grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. RTD must ensure that federally-supported transit service and related benefits are distributed in an equitable manner. RTD has certified that it is in compliance with Title VI regulations.

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Rev. No.	Date	Description
001		Restructure document to include plans for Mobility Management Services and sustainability initiatives
002		

Recurring Action Items	Responsibility	Frequency
1. Review capital projects and funding to determine whether this document needs to be revised.	Director of Planning & Scheduling	Every four years
2. Review RTD priorities to determine the need for document update.	Director of Planning & Scheduling	Every four years

Approval Signature

Chief Executive Officer (CEO) Date

Short Range Transit Plan
San Joaquin Regional Transit District

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Letter from CEO

Our region is growing. As more people move to San Joaquin County and more drivers share the roads, San Joaquin Regional Transit District (RTD) must do more to ensure mobility throughout the County remain environmentally and fiscally sustainable. This Short Range Transit Plan (SRTP) provides an overview of RTD's major initiatives, both capital and service level, in the next decade.

RTD's mandate is significant—providing service to over 700,000 people sprawled across 1,400 square miles. The region is also growing; population is projected to increase 14% over the duration of this plan. Transit should at least keep pace by serving those who need it, as well as attracting other riders when possible. Rapid population growth increases the need for quality public transit.

To prepare for future growth and to better serve existing customers, RTD has invested heavily in enhancements to facilities and services such as Bus Rapid Transit (BRT). RTD has also partnered with major technology players such as Uber and continues to innovate, seeking additional partnerships for its coordinated mobility efforts.

This plan outlines new projected BRT services, which create faster, easier connections and improve accessibility throughout the service area. We have also set forth a vision for sustainability, with a major project focusing on renewable energy. Finally, our efforts in delivering Mobility Management Services will create a resilient transportation ecosystem for current and future users.

We are proud of this vision and look forward to engaging with our current and future passengers to implement and advance this plan.

Introduction

The San Joaquin Regional Transit District (RTD) Short Range Transit Plan (SRTP) for Fiscal Years (FY) 2018–2019 to 2027–2028 serves as a guide for the development of the goals, objectives, and policies for future transit services in the Stockton Metropolitan Area (SMA) and unincorporated San Joaquin County over the next 10 years. The SRTP is developed within the context of the regional planning process, which will implement San Joaquin Council of Governments' (SJCOG) Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) (2018) and the Regional Transit Systems Plan (2017).

RTD has the following mission and vision statements:

> *"Our primary mission is to provide a safe, reliable, and efficient transportation system for the region."*
>
> *"Our vision is to become the transportation service of choice for the residents we serve."*

Developing and updating the SRTP is a critical step in the ongoing efforts of the RTD Board of Directors and staff in fulfilling its mission and vision. The SRTP proposes strategies that will guide transit development while containing costs within available revenues. Stakeholder discussions helped shape the design and strategies contained in the SRTP, which aims to accomplish the following:

- Develop strategic services and capital programs to provide transit services in a manner that balances the diverse needs of the traveling public, meets the community's transit needs, and competes effectively with single-occupant vehicles.
- Maintain sound financial management by implementing system efficiency standards and diversifying RTD's revenue streams.
- Coordinate with local agencies at all levels to ensure transit competes as a viable mode and that all transportation system investments are strategic and socially and economically equitable.
- Help reduce traffic congestion and air pollution in the San Joaquin Valley in order to meet regional air quality goals.

The SRTP provides support for future federal grant applications and fulfills requirements of other funding agencies that specify projects be listed in an adopted plan.

RTD will continue to work cooperatively with local governments, businesses, and citizens to coordinate transit planning with land-use planning. RTD is committed to improving public transit services to accommodate all user needs, as well as supporting other environmentally-friendly transportation initiatives that promote walking, cycling, and high-capacity transit use.

RTD will continue to maintain its network of transit services and propose cost-effective and efficient improvements to meet increased demand brought about by continued growth in the County. Expansion will be necessary to meet future mobility needs, improve air quality and quality of life, and assist in the development of a strong, integrated, and diverse economy.

Future Service Vision

Public transit is part of the fabric of the San Joaquin County community and a critical element in our overall transportation system. As population levels within the region are forecast to increase each year (with a 14% increase projected during the life of this plan), RTD must provide mobility options for millions of commuters and visitors to reduce traffic congestion, air pollution, and energy consumption. Additionally, thousands of senior citizens, disabled individuals, and people living below the poverty level rely on public transit as a vital link which connects them to jobs, shopping, education, health care, and the surrounding community.

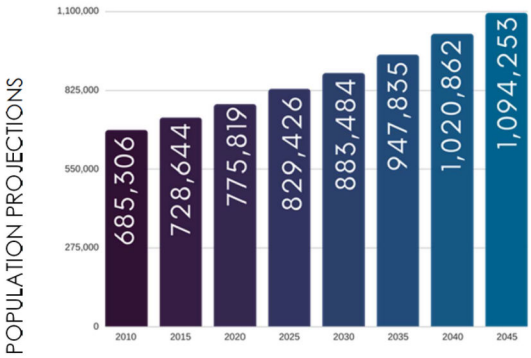


Figure 1 – Population Projections
Source: Annual Population Estimates, U.S. Census Bureau; Population Projection Project, Business Forecasting Center

RTD, similar to most transit agencies throughout the US, has seen a decline in ridership despite increases in population. This decrease in ridership has coincided with a steady increase in traffic congestion. The net results are less revenue dollars and higher costs due to the increase in operating hours.

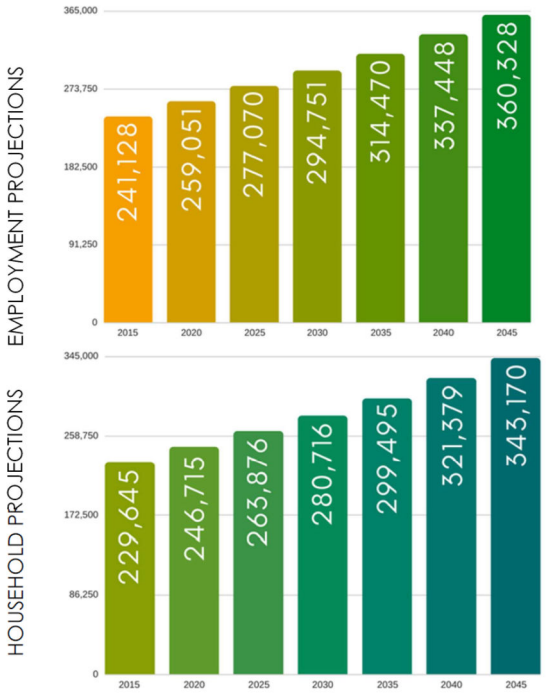


Figure 2 – Housing and Employment Projections

An additional 24% from the Local Transportation Fund (LTF) from San Joaquin County—along with State Transit Assistance (STA) and Low Carbon Transit Options Program (LCTOP) funding—has helped sustain RTD's transit services in Stockton and the rest of San Joaquin County and meet the basic needs of the continuously growing community.

In an effort to balance the needs of a growing community with declining revenues, RTD has redirected its service design to focus on expanding and promoting those services that provide the most benefit to the local community.

This SRTP outlines RTD's plans based upon three main goals:

Accessibility: Through a robust network of new BRT and Mobility Management services, RTD can meet the needs of today's residents who do not have access to service and improve access with higher frequency service to current users. Improved accessibility also increases the attractiveness of RTD's services, encouraging new riders to experience public transit.

Sustainability: By being a public transit provider, RTD reduces millions of tons of carbon emissions every year. In addition, many millions more tons of carbon emissions will be reduced through RTD's plan for renewable energy through solar power and electric and hybrid transit vehicles.

Resilience: RTD continues to focus on improving existing transit services and the quality of life of its passengers. Through new technology and partnerships, RTD's passengers will be more informed and be better able to use RTD's services. Using new technology, RTD will improve on-time performance, be better equipped to manage disruptions and delays, and continue to provide outstanding customer service.

In all, this SRTP outlines over $20 million in operating improvements and an additional $200 million in capital improvements to benefit San Joaquin County and its citizens.

Accordingly, the SRTP identifies the following service objectives to provide the highest level of transit service to the greatest number of people within RTD's financial means:

- Enhancing Stockton Metropolitan Area (SMA) service by:
  - Improving BRT service and connectivity.
  - Restoring midday, off-peak, and night frequency.
  - Restoring weekend service frequency.
- Improving the quality of mobility services while reducing the cost of providing Americans with Disabilities Act (ADA) Dial-A-Ride (DAR) service.
- Improving the quality of Intercity and Commuter service.
- Improving Hopper deviated fixed-route service levels.
- Improving administrative management through technology and training.

- Coordinating with local jurisdictions, San Joaquin County, and local developers to incorporate transit services and amenities within land use planning to establish transit-oriented development.
- Coordinating a transit consolidation study of the transit systems in the region to improve efficiency, reduce overhead, and increase transit service countywide.

BRT Express Corridor Expansion

Through a robust network of new BRT services, RTD aims to meet the needs of those without access to service and improve access for others with higher frequency service to current passengers.

In 2006, RTD worked with DKS Associates to develop the BRT Master Plan. The BRT Master Plan outlined the various elements of a BRT system and provided guidance for the development of RTD's first three corridors.

The Master Plan defined how BRT will be implemented in San Joaquin County by providing a consistent image and standards for implementation and development. These elements include traffic signal prioritization; low-floor, diesel-electric buses; unique service branding; prepaid fares with fare vending machines; high frequency service; and increased stop distances. The BRT Master Plan alluded to the need for future, dedicated right-of-way and potential queue jump lanes in the City of Stockton.

In 2012, based on the development and success of RTD's BRT services with the Metro Express Pacific Corridor and Metro Express Airport Corridor, RTD staff developed an updated BRT Blueprint. The BRT Blueprint outlines the current and proposed BRT development, specifically highlighting the corridors that have the highest potential for success in Stockton and San Joaquin County based on current travel patterns and existing and future land uses. The BRT Blueprint has allowed for the launching of the following Corridors: Hammer, Midtown, and Martin Luther King (MLK).

BRT service is currently planned for a range of corridors throughout the City of Stockton, with potential service extension to Lodi via BRT Express. RTD will implement BRT Express service over time as funding becomes available and as demand grows due to new development. Therefore, BRT design may differ by corridor but should follow a set of requirements to ensure system characteristics remain consistent.

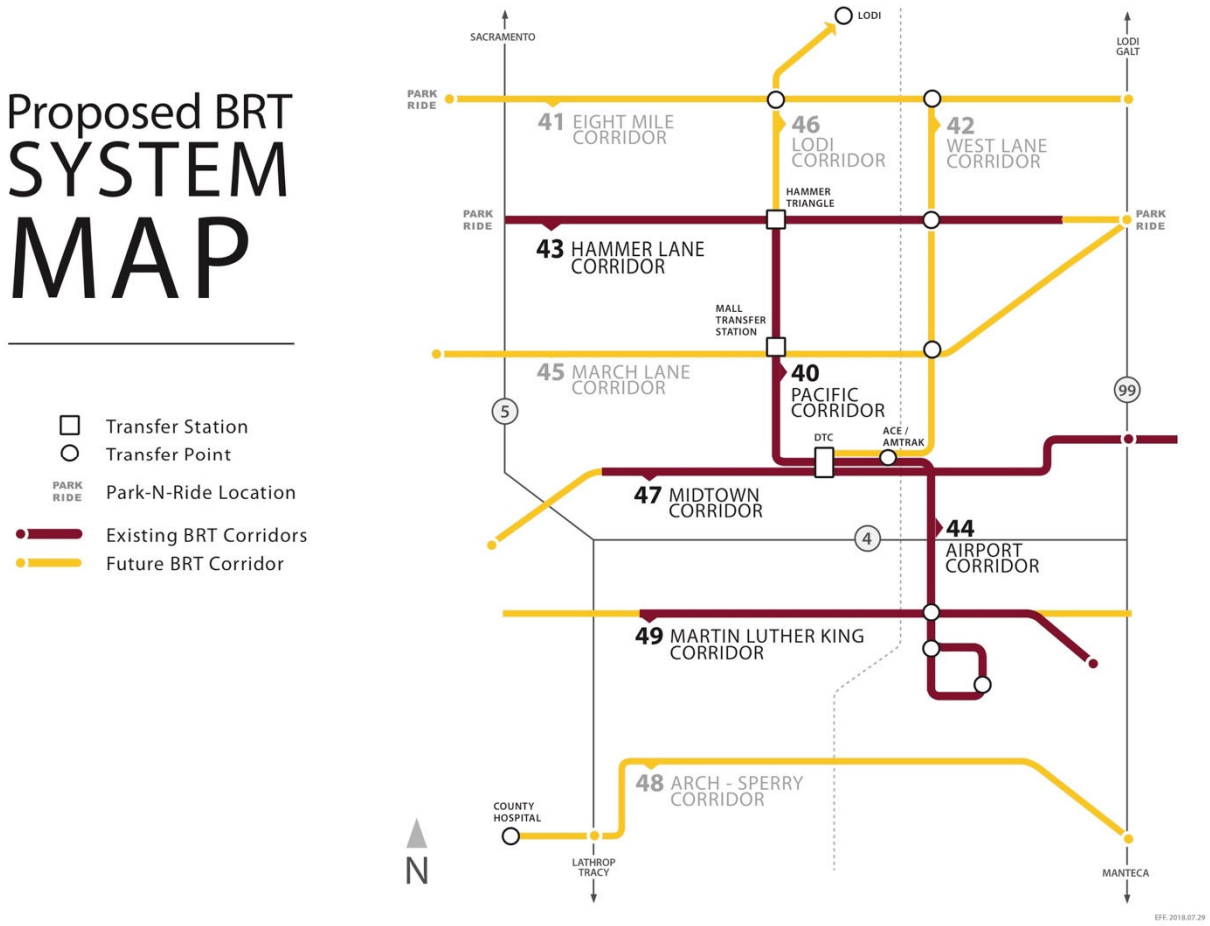


Figure 3—Proposed BRT System Map

The BRT Blueprint presents, via the Proposed BRT System Map (
Figure 3), the existing and future design and service allocation for BRT service in the City of Stockton and connecting service to the City of Lodi. It ties closely with the City of Stockton General Plan 2035 (General Plan), which was adopted by the City of Stockton in 2007 and will tie into the Envision Stockton 2040 General Plan due to be updated in November 2018. The BRT Blueprint identifies those future corridors that will best serve public transportation demand based on projected residential growth identified within the current General Plan; in the future, it will be enhanced and updated in accordance with the Envision Stockton 2040 General Plan. The corridors are not prioritized and can be expanded in multiple phases depending upon anticipated demand. For example, RTD may prioritize expanding BRT service along Eight Mile Road when anticipated development projects are completed along the corridor.

BRT construction includes the purchase of electric vehicles, station construction, project management, and the purchase of ancillary station equipment to support BRT Express operations.

Additionally, RTD must continue to lobby for and obtain dedicated right-of-way lanes for existing and future BRT corridors to accelerate BRT Express routes.

RTD will explore opportunities to improve existing BRT stops to allow for real-time information and security camera access. This may be accomplished by installing fiber optic network utility connections, improving wireless communication connections, or installing other networking technologies.

Service Expansion

Consistent with the 2009 BRT Master Plan, RTD completed the first four phases of the BRT program over the past 12 years: Pacific Avenue, Airport Way, Hammer Lane, and Midtown Corridors. RTD anticipates expanding BRT Express service within the SMA during the 10-year time frame of the SRTP. As part of the BRT Express expansion, RTD anticipates continued restructuring of SMA Local and Limited routes in north and south Stockton, allowing for a pulse connection at major BRT endpoints and intersections with SMA Local and Limited routes acting as "feeder" routes to BRT Express routes.

RTD intends to fund BRT Express service expansion as follows:

- *BRT Express 49 (MLK Corridor) – FY 19*

  BRT Express 49 travels along Martin Luther King Blvd, serving major trip destinations on 8th street and Farmington and connecting with the existing BRT Express 44. MLK Corridor operates the same span of service as the existing BRT routes along with a similar headway. It is projected to carry over 425,000 people each year.

Table 1 –BRT Express 49 Statistics and Projections

BRT Express 49	Statistics and Projections
Corridor Length (miles)	4
Number of Major Stops	6
Projected Annual Ridership	425,078
Buses Required	3
Vehicle Capital Costs	$3,000,000
Stop Improvements and Charging Infrastructure	$3,342,854
Annual Carbon Emissions Eliminated (tons)	299,175
Total Capital Costs	$6,342,854
Annual Operating Costs	$2,282,332

- *BRT Express 42 (West Lane Corridor) – FY 21*

  Scheduled for launch in FY 21, BRT Express 42 will travel along West Lane (north/south) connecting with both BRT Express 43 (Hammer Lane) and BRT Express 40 (Pacific), and ending at the Downtown Transit Center. The West Lane Corridor is anticipated to carry over 350,000 riders.

Table 2 –BRT Express 42 Statistics and Projections

BRT Express 42	Statistics and Projections
Corridor Length (miles)	5
Number of Major Stops	8
Projected Annual Ridership	357,219
Buses Required	3
Vehicle Capital Costs	$3,000,000
Stop Improvements and Charging Infrastructure	$4,028,568
Annual Carbon Emissions Eliminated (tons)	251,415
Total Capital Costs	$7,028,568
Annual Operating Costs	$2,421,288

- *BRT Express 48 (Arch-Sperry Corridor) – FY 23*

  BRT Express 48, scheduled to launch in FY 23, will be RTD's southern-most crosstown BRT, operating along the Arch-Sperry Corridor and meeting the Airport Corridor. BRT Express 48 will connect Manteca with the County Hospital. RTD expects the Arch-Sperry Corridor to serve almost 400,000 annual riders.

Table 3 – BRT Express 48 Statistics and Projections

BRT Express 48	Statistics and Projections
Corridor Length (miles)	5
Number of Major Stops	8
Projected Annual Ridership	373,226
Buses Required	3
Vehicle Capital Costs	$3,000,000
Stop Improvements and Charging Infrastructure	$4,028,568
Annual Carbon Emissions Eliminated (tons)	262,681
Total Capital Costs	$7,028,568
Annual Operating Costs	$2,568,729

- *BRT Express 41 (Eight Mile Corridor) – FY 25*

  BRT Express 41 is projected to begin operation in FY 25. The route will operate on the Eight Mile Corridor, connecting Lodi and traveling along RTD's most northern BRT crosstown route to a park-and-ride. Along the way, BRT Express 41 will connect with BRT Express 42, the West Lane Corridor. The Eight Mile Corridor is anticipated to generate almost 450,000 annual riders.

Table 4 – BRT Express 41 Statistics and Projections

BRT Express 41	Statistics and Projections
Corridor Length (miles)	6.5
Number of Major Stops	10
Projected Annual Ridership	443,978
Buses Required	4
Vehicle Capital Costs	$4,000,000
Stop Improvements and Charging Infrastructure	$5,057,138
Annual Carbon Emissions Eliminated (tons)	312,477
Total Capital Costs	$9,057,138
Annual Operating Costs	$3,633,585

General Considerations

To balance customer demand, RTD anticipates that BRT Express routes will operate at a minimum frequency of 20 minutes during peak times and 30 minutes off peak. Higher demand corridors will operate with 60-foot buses.

BRT Express route expansion is subject to continued Measure K funding and additional

grants; thus, expansion will be financially constrained should that funding fall through. RTD will assess the demand for service expansion through customer surveys and analysis of performance indicators. All service expansions will meet targeted goals for the BRT Express routes as outlined in Table 5.

Table 5 – BRT Express Service Projection FY 18–28

BRT Express	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	1,769,817	2,218,902	2,341,793	2,957,939	3,074,404	3,288,604	3,360,802	3,693,635	3,878,317	3,917,101	4,073,785
Revenue Hours	46,932	70,029	70,737	95,874	95,874	110,396	110,396	125,043	125,043	125,043	125,043
Passenger Trips Per Hour	37.71	31.69	33.11	30.85	32.07	29.79	30.44	29.54	31.02	31.33	32.58

When fully deployed, RTD's BRT routes will create a high-frequency network covering the major arterials of the County, connecting them with central Stockton. RTD projects almost 3.7 million annual trips on the BRT network by FY 25. By attracting new riders, RTD's BRT network can eliminate over one million tons of carbon emissions.

Mobility Management Services

In 2017, RTD created a new team responsible for its Mobility Management service initiatives. The development of Mobility Management services is especially important as the reliance upon, and use of, traditional fixed routes continue to decline while ridership on BRT, Uber, and Lyft are forecasted to grow dramatically. Mobility Management plays a crucial role in connecting RTD's services as well as providing the necessary service to areas that cannot be served by traditional fixed routes. The vision for the Mobility Management team is:

> *"Developing creative solutions to serve more of the residents in our region—whether they are low-mobility seniors, passengers from the rural area, or those requiring first- and last-mile connections—with effectiveness and efficiency."*

CTSA—Access San Joaquin

In 2018, RTD was designated as the Consolidated Transportation Services Agency (CTSA) for San Joaquin County. The CTSA has been named Access San Joaquin. Access San Joaquin and other RTD Mobility service programs will further enhance mobility in San Joaquin County for seniors and persons with disabilities, including ADA in-person assessments, travel training, Volunteer Incentive Program (VIP), FREEdom Pass, RTD Go, Van Go, and Care Connection. Anticipated ridership for the various Access San Joaquin services is show in Table 6.

Table 6 – Access San Joaquin Ridership Projection FY 18–28

Specialized Services	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	44,531	45,867	47,243	48,660	49,633	50,626	51,639	52,671	53,725	54,800	55,896

Efficiently Expanding Service to Unincorporated Communities

In August 1998, RTD started operating General Public Dial-A-Ride service for all cities and unincorporated communities that served the entire 1,426 square miles of San Joaquin County. Because of system inefficiencies and budgetary constraints, that service has since been discontinued.

RTD Go!

On July 10, 2017, RTD Go—in partnership with Uber and Journey Via Gurney (JVG)—replaced the former General Public Dial-A-Ride service that operated countywide with a primary focus in rural areas. RTD Go provides public transit

connectivity to residents of rural areas of the county where traditional bus service is not practical. This program extends service hours beyond fixed-route hours and offers an innovative mobility option to the public. By partnering with transportation network company Uber, RTD Go provides on-demand transportation that is subsidized 50%, up to $5 per trip. For customers with physical disabilities or other limitations, RTD Go partnered with accessible service provider, JVG, to provide transportation at a $10 flat fare per trip.

RTD Go provides passengers with more convenient transportation options, allowing travel anywhere in the County outside of RTD's fixed-route service area and operating hours. Currently, hours of service are offered from 4:00 a.m. to 10:00 a.m. and 4:00 p.m. to 10:00 p.m., Monday through Friday.

RTD Van Go!

In an effort to provide service in areas that are not currently being served and to offer first-mile/last-mile connections to its passengers, RTD launched a new pilot program—RTD Van Go—in October 2018.

As a ride-share service, passengers can call or use a smartphone app to request a ride, allowing travel anywhere within San Joaquin County as long as the trip originates or ends outside of RTD fixed-route service area or originates or ends at one of the transfer centers. To encourage and incentivize public transit use, Van Go passengers are offered free transfers to fixed-route bus services. Van Go vehicles are ADA-accessible and can transport wheelchairs. While the original scope of the service deployed only 8 vans, it has already increased to 14. The pilot program will collect valuable data to determine the future viability of the program.

Sustainability Initiatives

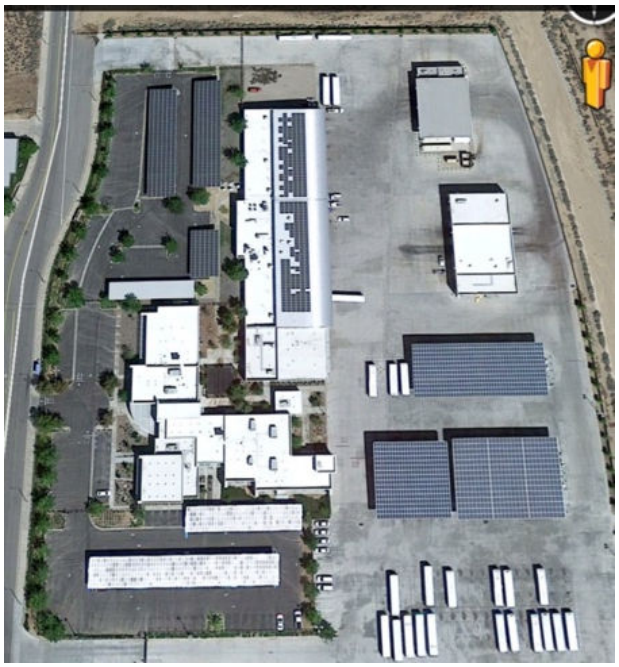
Renewable energy, particularly solar power generation, has been in use in public transit since states like California started offering self-generation incentive programs in the early 2000s. The most practical and effective use of solar photovoltaic (PV) panels were in bus parking shade structures in hot climates. These PV panel-covered shade structures, in addition to generating electricity, reduced emissions by keeping the buses cooler between peak period operations and significantly reduced the time required to cool the buses before they left the depot.

Victor Valley Transit Authority, Hesperia, California

Solar power generation provides significant benefits to the transit agencies. The competitive price of the systems together with the regularly increasing cost of electricity from utility companies made solar panel systems economically viable for the transit agencies, even before taking tiered incentive programs and rebates into account.

Additionally, transit agencies were able to generate funding for capital projects through grants but were strapped for operations funding which were consistently increasing. Therefore, by installing PV Panel generation systems, transit agencies were able to offset their operating costs significantly.

Recent operations and maintenance facility projects developed by Antelope Valley Transit Authority in Lancaster, CA, and Victor Valley Transit Authority (VVTA) in Hesperia, CA, generate 100% of their electrical energy needs from solar panel systems. Because operations and maintenance facility



Antelope Valley Transit Authority, Lancaster, California

energy needs are more significant during night hours, the systems are connected to the power grid through a net-meter. This in turn supplies excess power generated to the grid during the day and drawing electricity from the grid at night. Typically, the rates during daylight hours are significantly higher than at night, which potentially allows the transit agency to supply power to the grid at a higher rate and draw power from the grid at a lower rate. The 1 MW system installed at VVTA saves over $350,000 in operating cost, and over 700 tons of CO_2 each year.

In addition to the economic benefits to the transit agency, renewable solar power significantly reduces greenhouse gas emissions generated by power plants that burn fossil fuel, even after many of the utility companies have switched to natural gas and others have installed equipment to capture carbon dioxide. Furthermore, with transit agencies' increasing interest in electric vehicles, which will require charging, and the decreasing cost of energy storage (batteries), solar power generation promises to be much more financially beneficial than it has been.

Cities are key to a low-carbon future, and pioneers across the world are already demonstrating that the transition is possible. Data reveal 100 cities worldwide—from Auckland to Nairobi to Seattle—are sourcing most of their electricity (at least 70%) from renewables. In total, some 184 cities now have solar energy in their electricity mix, while 189 report that they source wind energy. This renewable energy focus is a critical element of RTD's future growth and sustainability.

Transit operators such as RTD are moving more people while reducing dependency on oil and generating less carbon emissions. Increased use of solar, other renewables, vehicle electrification, and low-carbon fuels are all part of the solution.

Solar Energy Project

Continuing with its long-standing efforts to reduce carbon emissions and its environmental impact, RTD will implement solar generation facilities throughout its service area to power bus charging and other transit-supporting infrastructure.

The Solar Energy Project will be multi-tiered:

- Install solar panels at the Regional Transportation Center (RTC) and Downtown Transit Center (DTC).

- Install solar energy storage capabilities at facilities to support electric charging infrastructure and solar power infrastructure.

Funding sources will likely include federal and state energy rebates and incentives, federal grant funds, private energy rebates, and Measure K funds.

The goal will be to significantly reduce operating expenses by taking advantage of clean energy resources that have a net positive impact on the local environment. This project has been programmed for FY 18–19, 21–22, and 24–25. The amount estimated for this is $10,000,000 for each programmed year.

Transitioning to Electric Fleet and Associated Charging Infrastructure

In 2004, RTD was on the forefront of a transition from diesel-only buses to operating low-emission, diesel-electric hybrid buses. Hybrid technology uses less fuel and significantly minimizes air emissions, thus reducing the impact to the local environment. During the last 15 years, as diesel-electric hybrid bus use expanded across its entire fleet, RTD once again saw the opportunity to take the lead in pioneering a more sustainable option—this time the fully-electric bus.

RTD's Board of Directors committed to having its entire SMA fleet operating with fully electric vehicles by 2025. Many of the hybrid buses purchased are reaching their retirement age and must be replaced. RTD presently has 17 electric Proterra buses and will continue to purchase more until the last hybrid bus has been retired; it will also work to transition the gasoline-powered Glaval Titan II fleet to electric buses as well.

In June of 2018, RTD formed a partnership with PG&E to conduct an electric vehicle pilot to support RTD's long-term electric transportation needs with chargers and infrastructure improvements. This pilot will be a test case for PG&E's new FleetReady program, which supports electric charging for customers with medium-duty, heavy-duty, and off-road fleets. For this new pilot, PG&E will test how smart charging and battery storage can lower operating costs and maximize efficiencies. As RTD transitions to an electric fleet, it will need to purchase electric station infrastructure for the RTC.

The bus charging equipment is estimated to be $100,000 per bus. The current fast chargers that accommodate up to 6 buses cost approximately $600,000—with installation and overnight charging equipment for 29 buses is estimated at $50,000 per bus. This project will be programmed within the 10-year timeframe of the SRTP.

Existing Transit Service Improvements

As the regional transit provider for San Joaquin County, RTD's role in providing local and regional transit service is continuously evolving to meet an ever-changing environment.

SJCOG works closely with University of the Pacific's Eberhardt School of Business (Business Forecasting Center) to examine the population and employment trends and projections for San Joaquin County. Recent trends have shown a steady population growth and in local employment. SJCOG anticipates that San Joaquin County will reach a population of 775,819 by 2020 and surpass 1,000,000 in 2040.

In addition to a growing population, SJCOG is expecting the median age of the local population to steadily increase over the next 30 years. With the Baby Boomer generation aging, the 60-and-over demographic will increase by 125% between now and 2040. Currently, roughly 15% of the population is over 60; that percentage will increase to exceed 21% by 2040. In conjunction with the formation of Access San Joaquin, RTD has begun implementing a series of mobility management strategies to address the growing and aging population, with services such as the Hopper deviated fixed-route service, VIP, Care Connection, RTD Go, and Van Go.

BRT Express services throughout the City of Stockton, with Local and Limited SMA routes connecting at major transit stations in the city, have proven effective in meeting the needs of the local population as the routes serve local educational institutions and services. RTD anticipates that the daily transit mode share will continue to increase with the largest growth rate coming from the daily transit commuter trip.

Within the next 10 years, RTD will maintain the existing level of fixed-route service based on available funding programs. Growth of fixed routes will occur at a pace corresponding to the demand from San Joaquin County's population growth and available funding. RTD will continue researching ways to improve funding options to increase service levels that will meet the growing demand. This could also include creating additional mobility-type programs that are not traditional fixed-route service models, which can benefit the City of Stockton and unincorporated San Joaquin County areas.

Over the 10-year timeframe of the SRTP, RTD staff will continue to review its service offerings to identify those that have become the least equitable or too costly to operate. The transit system aims to serve an expanding market of seniors and student

populations, with more interregional work trips.

With the adoption of the current Federal Fixing America's Surface Transportation (FAST) Act transportation bill, the reauthorization of Measure K in 2011, and the upward trend in Transportation Development Act (TDA) revenues, RTD will continue to expand overall transit services and evaluate appropriate modes of transit. These services will be subject to demand and must demonstrate an effective use of subsidized funding. Although the trends look positive, RTD must observe caution and take a conservative approach.

In the event of loss in anticipated revenues, RTD will research and identify under-performing services according to agency performance standards and develop a performance improvement plan for those services that have the highest operating costs and least return in ridership. RTD will continue to adhere to the requirements of the ADA and strive to meet the performance requirements of its funding partners.

BRT corridors are a critical component of the San Joaquin County RTP/SCS prepared by SJCOG and updated in 2018. The RTP/SCS identifies strategies and solutions to reduce greenhouse gas emissions in order to meet air quality goals and objectives as outlined in State Senate Bill 375. The valley wide target of a 5% reduction by 2020 and a 10% reduction by 2035 can only be met through an increased investment in public transportation. RTD is playing a critical, leading role in providing public transportation-focused development and transit-corridor improvements. Corresponding with RTD's existing and planned BRT Express routes, these transit corridors can be effective in increasing the transit mode share and decreasing local air pollution.

SMA Local Service

RTD's Local fixed-route services provide the City of Stockton's core public transportation needs. Transportation needs will continue to evolve over time due to population growth, demographic changes, economic climate changes, and land use changes. RTD will work to improve frequencies of existing routes on weekdays and weekends as needed, based upon available resources.

In order to meet the anticipated demand for service, RTD expects to increase BRT efforts. As a result, SMA Local services will need to change. Options being considered include:

- Emphasizing short trips, focus on providing dedicated, limited, peak-hour routes near educational centers and employment areas, and connection services to BRT Express transfer points.
- Expanding Metro Hopper routes geographically to reintroduce neighborhood services with increased frequencies during the peak hours and weekends.
- Expanding the weekday service window to operate later in the evening on key routes and fill in midday gaps on SMA Local routes.

RTD staff will evaluate which options will provide the most ridership potential and make recommendations to the Board of Directors whenever funding allows.

The City of Stockton is currently updating the Envision Stockton 2040 General Plan and reviewing regional development plans for new housing in both North and South Stockton. These plans will likely generate enough passenger demand to necessitate expansion services into those new developments. Incorporating SMA Local, Metro Hopper, and BRT Express routes into these new areas will be a priority if these development plans become a reality. RTD will work with the City of Stockton to identify mitigation fees to provide services to meet this demand and identify additional funding beyond mitigating fees that will be necessary to meet future demand. RTD will also encourage infill redevelopment in Downtown Stockton to decrease the need to expand services into new territories.

Table 7 – SMA Local Service Projection FY 18–28

SMA Local	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	1,068,724	939,813	949,211	825,814	842,330	859,176	867,768	893,801	911,677	920,793	966,833
Revenue Hours	64,877	47,679	47,679	40,527	40,527	40,527	40,527	40,527	40,527	40,527	41,540
Passenger Trips Per Hour	16.47	19.71	19.91	20.38	20.78	21.20	21.41	22.05	22.50	22.72	23.27

Metro Hopper Service

Metro Hopper service provides deviated fixed-route service throughout the City of Stockton, supplementing the demand for ADA DAR operations. This service is designed to serve the needs of seniors and persons with disabilities by focusing service on retirement communities, care facilities, educational and shopping centers, local health institutions, and area hospitals. Metro Hopper has successfully reduced the demand for Dial-A-Ride service while providing a transportation alternative for RTD customers, resulting in an operating cost decrease. RTD will review the stop locations of the Metro Hopper to ensure services are effective, minimizing the need for deviations and

rerouting services to meet the changing demand.
RTD will continue to evaluate SMA Local and Metro Hopper routes to increase operational efficiencies. Within the 10-year time frame of the SRTP, there is a need to expand Metro Hopper to south Stockton, connecting Mariposa Road to San Joaquin General Hospital via Arch Road, to provide better east/west connectivity in south Stockton.

Table 8 – Metro Hopper Projection FY 18–28

Metro Hopper	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	184,021	194,931	197,855	200,823	206,848	213,053	235,733	240,448	250,066	268,821	276,886
Revenue Hours	27,027	29,484	29,484	29,484	34,272	36,918	36,918	39,690	40,950	40,950	42,210
Passenger Trips Per Hour	6.81	6.61	6.71	7.56	6.84	7.05	7.20	7.34	7.63	8.01	8.25

Intercity and County Hopper Service

During the time frame of this SRTP, RTD intends to restructure its Intercity and County Hopper service to provide direct point-to-point service between Stockton and other cities in San Joaquin County, as well as to Modesto in neighboring Stanislaus County. New services may be added to the City of Escalon and the unincorporated community of Mountain House. Depending upon demand, RTD may also provide additional service in unincorporated areas.

RTD will review and modify schedules and route alignments for the current Intercity and County Hopper routes to reflect current customer demand for intercity travel within San Joaquin County. RTD anticipates that Intercity and County Hopper routes would focus on providing direct connectivity between the DTC, Hammer Transfer Station (HTS), Mall Transfer Station (MTS), the future Union Transfer Station (UTS), and local transportation hubs such as Lodi Station, Manteca Transit Center, Tracy Transit Station, Escalon Park and Ride Lot, Lathrop Crossings Park and Ride Lot, and the future Ripon Multi-Modal Station. This direct connectivity focus would decrease overall travel and allow for increased headways for service into Stockton.

As funding becomes available for additional intercity services, RTD will work to identify resources to implement improvements which include the following:

- Closing midday service frequency gaps and adding additional evening and weekend services.
- Improving route connectivity with local transit providers, reducing peak-hour headways to 60 minutes between Lodi, Tracy, and Manteca.

- Expanding deviated fixed-route service to West Lathrop, Escalon, Mountain House, and other unincorporated areas in San Joaquin County.
- Expanding service to Vintage Faire Mall in Modesto to connect with MAX, StaRT, and Blossom Express.
- Implementing interagency transfers with MAX, StaRT, Amtrak San Joaquins, ACE, TRACER, Manteca Transit, GrapeLine, eTrans, and Blossom Express.
- Improving coordination of schedules with SMA Local, BRT Express, Metro Hopper, County Hopper, TRACER, Manteca Transit, GrapeLine, eTrans, Blossom Express, and other transit services that become available within San Joaquin County.

Table 9 – Intercity/County Hopper Service Projection FY 18–28

County Hopper/Intercity	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	204,632	224,084	233,075	178,134	179,524	182,216	184,950	189,804	196,619	225,366	240,866
Revenue Hours	21,180	24,842	27,228	20,001	20,001	20,001	20,001	20,001	20,001	21,531	22,505
Passenger Trips Per Hour	9.66	9.02	8.56	8.91	8.98	9.11	9.25	9.49	9.83	10.47	10.70

Commuter Service

When designing Commuter routes, RTD evaluates the origins and destinations using data from SJCOG's Dibs (formerly Commute Connection) program and current and potential employers. There are emerging needs for the creation of corridor service with multiple trips between Stockton, Lodi, and downtown Sacramento—initially with weekday service, expanding to a seven-days-a-week operation. Additionally, with weekend service to Dublin/Pleasanton BART Station, there is a need to expand the Commuter route to provide better connectivity to Manteca, Escalon, and Ripon.

To prevent duplication, RTD could coordinate with ACE to provide additional bus trips in between ACE trains and shuttle services to ACE stations in San Joaquin County, especially with the implementation of Saturday service in FY 19.

Table 10 – Commuter Service Projection FY 18–28

Commuter	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	156,301	167,988	176,888	182,195	184,928	187,491	208,911	219,357	230,514	280,023	285,623
Revenue Hours	14,041	15,041	16,301	16,301	16,931	16,931	18,033	18,033	18,033	22,338	24,858
Passenger Trips Per Hour	11.1	11.2	10.9	11.2	11.3	11.1	11.6	12.2	12.8	12.5	12.7

Vanpool Program

As additional vanpools are developed, RTD will use the data to determine the need to create Commuter routes based on customer demand.

Table 11 – Vanpool Service Projection FY 18–28

Vanpool	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	85,344	165,000	183,820	202,264	222,764	241,584	266,584	283,342	302,494	319,252	338,404
Total Vans	55	70	75	85	100	110	123	130	138	145	153

SMA ADA DAR

With the anticipated increase in the median age of San Joaquin County residents, the demand for DAR services will continue to rise.

By coordinating travel demand, RTD can continue to meet the demand for low-income seniors and persons with disabilities throughout San Joaquin County without increasing its service budget. To optimize system capacity and better serve the growing demand from seniors and persons with disabilities, RTD will continue to train and assist passengers to transition from DAR services to fixed-route or Hopper deviated fixed-route buses through its Travel Training program. As demand grows in particular areas of the SMA based on trip origins and destinations of SMA Dial-A-Ride, RTD anticipates creating additional Metro Hopper routes to reduce the need for such trips.

Table 12 – SMA ADA Dial-A-Ride Projection FY 18–28

SMA ADA DAR	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	84,742	86,013	87,303	92,158	93,540	94,943	96,368	98,296	100,262	103,270	106,368
Revenue Hours	30,963	31,427	31,898	33,673	34,178	34,691	35,211	35,563	35,919	36,637	37,370
Passenger Trips Per Hour	2.74	2.74	2.74	2.74	2.74	2.74	2.74	2.76	2.79	2.82	2.85

Rider Quality of Life Innovations

RTD has been successful in implementing an accessible and effective website for the public. RTD will continue to maintain and enhance this website with additional developments.

RTD will continue to implement new technologies to maintain a state-of-the-art and highly efficient and effective electronic communication for the public. RTD's Marketing and Customer Engagement Departments will continue to use web-based applications and social media to communicate with the public. These efforts include, but are not limited to, continued use of online social media (e.g. Facebook, Twitter, Instagram, YouTube, LinkedIn) and free smart phone applications (e.g., RTD has a series of mobile

applications that are available for customer convenience).

- *Google Transit*
  RTD will continue to enhance its online trip planning tool for its customers—Google Transit Trip Planner (GTTP). The GTTP uses Google's online map features to allow riders to plan transit-oriented trips using the origin, destination, and arrival time of their trip. There are a number of benefits to maintaining the GTTP. Any Google site visitor or smart phone user accessing the Google Maps application is offered public transit alternatives. With this application, customers do not have to rely on having a printed timetable in hand. This allows for greater access to RTD's services and simplifying the public transportation experience.

  RTD staff will look for ways to improve RTD's Google Transit feeds with enhanced coordination between Google, Trapeze, and any software developer looking to use the Google Feed for new applications and public information interfaces.

- *Fare Media and Payment Convenience*
  RTD will look for opportunities and funding to simplify and enhance the customer experience through improved fare programs and technology. In 2010, RTD's Comprehensive Operational Analysis (COA) identified a need to improve fare collection using tuition-based fares from local universities and educational institutions. RTD will pursue this opportunity during the 10-year time frame of the SRTP.

  RTD has launched mobile ticketing through smartphone applications available to all riders of all service types. Through collaboration with the SJCOG, local universities, and neighboring transit agencies, RTD can plan and adopt a regional fare system that simplifies fare management for both RTD and the public by implementing a smart-fare media program using the latest fare media technology.

Capital Funding and Projects in Support of SRTP Goals

Over the 10-year time frame of the SRTP, RTD has projects planned for FTA funding as noted in the 10-Year Capital Plan table below. The table below shows a summary of the capital project, the fiscal year span of the project, the project's total cost, and the anticipated funding source.

Table 13 – Capital Program Summary

Project	Fiscal Year	Total Cost	Funding Source
Fare Revenue and Dispatch Equipment/Software	2019–2020 2024–2025	$3,000,000 $3,000,000	Discretionary
Solar Energy Project	2018–2019 2021–2022 2024–2025	$10,000,000 $10,000,000 $10,000,000	CMAQ (Programmed) Discretionary Discretionary
IT Modernization, Automation, Software	Entire 10-year period	$11,820,914	Discretionary
Facility and Maintenance Equipment	Entire 10-year period	$2,275,956	Discretionary
Safety and Security	Entire 10-year period	$2,561,559	1% of 5307 Estimate/ Discretionary
Passenger Stations and Amenities	Entire 10-year period	$3,261,976	Measure K/ Discretionary
BRT Expansion (Desired Service Expansion)	2019–2020 2021–2022 2023–2024 2025–2026	$6,342,854 $7,028,568 $7,028,568 $9,057,138	Discretionary Discretionary Discretionary Discretionary
Parts Over $500	Entire 10-year period	$4,125,000	5307/STA
Tire Lease	Entire 10-year period	$4,125,000	5307/STA
RTC Improvement: Land and Pavement	2019–2020	$5,500,000	Discretionary
RTC Expansion: Administration Building	2025–2026	$15,000,000	5307/5339
Bus Replacements (conversion to electric)	Entire 10-year period	$117,216,000	5307/5339/Measure K/Unidentified funding

Fare Revenue and Dispatch Equipment/Software

RTD plans to expand the existing Intelligent Transportation System (ITS) to its Intercity, Hopper, and Dial-A-Ride fleet. ITS system elements include automated passenger counters, annunciators, integrated vehicle logic units, and other associated equipment on buses. ITS provides RTD with the ability to provide real-time schedule updates to the public at passenger facility locations (i.e., BRT Express stations, DTC, MTS, UTS, HTS, and transit centers in outlying cities), on RTD's website, on RTD's various mobile apps, and through TextBus. ITS will also increase safety as Dispatch will be able to review system operations in real time (via bus and facility surveillance cameras), and Voice over Internet Protocol (VoIP) capabilities will provide a secondary means of direct communication with drivers in case of an emergency. This may be achieved through the newly-available, long-term evolution (4G/5G) wireless public communications access throughout the service area. RTD staff will monitor ITS technology development and pursue new and improved services and systems where applicable. This project has been programmed in FY 19–20 and FY 24–25 of the SRTP. The amount estimated for this project is $3,000,000 for each programmed year.

Information Technology (IT) Modernization, Automation, Software

Tablets and smartphones have significantly improved communications in the transit industry. RTD will take advantage of these devices to improve the management and operation of services for Maintenance, Facilities, and administrative departments. Tablets can provide staff access to field manuals, asset management systems, real-time vehicle tracking, and scheduling software. As part of this project, RTD will evaluate the replacement of Trapeze FX and Blockbuster software used for run-cutting and scheduling; RTD will also procure any necessary technology that supports and reduces the cost of operations. RTD will also replace its maintenance and spare parts management system, Spear, to better meet Transit Asset Management (TAM) requirements for both vehicles and facilities. In addition, the new system will enable on-the-shop-floor access to work orders, manuals, and parts status via tablets or smartphones and onsite access to work orders for Facilities personnel when working at remote sites or bus stops.

RTD will upgrade its timekeeping system, Kronos, to improve time tracking and leave-approval processes. It will also evaluate the replacement of its Enterprise Resource Planning (ERP) system, OneSolution, to take advantage of improvements offered by Internet cloud-based solutions.

In addition, RTD staff will focus on passenger amenities to improve customer experience on all routes, which may include adding Wi-Fi, cell phone charging stations, and creating additional customer-facing tools and applications.

RTD will also research and pursue opportunities to adopt an electronic yard management system, providing supervisors real-time fleet movement information. This will significantly assist Dispatch and fleet management by supervisory staff. This project has been programmed for the 10-year time frame of the SRTP. The amount estimated for this project is $1,000,000 per year beginning in FY 19 and increasing 3% each year.

Safety and Security

FTA requires RTD to expend up to 1% of the overall apportionment funds to the Stockton Urbanized Area on safety and security activities. The Lodi, Manteca, and Tracy Urbanized Area funding is dictated by a SJCOG process that RTD participates in. This project may include, but is not limited to:

- Staff salaries for personnel exclusively involved with security.
- Contracts for security services.
- Any other operating projects intended to increase the security and safety of RTD.
- Safety and security equipment.
- Safety and security facilities improvements.

This project has been programmed over the 10-year time frame of the SRTP. Costs are estimated to be $200,000 per year with 3% escalation.

Training Programs

In order to maintain effective and efficient personnel, RTD will continue to provide educational and training opportunities to staff. Training opportunities include the following:

- Automotive Service Excellence certification training for maintenance staff.
- Transportation Safety Institute training for supervisors and operators.
- Management systems training for administrative staff.
- Safety and security training for all staff.

This project has been programmed over the 10-year time frame of the SRTP and is incorporated in the annual operating budget.

Passenger Amenities and Stations

Over the course of the 10-year time frame of the SRTP, RTD will continue to purchase and install passenger amenities such as bus shelters, benches, trash receptacles, and Pole Mounted Passenger Information Displays (PMPIDs). BRT Express routes will continue to feature stops that provide the feel of BRT. These stops include a large overhang with benches, leaning poles, stanchions, signage, bicycle racks, and fare vending machines.

To improve customer experience and provide related infrastructure to support electric buses, RTD will also continue to enhance its existing transit stations—DTC, HTS, MTS, and UTS. Infrastructure support for additional bus routes may include land acquisition or expansion of these facilities.

RTD will continue to support the use of multiple transportation modes by providing bicycle racks on all new and operating buses within the RTD fleet, selected bus stops, and facilities. This will satisfy the 1% associated transit enhancements as required by the FTA for the use of Section 5307 funds; RTD anticipates programming funds for this project over the entire 10-year period of the SRTP.

As highways and freeways such as SR-99, I-5, SR-4, SR-120, I-205, I-580, and SR-88 are improved or expanded, RTD will also continue to partner with SJCOG and Caltrans to include park-and-ride lots along the expansion and seek park-and-ride lots for vanpools and Commuter routes.

Regional Transportation Center Improvement

During the time frame of the last SRTP, RTD constructed the RTC, which is a consolidated maintenance and operations center. The RTC was completed in 2015; however, due to funding constraints, the administration building was not constructed at that time. Additionally, RTD is negotiating the purchase of land between RTC and the County Transportation Center (CTC) in order to expand and unite the two properties. RTD anticipates allocating funds for land acquisition and improvements in FY 19–20.

Fleet Replacement and Expansion

RTD will continue to maintain a modern and efficient fleet over the cycle of this Plan. As funding becomes available, buses will be replaced according to the FTA duty cycle criteria, which allows 12 years for full-sized (e.g., 40', 45', and 60') buses and 5 or 7

years for Hopper and Dial-A-Ride buses. A copy of RTD's Fleet Replacement Plan has been submitted to the FTA within the limits of known funding resources. RTD maintains a fleet of non-revenue, passenger support vehicles (e.g., trucks and light duty cars) that enable RTD staff to carry out daily functions. RTD uses support vehicles for route planning, travel to meetings and regulatory functions, public outreach, information distribution, driver relief, and driver supervision. It is important to maintain a modern, efficient, and reliable fleet to ensure quality customer service and effective use of taxpayer dollars.

RTD will continue to adopt a fleet replacement and expansion program to ensure that the fleet composition reflects future service requirements. For future expansion, RTD will analytically review service demand and define the needs for the new buses before future procurement. This analysis will provide a recommendation for purchase based upon planned use. Future purchases will meet fleet requirements and maintain a consistent spare ratio of approximately 20% systemwide, as well as for each service type.

Additionally, RTD will maintain a contingency (inactive) fleet to facilitate future expansions of transit services and reserves for unforeseen needs.

RTD may rebuild or rehabilitate buses in its fleet as deemed appropriate to maintain this contingency. RTD Maintenance Department staff will identify vehicles for rebuild based on staff experience and available time. RTD will maintain a controlled inventory of spare parts and service equipment for the active fleet at RTC and CTC. This enables staff to maintain an active fleet by having spare parts on hand in case of failure. RTD will purchase other maintenance-related items and equipment (e.g., tools) as needed. RTD will identify opportunities to minimize parts inventory while expediting maintenance practices in order to maintain an effective inventory balance. These opportunities may include outsourcing parts management or parts delivery.

Commuter Fleet Replacement and Amenities

RTD has started to replace 12 of the 16 Commuter buses with new low-floor, single-deck, diesel-electric hybrid buses. These buses are the 40-foot low-floor model from Gillig and are anticipated to be delivered in FY 19. Two of the four remaining older Motor Coach Industries (MCI) Commuter buses have been replaced in FY 19. The disposition of the remaining two older MCI buses will depend upon Commuter ridership.

Facility and Maintenance Equipment

During the time frame of the SRTP, RTD will need to purchase various facility and maintenance equipment to support the Facilities, Maintenance, and contracted Maintenance Departments. This is programmed for the entire 10-year timeframe of this SRTP.

The FTA requires every transit agency that owns, operates or manages capital assets to develop a TAM Plan, which ensures that its federally-funded assets are maintained in a state of good repair. While the FTA provides guidance as to the definition of "state of good repair," RTD must develop its own plan which outlines how people, processes, and tools come together to address asset management policy and goals. Additionally, it supports planning, budgeting and communications both internally and externally.

RTD finalized its TAM Plan in September of 2018, which puts in place comprehensive and integrated policies and procedures for ongoing operations and maintenance practices. It aims to reposition RTD from a "find and fix" maintenance and management approach to a "predict and prevent" approach, reducing costs and improving safety and reliability. All of RTD's vehicle, facilities, and other maintenance efforts were reviewed and assessed in this process and found to be compliant with FTA standards.

Preventative Maintenance

RTD capitalizes its preventative maintenance program for vehicle and facility maintenance. This includes costs of the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current standard for maintaining such an asset. Repairs to facilities, bus stops, and other customer amenities are also eligible expenses under the Preventative Maintenance Program. Some of the tasks associated with preventative maintenance include the following:

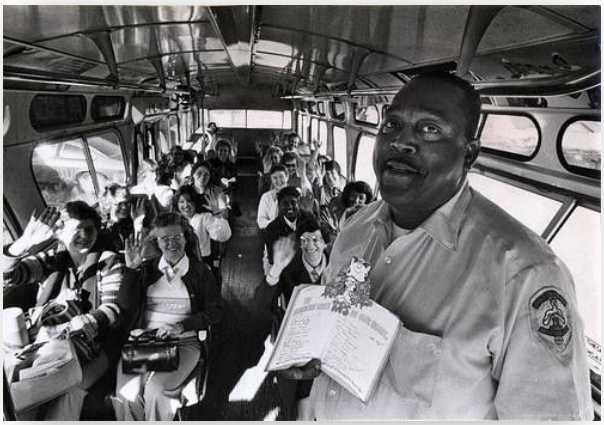
- Inspecting revenue vehicle components on a scheduled preventive maintenance basis (e.g., engine and transmission, fuel system, ignition

system, chassis, exterior and interior of body, electrical system, lubrication system, trucks, braking system, and air conditioning system).

- Changing lubrication fluids and replacing minor repairable components
- Rebuilding and overhauling repairable components
- Performing major repairs on vehicles on a scheduled or unscheduled basis.
- Replacing major repairable units of vehicles and repairing damage to vehicles resulting from collisions, floods, fires, or other events.
- Making road calls to service vehicle breakdowns; towing and shifting vehicles to maintenance facilities.

Appendix A: Agency History and Background

Historical Background



Established in 1963 as the Stockton Metropolitan Transit District (SMTD), SMTD was created as a result of the failing local private transportation company. The City of Stockton, in response to the demand for public transit, introduced a bill in the California State Legislature authorizing the formation of a tax assessment transit district as defined in the public utility code, subject to public vote. The legislation passed, forming SMTD. The Stockton City Council and the San Joaquin County Board of Supervisors appointed a five-member board to SMTD. SMTD began operations on the former Stockton City Lines on June 1, 1965.

From its start, SMTD delivered efficient and reliable public transportation to all persons in its service area. In 1979, SMTD moved from its operations yard in downtown Stockton to a new location on 1533 East Lindsay Street. A marketing contest in 1985 led to the adoption of "SMART" as SMTD's newly official brand.

On October 26, 1993, SJCOG acted in support of expanding SMTD boundaries countywide to provide intercity, interregional Commuter, and countywide General Public DAR services. In December 1993, the San Joaquin County Board of Supervisors approved annexation of the remaining unincorporated areas outside the SMA into SMTD. Following a public hearing, on January 4, 1994, SMTD's Board of Directors unanimously approved a resolution to expand the District's boundaries to include all of San Joaquin County (but excluding the cities of Lodi, Lathrop, Manteca, Tracy, Escalon, and Ripon), with the new District renamed San Joaquin Regional Transit District (SJRTD). SJRTD began operating intercity services and expanded interregional Commuter services on October 3, 1994.

1994 SJRTD logo

On January 1, 1995, the Public Utility Code 50000 was updated to reflect the name San Joaquin Regional Transit District. It also provided authorization to operate countywide and required that

any service outside the SMA must be contracted out every five years.

On June 25, 1996, San Joaquin County transferred its transit program into SJRTD. Their transit program consisted of the following: buses, a facility in French Camp, transit operations and a maintenance contractor, specialized transportation programs with other County departments, DAR service for the elderly and persons with disabilities, a rural fixed route connecting French Camp, Lathrop, and Manteca, and rural DAR services in Lodi, Escalon, and Tracy.

By August of 1998, SJRTD implemented General Public DAR service on a limited basis as a result of this transfer. In October 1998, SJRTD implemented a pilot DAR service to the Stockton ACE Station. SJRTD then expanded General Public DAR to Tracy and Lathrop/Manteca ACE Stations in October 2001.

In November of 2002, SJRTD implemented a deviated route program called Hopper. This service replaced the former County Area Transit (CAT) rural fixed-route service, the Countywide General Public DAR, and DAR service for elderly and persons with disabilities with routes connecting Stockton with Lodi, Lathrop, Tracy, Banta, Manteca, French Camp, Escalon, Ripon, Linden, Morada, Thornton, Woodbridge, Victor, and Lockeford.

In 2004, SJRTD adopted a new logo and branding, which reflected its regional commitment. It became regularly known as San Joaquin RTD, or RTD for short. In 2005, RTD moved its rural County transit services from French Camp (where it leased space from San Joaquin County) to the CTC, a new location on Filbert Street in central Stockton near State Route 4. The RTD logo was updated once more as shown and is still used today.

In April 2005, RTD began operation of Route 19—the Downtown Events Trolley—with Monday through Friday daytime service and Thursday through Sunday nighttime schedules to provide service to entertainment venues and sporting events on its route.

Due to a lack of funding from cities outside its boundaries, as well as a reduction of

Measure K and STA funding for the provision of these regional services, RTD implemented a service equity policy and reduced the number of bus stops on Intercity and County Hopper routes operating outside the SMA in 2005.

In December 2006, RTD relocated its administrative functions from the Lindsay Street facility to its newly opened DTC, opening up additional space for operations.

In January 2007, RTD implemented a major route restructuring and transit service expansion to meet the growing transit needs in the County. The route restructuring and expansion project improved existing routes and introduced new routes with new route numbers, names, schedules, and system map. In addition, RTD introduced BRT to Stockton with its first route along the Pacific Avenue Corridor, branded as "Metro Express." Metro Express: Pacific Corridor (Route 40) provides service along a critical transportation artery in Stockton—from Hammer Lane to the DTC, with stops at the University of the Pacific, Delta College, Sherwood and Weberstown Malls, Lincoln Center, and the Stockton Arena.

In 2009, RTD experienced a significant transit service reduction due to lower than anticipated revenues because of the economic recession. As a result, many County Hopper and Intercity routes were discontinued and SMA "Metro" routes were reduced. SMA ADA DAR and Rural General Public DAR were also reduced or eliminated, and a new Metro Hopper deviated route service was created to replace the cancelled services. Additionally, with the now-defunct New Freedom grant, RTD implemented Rural Connection, a deviated fixed-route service using small vans to connect Escalon, Manteca, Tracy, and Mountain House.

In 2010, RTD discontinued crosstown Trolley routes in the Downtown Stockton area on weekdays while retaining the nighttime weekend service. RTD discontinued the nighttime weekend Trolley route in April 2012.

In January 2011, RTD opened its second BRT corridor along Airport Way, extending BRT service from the DTC into south Stockton to the Stockton Metropolitan Airport, and connecting to the ACE and Amtrak (Cabral) Station. In July 2012, RTD introduced the third BRT corridor along Hammer Lane, completing the BRT expansion plan identified in the FY 09–13 SRTP. While transit systems throughout the nation struggled to connect workplaces to the work force, RTD's successes helped San Joaquin County rank 29th among the nation's 100 largest metropolitan areas for its "labor access rate," according

to a Brookings Metropolitan Policy Program analysis in 2012.

In August 2017, RTD extended BRT Express 44—Airport Corridor to Arch Road and the Transworld Drive area near State Highway 99, which features a growing Education/Commercial Center. Frequent BRT service to over 4,000 students and employees in the area was now available seven days each week. In September 2017, BRT Express 44 became the first all-electric BRT route operating exclusively with Proterra quick-charge buses.

On March 11, 2018, RTD implemented BRT Express 47—Midtown Corridor, which operates east to west in the midtown area of Stockton and connects Lincoln Street at Washington Street with Franklin High School primarily via Weber Avenue, Miner Avenue, and Fremont Street. As of today, the four BRT corridors provide more than 57% of RTD's weekday daily ridership.

Table 14 – System Overview

Key System Statistics	
San Joaquin County	1,426 sq. miles
Number of Active Vehicles	128
Number of Employees	203
Services and Routes	
SMA Local & Limited	29
BRT Express	4
Intercity	1
Commuter	8
Metro Hopper	9
Country Hopper	6

Along with the implementation of BRT Express 47, RTD comprehensively restructured the Local SMA service by renaming all routes with a 500-series route number to indicate they operate "five days a week," Monday through Friday. The 500-series was designed to be short and straight routes that connect with BRT routes and transit hubs. They are similar to RTD's 700-series routes, implemented in FY 11, that operated only on Saturdays and Sundays.

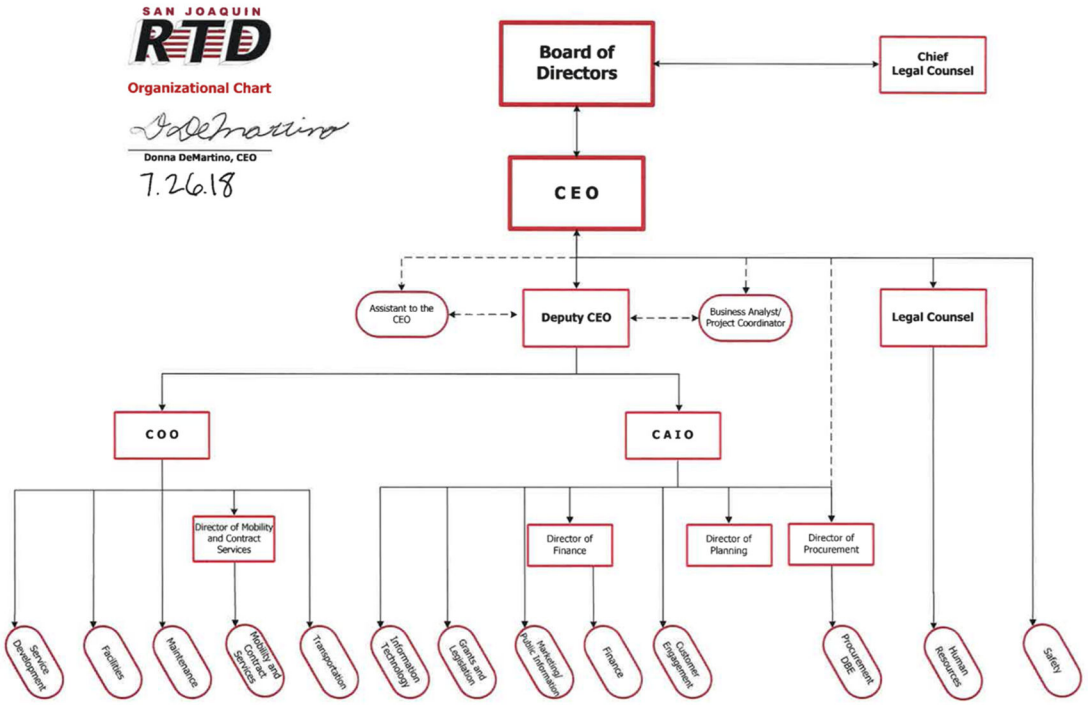
The Organization

RTD receives policy direction from a five-member Board of Directors. The Directors are appointed for a four-year term as follows: two by the Stockton City Council, two by the San Joaquin County Board of Supervisors, and one jointly by the Board of Supervisors and the Stockton City Council. The Board of Directors meets monthly on the third Friday at 10:00 a.m. The Board can call additional meetings as necessary to address pressing planning, operational, and/or budgeting matters.

RTD has a Chief Executive Officer (CEO) who reports to the Board members. The CEO

oversees all operations of RTD and advocates for transit funding and community support. The CEO is supported by RTD's Legal Counsel and the Deputy CEO, who oversees staff in two distinct categories: administration and operations. The Chief Administrative and Innovation Officer (CAIO) oversees the administrative staff and the Chief Operations Officer (COO) oversees operations staff. Administrative departments include finance, marketing, customer engagement, information technology, planning and scheduling, grants, and procurement. Operations staff include bus operators, mechanics, dispatchers, facilities technicians, utility workers, and mobility and contract services management and their support staff.

Table 15 – Agency Organization Chart



The Amalgamated Transit Union (ATU) Local 276 represents all operations staff (except management and administrative support employees) including: bus operators, mechanics, call center staff, utility workers, and facilities technicians. The contract agreement for SMA operations is separate from the contract agreement for County operations (e.g., Intercity and Hopper). The current SMA labor agreement expired on June 30, 2017, and is currently awaiting a decision from an arbitrator. Until the arbitrator reaches a decision, the 2017 labor agreement is in effect. RTD's contractor,

National Express Transit (NEXT) is currently negotiating contracts with ATU Local 276 to represent their operators and dispatchers. To represent mechanics and utilities workers, NEXT already has a collective bargaining agreement with Machinists Union.

RTD's enabling legislation requires that any intercity, interregional, and rural services provided by RTD outside the SMA be subject to open competitive bidding at least once every 5 years. Since 1996, RTD has contracted these services as follows:

1996 – 2002—DAVE Transportation Services and Laidlaw Transit Services, Inc.
2002 – 2010—RTD was the contractor.
2010 – 2018—RTD elected to operate the County services through two separate service contracts, with MV Transportation operating intercity, interregional, and rural transit services (including Metro Hopper and the former Rural Connection services), and American Logistics Company (ALC) operating DAR services throughout the County.
2018—RTD entered into a contract with NEXT to operate intercity, interregional, and rural transit services (including Metro Hopper services), while continuing the contract with ALC for SMA ADA DAR.

RTD has agreements with the following:

- Uber and Journey Via Gurney (JVG) for RTD Go
- JVG for Care Connection services in partnership with Stanislaus Regional Transit (StaRT).
- SJCOG for vanpool services provided by Enterprise Rent-A-Car of San Francisco.

RTD also provides contracted transit operations and maintenance through its contract with NEXT to the following:

- City of Escalon (eTrans).
- City of Ripon (Blossom Express).
- and United Cerebral Palsy of San Joaquin, Calaveras, and Amador Counties (UCP).

Appendix B: System Performance and Evaluation

Performance Trends

Different social trends—such as the local economy, fuel pricing, unemployment levels, population demographics, land use density, and growth—affect transit ridership and use. It is important for RTD to recognize and respond to these trends and to continuously analyze its performance statistics in order to determine the effectiveness of its services.

This section discusses the impact of RTD's efforts in responding to social and economic changes over the past few years by examining performance trends in ridership and operations and their impact on service efficiency, reliability, and effectiveness. Indicators such as ridership, revenue miles, revenue hours, and farebox recovery illustrate changes in the system over time.

RTD uses TransTrack Systems to store and maintain operational and fiscal data. All information for this analysis was obtained from TransTrack unless otherwise noted. More information on TransTrack and RTD's data management systems appear in Appendix F: Management Systems and Controlling Plans.

RTD's fiscal year begins on July 1 and ends on June 30.

Table 16 summarizes RTD's total annual passenger trips.
Table 17 and Table 18 show RTD's total revenue hours and revenue miles for each mode of service for the last four fiscal years. RTD's overall ridership remains steady at 3.6 million passenger trips annually.

Table 16 – Total Annual Passenger Trips FY 14–17

Service Types	FY 14	FY 15	FY 16	FY 17
SMA Local	1,553,173	1,468,666	1,346,822	1,155,310
BRT Express	2,186,152	2,233,908	2,037,159	1,815,023
Intercity	72,987	67,593	60,375	52,968
County Hopper	210,814	199,888	180,730	157,834
Metro Hopper	167,186	168,147	176,635	162,223
Commuter	213,895	207,989	184,432	173,300
SMA ADA DAR*	41,663	45,647	53,831	43,903
GP DAR**	6,262	5,876	4,948	5,885
Rural Connection	5,815	5,250	2,627	-
Vanpool	-	-	-	-
UCP	30,814	28,129	30,004	25,930
Grand Total	**4,488,761**	**4,431,093**	**4,077,563**	**3,592,376**

Table 17 – Total Annual Revenue Hours FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	70,517	71,338	71,889	71,381
BRT Express	44,586	44,475	44,935	44,774
Intercity	4,159	4,146	4,177	4,138
County Hopper	17,874	17,707	17,904	17,658
Metro Hopper	23,284	23,217	26,941	26,732
Commuter	17,215	16,249	15,835	14,529
SMA ADA DAR*	11,769	12,629	12,320	10,904
GP DAR**	2,352	2,388	1,807	1,825
Rural Connection	3,237	1,813	1,208	-
UCP	11,544	14,629	10,273	6,865
Grand Total	**206,537**	**208,591**	**207,289**	**198,806**

Table 18 – Total Annual Revenue Miles FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	813,404	825,399	831,737	827,242
BRT Express	516,971	519,817	520,826	515,036
Intercity	67,574	67,499	67,917	67,518
County Hopper	399,846	391,683	396,354	401,129
Metro Hopper	235,612	234,656	265,791	263,722
Commuter	524,841	590,656	544,075	509,883
SMA ADA DAR*	227,883	242,883	255,951	244,285
GP DAR**	70,811	76,086	57,201	60,285
Rural Connection	55,552	30,448	19,450	-
UCP	60,458	52,760	47,335	37,877
Grand Total	**2,972,953**	**3,031,886**	**3,006,638**	**2,926,976**

* Includes SMA ADA DAR and Metro Hopper Overflow (ADA certified customers)
** Includes GP DAR, DR Overflow, and Limited DR

RTD analyzes its services by reviewing both the effectiveness of the service through Passenger Per Revenue Hour (PPRH) and the Passengers Per Revenue Mile (PPRM). Table 19 outlines RTD's PPRH for the last four fiscal years.

Table 19 – Passenger Per Revenue Hour FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	22.0	20.6	18.7	16.2
BRT Express	49.0	50.2	45.3	40.5
Intercity	17.6	16.3	14.5	12.8
County Hopper	11.8	11.3	10.1	8.9
Metro Hopper	7.2	7.2	6.6	6.1
Commuter	12.4	12.8	11.6	11.9
SMA ADA DAR*	3.5	3.6	4.4	4.0
GP DAR**	2.7	2.5	2.7	3.2
Rural Connection	1.8	2.9	2.2	-
Vanpool	-	-	-	-
UCP	2.7	1.9	2.9	3.8
Systemwide	**21.7**	**21.2**	**19.7**	**18.1**

PPRH is an indicator of service efficiency and demonstrates the effectiveness of service changes in relation to the actual increase or decrease in services. While fluctuating from year to year, all RTD traditional fixed-route services have declined over the past four years. This mirrors the nationwide trend which is partially attributed to the current economic climate and the rise in alternative transportation options such as Uber and Lyft.

Table 20 – Passengers per Revenue Mile FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	1.9	1.8	1.6	1.4
BRT Express	4.2	4.3	3.9	3.5
Intercity	1.1	1.0	0.9	0.8
County Hopper	0.5	0.5	0.5	0.4
Metro Hopper	0.7	0.7	0.7	0.6
Commuter	0.4	0.4	0.3	0.3
SMA ADA DAR*	0.2	0.2	0.2	0.2
GP DAR**	0.1	0.1	0.1	0.1
Rural Connection	0.1	0.2	0.1	-
Vanpool	-	-	-	-
UCP	0.5	0.5	0.6	0.7
Systemwide	**1.5**	**1.5**	**1.4**	**1.2**

Performance Measures

In order to measure improvement and enhancement of services, RTD focuses on meeting and exceeding the performance measure goals listed in Table 21. The goal for this section is to guide executive staff in making results-oriented decisions to accomplish the following:

- Increased ridership
- Improved efficiency
- Improved reliability
- Increased fare revenue
- Reduced operating costs

Table 21 – Systemwide Performance Goals

Systemwide Performance Measure Goals	FY 18 Goals
Operating Cost per Revenue Hour	$171.00
On Time Performance	82%
Passengers per Revenue Hour (PPRH)	17.8
Farebox Recovery Ratio (FRR)	11%

These goals support operating an effective and efficient system while focusing on the quality of service offered to passengers. The projects listed in this SRTP will deliver a more efficient system, operated effectively for the benefit of RTD's current and future passengers.

It is important to establish performance goals that are ambitious but achievable to steer the decision-making process towards continuous improvement. RTD will annually review the performance measure goals by service and determine if they are reasonable. The last review of performance measures was in the Service Monitoring Report as part of the Title VI Program.

Table 22 – Performance for FY 14–17

Category	Performance Measures	FY 14	FY 15	FY 16	FY 17
Cost Efficiency	Operating Cost Per Revenue Hour	$143.54	$147.26	$153.42	$158.96
Service Reliability	On Time Performance	73.34%	72.58%	67.87%	75.32%
Service Efficiency	Passengers per Revenue Hour (PPRH)	21.5	21.0	19.4	17.9
Service Effectiveness	Farebox Recovery Ratio	15.87%	14.68%	12.59%	11.53%

Cost Efficiency

The key indicators of cost efficiency are operating cost per revenue hour, operating cost

per revenue mile, and operating cost per passenger trip. Operating cost per revenue hour measures the hourly cost of providing transit services, including the full allocation of overhead costs and administration.

Service Reliability

Service reliability is a function of interruptions to revenue service and on-time performance. If the number of mechanical road calls is low, typically the vehicles and operations show improved reliability. Conversely, if the number of road calls is high, this indicates decreased service reliability and potentially higher maintenance costs. The onboard Automatic Vehicle Locator (AVL) system measures the distance between failures and service interruptions and inputs that data into TransitMaster for review by maintenance staff. RTD's Maintenance Department provides data for road calls to executive staff for review. The AVL also provides data to determine on-time performance. Maintaining a consistent schedule increases service reliability and projects a positive image as a service provider.

Service Efficiency

The effectiveness of RTD's routes can be measured by customer volume, which is measured by calculating the total trips, or boardings, for the route. The efficiency of the route can be assessed by reviewing the PPRH. This measure indicates how many passengers use the provided services and if that service is more or less effective when compared against peer transit services.

Service Effectiveness

RTD is responsible for collecting its fares. The Transportation Development Act (TDA) determines the fare requirement, reflected as the amount of farebox revenues received divided by the cost to operate the service. Specifically, the farebox recovery ratio is the ratio of total farebox revenues and special service revenues to fully allocated operating costs. RTD's historic farebox recovery ratios appear in Table 22.

Service Monitoring Report

RTD adjusts services periodically to ensure that its services meet residents' needs and provide coverage throughout the service area as it continues to grow. Routine schedule adjustments, service additions and deletions are expected in response to ridership levels and customer requests. RTD uses a scorecard system to determine the effectiveness of services based on ridership, service efficiency, operating cost, and Title VI requirements among others.

As part of the scorecard, RTD evaluates its routes on the following targets—PPRH and Farebox Recovery Ratio (FRR) minimum:

Table 23 – Route Evaluation Targets

Service Type	PPRH Minimum	FRR Minimum
SMA Local Fixed Routes	20	20%
BRT Express Fixed Routes	40	20%
Metro Hopper Deviated Fixed Routes	7	10%
Intercity Fixed Routes	15	15%
County Hopper Deviated Fixed Routes	9	10%
Commuter Interregional Fixed Routes	13	50%
Dial-A-Ride	3	10%

Table 24 – Passenger Per Revenue Hour and Farebox Recovery Ratio Score Card FY 14–17

Service Type	PPRH Minimum	FY 14	FY 15	FY 16	FY 17
SMA Local Fixed Routes	20	22.0	20.6	18.7	16.2
BRT Express Fixed Routes	40	49.0	50.2	45.3	40.5
Metro Hopper Deviated Fixed Routes	7	7.2	7.2	6.6	6.1
Intercity Fixed Routes	15	17.6	16.3	14.5	12.8
County Hopper Deviated Fixed Routes	9	11.8	11.3	10.1	8.9
Commuter Interregional Fixed Routes	13	12.4	12.8	11.6	11.9
Dial-A-Ride	3	3.1	3.4	3.3	3.9

Service Type	FRR Minimum	FY 14	FY 15	FY 16	FY 17
SMA Local Fixed Routes	20%	11%	9%	9%	7%
BRT Express Fixed Routes	20%	25%	24%	21%	19%
Metro Hopper Deviated Fixed Routes	10%	5%	4%	4%	4%
Intercity Fixed Routes	15%	11%	9%	8%	8%
County Hopper Deviated Fixed Routes	10%	7%	6%	6%	6%
Commuter Interregional Fixed Routes	50%	42%	41%	36%	38%
Dial-A-Ride	10%	9%	10%	10%	9%

Vehicle Loading Standards

RTD considers a route to be overloaded if 25% or more of one-way vehicle trips are regularly overloaded. For example, for an hourly route with 32 one-way vehicle trips per day, the route is considered overloaded if 8 or more trips are overloaded. For the period sampled from April 30, 2017, to May 6, 2017, no trips met these criteria, thus no routes were considered overloaded.

Productivity/Headways Standards

- BRT Express generally runs between 15–30-minute headways.
- All fixed routes connecting with BRT Express usually run at multiples of 15-minute headways to facilitate transferring.
- Regular headways should not exceed 180 minutes on any trunk or branch routing.
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc.
- In areas where headways are 60 minutes or greater, parallel routes should generally be spaced approximately one mile apart and additional resources should be used to improve headways before adding new routes or branches at closer distances.

Table 25 – Minimum Peak and Off-Peak Standards

Service Types	Minimum Peak* Frequency	Minimum Off-Peak* Frequency
SMA Local Fixed Routes	60 minutes	120 minutes
BRT Express Routes	20 minutes	30 minutes
Metro Hopper Deviated Fixed Routes	60 minutes	60 minutes
Intercity Fixed Routes	60 minutes	180 minutes
County Hopper Deviated Fixed Routes	120 minutes	180 minutes
Commuter Interregional Fixed Routes	1 trip	None

* Peak is defined as 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. on weekdays, excluding holidays. Off peak is all other times, including weekends and holidays.

On-Time Performance Standard

RTD's target is for the fixed route system to be 80% on time or better. Individual routes are expected to be 80% on time or better. Dial-A-Ride services are expected to be 90% on time or better. A fixed route or deviated fixed route is considered on time if the bus departs the time point no later than five minutes from the designated time shown in the timetable, and no earlier than the published departure time of 0 minutes (with a calibration of up to 0:59 seconds early) before the designated time shown in the timetable.

Since the preparation of the last Title VI Report update, RTD has improved the overall reliability of its fixed routes and has made schedule revisions, as needed, to ensure routes operate on time and within the goals established.

Table 26 – On-Time Performance Results FY 14–17

On-Time Performance Results	FY 14	FY 15	FY 16	FY 17
Schedule Adherence	73.34%	72.58%	67.87%	75.32%

Service Area Coverage

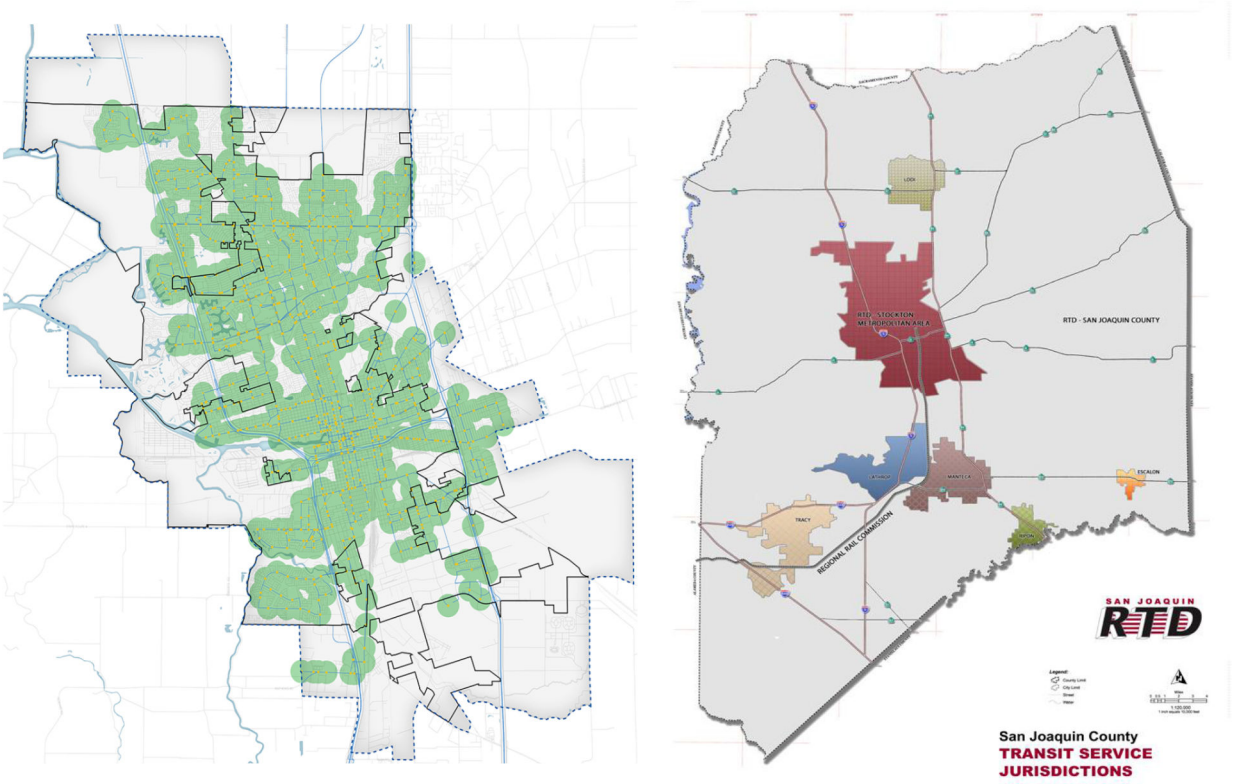
The SMA covers approximately 84 square miles; on average, 90% of the residents live in the SMA within a 1/2 mile of an RTD fixed route. When RTD expanded its boundaries in January 1994, RTD's service area grew to 1,426 square miles, which consists of Stockton and unincorporated San Joaquin County outside the incorporated cities of Manteca, Tracy, Lathrop, Ripon, Escalon, and Lodi. An estimated 75% of the County's total population now lives within a 1/2 mile of a fixed route or deviated fixed route since the introduction of Intercity and San Joaquin Commuter routes on October 3, 1994, and the addition of local fixed route, deviated fixed route, and demand response transit services provided directly by each jurisdiction (except Lathrop).

Vehicle Assignments

Vehicle assignments are tracked by the Operations and Maintenance Department using Spear 4i and Trapeze. All vehicles assigned support the SMA and BRT Express fixed routes. CTC-assigned vehicles support fixed and deviated routes operating outside of the SMA and Metro Hopper routes operating within the SMA. Since over 90% of the SMA has minority census tracts and a large number of RTD's fixed routes operate within or through this area, there are no impacts to the minority populations regarding the age and assignment of vehicles.

Appendix C: Existing Transit Operations

RTD provides service throughout San Joaquin County, an area of 1,426 square miles. RTD's official boundaries include the City of Stockton and unincorporated San Joaquin County. The cities of Lodi, Lathrop, Manteca, Escalon, Ripon, and Tracy are outside the official RTD boundaries; as such, they only receive regional level demand-response, intercity, or interregional service since they provide their own local transit service (with the exception of Lathrop, which discontinued funding local RTD service in 1998). RTD only has taxing authority within the SMA boundaries as of 1993.



RTD continues to provide a wide range of transit services in response to the ever-changing demographic, economic, and urban characteristics of San Joaquin County. RTD's transit services are based on demand and its financial ability to provide those services. RTD operated 33 routes in FY 17–18 in the SMA (which include 4 BRT Express routes, 14 Local routes, 10 Limited routes, and 5 weekend Local routes); 1 Intercity route; 4 County Hopper deviated fixed routes and 2 weekend County Hopper deviated fixed routes which connect Stockton with Lodi, Manteca, Lathrop, Ripon, and Tracy; 9 Metro Hopper deviated fixed routes; and 8 Commuter routes to Alameda, Sacramento, and Santa Clara Counties, as well as to DLA Distribution San Joaquin in Tracy. RTD also provides DAR service for persons residing in the SMA who, due to their disability, are

unable to use fixed-route service. ADA-certified individuals may take advantage of the following specialized programs:

- RTD Go countywide service in partnership with Uber and JVG.
- Lifeline Dial-A-Ride service (during seven holidays for all RTD fixed routes within San Joaquin County).
- Care Connection medical transportation service to Sacramento, Alameda, San Francisco, San Mateo, and Santa Clara Counties.
- VIP mileage reimbursement program.

To provide convenient connections between its routes and services, RTD has three stations—the DTC in Downtown Stockton, MTS in central Stockton, and Hammer HTS in north Stockton. UTS will be RTD's fourth transfer station, which is scheduled to be completed in the winter of 2018/19.

Table 27 –Service Types Overview

Service Type	Number of Routes or Contractors	Directly Operated or Contracted
SMA Local Fixed Routes	19	Directly Operated
SMA Limited Fixed Routes	11	Directly Operated
BRT Express Fixed Routes	4	Directly Operated
Metro Hopper Deviated Fixed Routes	9	Contracted
Intercity Fixed Routes	1	Contracted
County Hopper Deviated Fixed Routes	6	Contracted
Commuter Fixed Routes	8	Contracted
SMA ADA Dial-A-Ride	1 Contractor	Contracted
RTD Go!	2 Contractors	Contracted
Van Go!	1 Contractor	Contracted
Lifeline Dial-A-Ride	1 Contractor	Contracted
Vanpool	2 Contractors	Contracted
Care Connection	2 Contractors	Contracted
Volunteer Incentive Program	N/A	Volunteer

RTD has 203 employees in administration and operations, 85 NEXT-contracted employees working in the CTC, DTC, and Regional Transportation Center (RTC), and an active fleet of 128 vehicles.

Total ridership for all RTD transit service in FY 17 was 3.7 million passenger trips. The ridership base ranges from highly populated areas of San Joaquin County to rural areas. Ridership has fluctuated as a result of decreased services; thus, service efficiency (passengers per revenue hour) has also suffered.

RTD operates services 358 days per year, with no fixed-route transit service on seven

holidays (New Year's Day, Easter Sunday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day).

Service Overview

The following sections describe the existing transit services provided by RTD that are all wheelchair and bicycle accessible (with the exception of specialized and demand-response services):

- *SMA Local and Fixed-Route Service*
  RTD has fixed-route bus service that serves a large majority of the SMA. These areas include major employer sites, hospitals and medical offices, high schools, Downtown Stockton, San Joaquin County Courthouse, San Joaquin Delta College, Sherwood and Weberstown Malls, the University of the Pacific, San Joaquin County Fairgrounds, San Joaquin General Hospital, libraries, education centers, parks, recreational areas, and shopping centers. These routes are the 500 and 700 series. To accommodate additional demand for service throughout the SMA during peak periods, RTD regularly modifies routes to provide a limited level of service to specific areas in the SMA. The 300-route series was designed to serve peak hour transportation needs. In addition, RTD also regularly communicates with Stockton Unified School District and Delta College administrators to coordinate routes to help meet students' growing transportation needs while accommodating the public demand for peak-hour service. RTD SMA services also connect with ACE, Amtrak, and Greyhound services.

- *BRT Express (BRT Service)*
  RTD's BRT Express serves the City of Stockton with BRT-like amenities. The BRT Express service was previously branded "Metro Express." Three BRT corridors were identified within the 2009–2013 SRTP. Through an aggressive development strategy and effective grants management, RTD was able to successfully implement the ambitious BRT plan and introduced the three corridors in 2007, 2011, and 2012.
    - **BRT Express 40**: Pacific Corridor began operation in 2007 and was an immediate success that provided a backbone for RTD's transportation network.
    - **BRT Express 44**: Airport Corridor began operation in January 2011 and extended the public transportation network to include air and rail modes by connecting to Cabral Station (ACE and Amtrak) and Stockton Metropolitan Airport.

- **BRT Express 43**: Hammer Lane Corridor began operation in July 2012 and connected major medical institutions to the network, with stops at both the Sutter Gould Medical Center and Kaiser Permanente Medical Offices. The route also provides direct service to Walmart and commercial centers on Hammer Lane.
- **BRT Express 47**: Midtown Corridor began operation in March 2018 and operates in the midtown area of Stockton, connecting Lincoln Street at Washington Street with Franklin High School primarily via Weber Avenue, Miner Avenue, and Fremont Street.
- **BRT Express 49**: MLK Corridor began operation in July 2018, connecting Mariposa Road and Edison High School via Martin Luther King Jr. Blvd.

This public transportation network successfully provides 15–30-minute service frequency within one mile of roughly half of the City of Stockton. Route 44 was also recognized as the nation's first all-electric BRT service in the United States. All BRT Express buses are wheelchair-accessible and equipped with bike racks, rear entry, wider rear doors, low floor entry, traffic signal prioritization technology, enhanced communications equipment, and surveillance equipment. The BRT Express service uses fare vending machines for off-board fare purchase at almost all bus stops and has distinct branding from the SMA Local and Hopper services. Fare inspectors provide fare enforcement on this service. BRT Express routes connect with ACE, Amtrak, and Greyhound services.

- *Intercity Fixed-Route Service*

  Since October 1994, RTD's Intercity fixed-route service has received significant public support and ridership has increased steadily. Unfortunately, as a result of decreased sales tax revenues and the elimination of Measure K support, RTD currently operates just one Intercity fixed route on weekdays, between Lodi and Stockton. The route connects to SMA Local and BRT Express services at the HTS, the MTS, and the DTC. This route travels primarily on Lower Sacramento Road, Thornton Road, and West Lane. Destinations served include Lodi Station, Sunwest Village Shopping Center, Delta College, Weberstown and Sherwood Malls, and the Miracle Mile. It also connects with Lodi GrapeLine/VineLine/Dial-A-Ride, SCT/LINK, Amtrak, and Greyhound (in Lodi and Stockton). In the past, RTD did operate Intercity routes to Tracy, Lathrop, Manteca, Ripon, and Sharpe Depot; however, these routes were discontinued due to lack of funding support.

- *SMA ADA Dial-A-Ride Service*
  SMA ADA Dial-A-Ride is a curb-to-curb service operating in the SMA to ADA-certified individuals. This service is available whenever fixed-route services are provided by RTD and can be used by advance reservation only. Hours of operation and origin/destination mirror fixed route service when Metro Hopper cannot be deployed to provide the service requested by the customer.

  To qualify for mobility programs and services, applicants must undergo the ADA certification process through an in-person assessment to determine eligibility status. Applicants may need to obtain an approved health care professional's statement and signature verifying the disability.

  Paratransit, Inc. is contracted with RTD to provide the ADA application process. It provides professionally-trained staff who review each application, perform an in-person eligibility assessment, and identify the validity of the ADA certification claims. Each applicant is notified in writing regarding the outcome of the review. Approved applicants are then placed into the RTD computerized Dial-A-Ride scheduling and record-keeping system. This system has built-in features that interface with a mapping system (Trapeze) and other systems to provide maintenance information and a statistical analysis of the data necessary to deliver a more efficient and reliable service.

  Customers who are ADA-certified are eligible for RTD's FREEdom Pass program, which allows free access on all RTD Local, BRT Express, Intercity, and Hopper routes.

- *Hopper (Deviated Fixed-Routes)*
  RTD operates two distinct deviated fixed-route services, Metro Hopper and County Hopper. A deviated fixed route provides a flexible, regularly-scheduled service that deviates off route to provide curbside services to ADA-certified customers within a one-mile distance off route on Metro Hopper and a ¾-mile distance on County Hopper.

  Designed in 2002, RTD's County Hopper connects Ripon, Manteca, Tracy, Lodi, and Lathrop to Stockton. From these locations, riders can connect to local fixed-route services operated by other cities as well as SMA routes. Reservations are required one day in advance for all County Hopper deviations. County Hopper

routes deviate up to three times per trip, not to exceed two deviations per person. The deviation service does not apply in Tracy, Manteca, or Lodi since their local DAR provides that service for their residents.

Designed in 2009, RTD's Metro Hopper provides deviated fixed-route service throughout Stockton's most populated areas for individuals who previously rode SMA ADA Dial-A-Ride services. Metro Hopper routes will deviate up to one mile for ADA-certified customers. These routes connect to all local hospitals, social security offices, markets, government offices, long-term care homes, and assisted living facilities. Metro Hopper routes are designed to have overlapping deviation windows, ensuring ADA service coverage, and allowing for some areas of higher residential density to be served by more than one Hopper route. In order to maintain on-time performance, each Metro Hopper route is limited to two deviations per one-way trip, which ensures that the service is reliable and frequent enough for convenient use.

Metro Hopper routes connect with Greyhound. County Hopper routes connect with Greyhound, Amtrak, Lodi GrapeLine, TRACER, Ripon Blossom Express, and Manteca Transit.

- *Fixed-Route Commuter Service*

  RTD currently operates eight Commuter routes. RTD Commuter is an interregional bus service, providing a fixed-route alternative to single occupant driving from San Joaquin County to large employment centers. These routes primarily operate during the morning and evening commute times. Commuter routes travel between Park-and-Ride lots (located throughout San Joaquin County) to destinations in Sacramento, Alameda, and Santa Clara Counties. In addition, two of the Commuter routes also serve DLA Distribution San Joaquin in Tracy. Commuter service provides frequent service to the Dublin/Pleasanton BART Station from Stockton, Lathrop, and Tracy.

  The service benefits the local environment by reducing energy consumption, traffic congestion, and air pollution. Commuter routes also benefit customers by reducing personal driving costs (e.g., vehicle maintenance and fuel) and stress, and providing free time and a comfortable, reliable mode of travel.

  Commuter routes are primarily a monthly pass subscription service operating

Monday through Friday. Most customers purchase passes in advance; daily and monthly passes are available.

Commuter routes also serve specific work sites and make connections with other RTD routes, Bay Area Rapid Transit (BART), Tri-Valley Wheels, County Connection, StaRT, Modesto Area Express (MAX), Amtrak San Joaquins' Thruway buses, Valley Transportation Authority (VTA), Sacramento Regional Transit (SacRT), Fairfield & Suisun Transit (FAST), Roseville Transit, Elk Grove Transit e-Tran, El Dorado Transit, Yolobus, Greyhound, Yuba-Sutter Transit, Amador Transit, SCT/LINK, The Flyer (North Natomas), Lawrence Livermore Labs Shuttle, TRACER, and Manteca Transit. Stops are chosen for accessibility and convenient transfers to local and regional transit agencies or local employer shuttles.

To optimize the cost of operating this service, RTD can recruit and train employer-based drivers. RTD obtains permission from the employers to park the buses at their work sites during the day, thereby reducing the costs associated with deadhead trips. Currently Route 152 operates in this manner.

- *Vanpool Program*

  In addition to fixed-route Commuter services, RTD operates vanpool programs through a contract with an SJCOG program, SJCOG offering a lease fare subsidy to qualifying vanpools in San Joaquin County who agree to report vanpool trips to the National Transit Database (NTD). This agreement is between the vanpool Coordinator (Coordinator), the authorized vanpool leasing company (Provider), and SJCOG (Contractor). All subsidies will be paid directly to the Provider on the Coordinator's behalf for travel origins and/or destinations in San Joaquin County. SJCOG will provide a $400 per month subsidy to those vans that comply with the terms of the agreement. SJCOG has agreements in place with CalVans and Enterprise Rideshare. RTD also has an agreement with CalVans for a $200 per month subsidy to those vans that report to NTD in the Stockton Urbanized Area. SJCOG joined the CalVans Board of Directors in September 2016, which authorized the implementation of their vanpool program in San Joaquin County.

Bicycle Amenities

RTD customers have a convenient way to get around town by combining bicycling with riding the bus, thereby helping the environment at the same time. Bicycles can be loaded on easy-to-use bike racks on RTD fixed-route buses. There is no extra charge for using the bike racks, which can hold two bikes at once.

RTD purchased and mounted exterior bike racks on all fixed-route buses in 1996. The bike racks give cyclists a multi-modal option for traveling throughout the County. In the spring of 2013, RTD installed new bicycle racks at all of its BRT stop locations throughout the SMA. These decorative and functional bicycle racks were funded through a State transportation enhancement grant. By providing bicycle racks at BRT stops, RTD promotes intermodal options for customers. This program has increased the range of service to riders whose origins or destinations are beyond walking distance to fixed-route transit stops. In FY 19, RTD will conduct a study to determine the benefit and impacts of deploying a Bike Share program in its service area.

Train and Bus Connections

- *Amtrak Station*
  SMA Local routes 315, 510, 560, and 710 provide service to the Amtrak station located on San Joaquin Street in Stockton. This station serves the Amtrak San Joaquins route to Bakersfield and Oakland with its associated Thruway bus service.

- *Altamont Corridor Express and Amtrak Station*
  BRT Express Airport Corridor Route 44 provides direct service to the Robert J. Cabral ACE train station located at 949 East Channel Street in Stockton. In addition, Amtrak San Joaquins serves Lodi and Sacramento via this station with associated Thruway bus service. RTD connects to ACE on weekdays allowing customers to connect with ACE trains traveling to Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San Jose. ACE provides services through this corridor four times daily in each direction.

- *Bay Area Transit Connections*
  RTD's Commuter Route 150 provides weekday connections to BART at the Dublin/Pleasanton Station from Tri-Valley Wheels, County Connection, StaRT, MAX, and Amtrak San Joaquins Thruway buses. For Santa Clara County, RTD connects with VTA in Sunnyvale. These bus and rail connections allow RTD customers to travel almost anywhere in the Bay Area, including many central business districts, including downtown San Jose, Oakland, and San Francisco, as well as San Jose, Oakland, and San Francisco International Airports.

Greyhound

All SMA Local and BRT Express routes that serve DTC connect with the Stockton Greyhound located at the DTC. With the addition of Greyhound, the RTD Customer Service Center hours are now 8:00 a.m. to 7:00 p.m. from Monday through Friday, and 9:00 a.m. to 2:00 p.m. on Saturdays and Sundays. After 5:00 p.m. on weekdays and weekends, a window will be open to assist customers on the north side of the DTC. The lobby is closed at 5:00 p.m. on weekdays and all day on the weekends. RTD also connects with Greyhound at Lodi Station via Intercity Route 23 and Hopper Routes 93 and 723, as well as at Tracy Transit Station via Hopper Route 97 and Commuter Routes 150, 172, and 173. In FY 19, Greyhound provides 16 daily departures on four routes with an average of 120 passengers using the DTC each day.

Effective May 2018, RTD is the Greyhound Agent and sells Greyhound tickets as well as package express services at DTC. Greyhound buses also depart DTC for destinations along I-5, I-205, I-580, and State Route 99.

Customer Information and Communication

- *Internet Website*
  RTD provides information via its website, http://www.sjRTD.com. RTD is constantly updating and upgrading its website to provide the latest, most pertinent information for customers. Internet-based information is a highly effective tool for recruiting new alternative transportation users. Currently, Internet access is available in all County libraries, in many businesses, and in many homes. The website provides information on services including: route schedules, company information, and links to other transit Internet home pages, including those serving other jurisdictions within San Joaquin County. The RTD website also allows interested individuals to read RTD's press releases, see current job postings, watch informational videos, and submit requests and comments.

- *Mobile Applications*
  RTD has a series of mobile applications that are provided for customer convenience. These mobile apps include **Token Transit**, which allows for the purchase of RTD bus passes (1-ride, 1-day, or 31-day pass), the ability to send transit passes to others, and group purchases for family and friends traveling together using one smartphone.

RTD Mobile2Go! is available on Commuter routes and may be expanded to other routes in the future. Presently, single-ride, round-trip, and monthly tickets are available for Commuter routes; monthly tickets can be automatically renewed each month.

RTD uses **Swiftly's Transitime** software to publish real-time bus location and arrival information to the public and mobile applications. There are three key benefits for RTD customers and others who are trying to learn the best way to reach a destination:

- Real-time information: Real-time data is available as text or shown graphically on maps. Customers can see where their bus is at all times.
- Reports and alerts: Rider alerts from RTD, notifying customers of unusual changes or issues with their chosen route, will appear on the app. Reports can also be generated by customers and other travelers who spot something happening, providing help to others who may be going the same way.
- Accurate information: Transitime uses a powerful prediction engine that uses historical data to better determine when the bus will arrive at a particular stop.

RTD also has real-time information in "Swiftly," "Transit," and "Moovit" apps. Collectively, all of these apps provide riders with real-time transit information, pass sales, multi-modal trip planning, live maps with vehicle positions, and notification capabilities to help customers stay up-to-date on the latest service alerts.

- *TextBus*

  TextBus is designed to provide scheduled bus departure times on a mobile phone. Customers can simply text any RTD stop number to 209-222-3595 to get a text with the upcoming times for that stop. RTD developed this program in house to provide mobile access to schedule information after determining from a customer survey of nearly 300 customers that: 82% of those surveyed have cell phones; of those with cell phones, 97% use their phones to send text messages; and 92% would like to receive information from RTD via text messaging. The

development of TextBus was made possible with Measure K Passenger Amenities funds.

- *Trip Planner & Google Maps*
  The trip planner on the home page of www.sjrtd.com provides quick and easy trip planning. All RTD fixed routes are shown in the trip planner, and most popular destinations are preloaded for convenience. The Google Trip Planner uses the general transit feed specification (GTFS) to provide detail on how to get from point A to point B in San Joaquin County and beyond. This is integrated into Google Maps and can also be assessed through www.google.com/transit.

Special Programs

RTD operates a number of special programs and events supporting improved transit services described below:

- *Safe Place*
  In January 2012, RTD and Woman Center-Youth & Family Services of San Joaquin County initiated the Safe Place program for RTD. Safe Place is a national youth outreach program that educates thousands of young people about the dangers of running away or trying to resolve difficult, threatening situations on their own. This program allows youth to easily access immediate help through services, like RTD, in their community.

  RTD displays the distinctive, yellow-and-black Safe Place sticker on its buses to alert youth and young adults (ages 12 to 21 years old) that they can board any RTD bus and ask a coach operator for help. RTD will then coordinate with Woman Center-Youth & Family Services of San Joaquin County to transport the person to the facility.

  Woman Center-Youth & Family Services of San Joaquin County offers the Safe Place program as part of its wide range of services designed to foster healthy families and to help San Joaquin County youth and families build better lives for themselves and their community.

- *Discount Fare Card*
  The FTA stipulates that grantees under Section 5307 "must allow the seniors, persons with disabilities, and Medicare cardholders to ride the fixed-route services for a fare that is not more than one-half the base fare charged other persons." RTD offers a Discount Fare Card (DFC) for seniors, persons with disabilities, and Medicare cardholders to ride all RTD Local, BRT Express, and Hopper fixed routes at 50% of the regular fare. In addition, all veterans regardless of disability status are eligible for a Discount Fare Card. An application process for a DFC is completed at the DTC through the Mobility and Contract Services Department.

- *Lifeline Dial-A-Ride*
  On days that RTD fixed routes do not operate, RTD offers a Lifeline Dial-A-Ride service on New Year's Day, Easter Sunday, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. The Lifeline Dial-A-Ride services are available throughout the entire San Joaquin County by reservation only on a first-come, first-served basis to the first 16 customers at a fare of $3.00 per one-way trip for ADA certified customers and $5.00 per one-way trip for general public customers. Priority is given to seniors and persons with disabilities. Reservations will be limited to one round trip per customer. Service hours are from 8:00 a.m. to 6:00 p.m. This service was introduced in 2009 when RTD discontinued service on holidays due to low ridership and as a cost saving measure.

- *Care Connection*
  Based on an unmet transit need, RTD implemented Care Connection, a non-emergency medical service in April 2018 that utilizes a combination of Commuter Routes 150, 163, and 165, as well as StaRT Medivan (through a meeting point in Tracy), to transport customers to medical facilities in Sacramento, Alameda, San Francisco, San Mateo, and Santa Clara Counties. This service operates Monday through Friday, excluding holidays (StaRT Medivan service is only available Monday through Thursday). In addition, Uber or JVG provides connection service to these routes from areas in San Joaquin County not on these routes. The fare is $3.00 for the connection service, plus the regular Commuter or StaRT Medivan fare.

- *Employer Pass Program*
  RTD offers employers a low-cost opportunity for their employees to commute to work on RTD buses. With this program, the employer pays approximately 50% of what the fare would be if 100% of its employees used RTD. All employees of participating employers may ride RTD routes that originate and end within San Joaquin County free of charge by presenting an RTD employer pass ticket and a valid employee identification. In order for the program to be implemented, RTD and employer enter into an agreement for a one-year period, and the employer agrees to pay an annual fee equal to the number of its employees multiplied by $33 (1/2 adult 31-day fare, rounded up to nearest dollar) multiplied by 12 months. Employers may opt to pay monthly.

- *Talk to Me Maps*
  This is a service that makes navigating RTD's system easier for blind and visually impaired customers. The braille/large print maps work with talking smart pens to assist customers with trip planning and where to board buses. Orientation and Mobility instructors from various visual impairment programs will work with clients and students to orient them to RTD's system using the maps. With the help of instructors, customers may check out Talk to Me Maps and the smart pen at DTC, Lodi Station, Manteca Transit Center, and Tracy Transit Station during their business hours. RTD Talk to Me Maps were developed in collaboration with the Community Center for the Blind and Visually Impaired and the Media and Accessible Design Lab at LightHouse for the Blind and Visually Impaired-San Francisco.

- *Annual "Stuff the Bus" Event*
  "Stuff the Bus" began in 1999 and is a food drive campaign that encourages area residents to "stuff" an RTD bus with non-perishable food donations over a three-day promotion window. Escalon eTrans (since 2010) and Lodi GrapeLine and Manteca Transit (since 2012) have also participated in this event. This food drive benefits the Greater Stockton Emergency Food Bank, the Lodi Salvation Army, and other local food bank charities in Manteca and Escalon. In 2017, RTD and its campaign partners collected over 12,000 pounds of food to help those in need during the holiday season, bringing the total food donations to 329,021 since the event's inception.

- *Senior Awareness Day Event*
  Each May, RTD provides free shuttle bus service to the "Senior Awareness Day" event at San Joaquin County Fairgrounds, located in Stockton. Senior Awareness Day is the annual senior information fair sponsored by the San Joaquin County Human Services Agency and the San Joaquin County Commission on Aging. As of May 2017, RTD has expanded the service to pick-ups at Lodi Station, Tracy Transit Station, Manteca Transit Center, Lathrop, Escalon Community Center, DTC, Jene Wah Senior Center, and Franco Senior Center, based on advance reservations. In May 2018, RTD provided round-trip service to 434 customers for this event.

- *Holiday Light Tours Event*
  RTD offers ADA-eligible customers a one-hour tour of festively decorated neighborhoods in the SMA during the third weekend in December using cutaway vehicles.

- *Honoring Veterans Day Event*
  Every year, to honor United States veterans and to thank them for all they have done to preserve our freedom, RTD offers free rides to U.S. veterans on Veterans Day on all RTD services in San Joaquin County.

- *Community Events and Outreach*
  RTD participates in various community events to help educate the public on the ways RTD is improving the local community through service. In the past, these events have included (but are not limited to):
  - Earth Day
  - Family Day
  - Green Team San Joaquin Events
  - Bike to Work Day
  - Dump the Pump Day—Free Ride Day
  - Fall Festival
  - Free Rides on Election Day
  - International Bus Operator Appreciation Day

- *United Way Campaign*
  Every year, during the holiday season (November through December), RTD staff support the Stockton chapter of the United Way through various fundraising

efforts. In 2017, RTD staff raised over $10,327 in charitable funds for the United Way through efforts such as: internal food sales (fundraising breakfast and lunch events), parking pass raffle, and RTD employee payroll deductions. RTD staff will continue supporting the local community through various fundraisers and community events.

RTD Fare Structure

Table 28 – Fare Structure

FARE	FULL	DISCOUNT [1]
1-RIDE CASH at FAREBOX	$1.50	$0.75
1-RIDE PASS	$1.50	$0.75
1-RIDE EXPRESS PASS [3]	$1.50	$0.75
1-DAY PASS	$4.00	$2.00
FARE	FULL	DISCOUNT [1]
31-DAY PASS	$65.00	$30.00
31-DAY STUDENT PASS [2]	$40.00	
FARE		
10-DEVIATION PASS	$10.00	Hopper Deviations are $1.00 each (cash) at farebox and pre-purchased as 10-Deviation Passes
DIAL-A-RIDE	$3.00	Valid for SMA ADA, Care Connection service and Lifeline Dial-A-Ride.
LIFELINE DIAL-A-RIDE and RTD GO!	$5.00 [4]	General Public fare

FARE STRUCTURE NOTES

1. **Discount Fare** valid only for seniors (age 65 & over), Medicare card holders, and Discount Fare Card holders.
2. **Student Fare** valid only for children ages 5-17 and college students with valid student ID.
   - Up to three children age 4 & under ride free of charge when accompanied by a fare-paying adult. Fare for each additional child costs $1.50.
3. **1-Ride Express Pass** sold only at Fare Vending Machines (FVM), and valid only on BRT Express routes.
4. Service on RTD GO! on JVG is $10.00. On UBER, the fare is a maximum of a $5.00 discount off the UBER fare.
   - Bus passes can also be ordered online with payments are processed securely through PayPal, using Visa, Mastercard, Discover, or American Express, and passes are mailed within 7-10 business days. RTD bus passes can also be purchased in person ay bus pass outlets located and at DTC, Lodi Station, Bloomburg & Griffin.

Commuter offers a different fare structure from RTD Local, BRT Express, Intercity, and Hopper services. A fare increase took effect in March 2017 and all monthly fares were increased by 10%. The daily one-way fare is $7.00 and the daily round trip fare is $14.00 for all Commuter routes.

Table 29 – Special Fare Programs

Routes 120 & 121 Origin/Destination Fare	DLA Distribution San Joaquin in Tracy Monthly Subscription
Stockton	$ 165.00
Manteca	$ 165.00
Lathrop	$ 165.00
Route 150 Origin/Destination Fare	**Dublin Pleasanton BART Monthly Subscription**
Stockton – DTC	$ 191.00
Stockton – Michigan Park-n-Ride	$ 191.00
Manteca – Walmart Park-n-Ride	$ 185.00
Lathrop – Save Mart Parking Lot	$ 175.00
Tracy – Tracy Transit Station	$ 158.00
Route 152 Origin/Destination Fare	**Livermore Monthly Subscription**
Stockton	$ 174.00
Lathrop	$ 165.00
Routes 163 & 165 Origin/Destination Fare	**Sacramento Monthly Subscription**
Stockton	$ 176.00
Lodi	$ 167.00
Routes 172 & 173 Origin/Destination Fare	**Sunnyvale Monthly Subscription**
Stockton	$ 216.00
Lathrop	$ 206.00
Manteca	$ 206.00
Tracy	$ 199.00
Pleasanton	$ 158.00

RTD Fare Vending Machines

On January 1st, 2012, RTD updated its fare vending machines and simplified its fare structure. RTD eliminated transfers, 10-ride passes, and other passes; in their place, it now offers a new, simplified fare structure to make riding RTD even easier. RTD has also changed the way its fare vending machines operate. Fare vending machines now offer just two passes: a new 1-ride pass valid only on BRT Express routes, and a 1-day pass that is valid on any of RTD's SMA Local, BRT Express, Intercity, and Hopper routes. RTD's fare vending machines do not issue change, which help RTD reduce maintenance and security costs.

Appendix D: Funding Sources

Current Financial Status

The following section outlines the short-term financial forecast and expenditure plan for operating and capital investments for RTD through FY 28. This plan provides for the continuation of the present operation levels and reflects the anticipated future growth needs of the public transportation system. RTD currently receives funding from three main revenue resources: Federal, State, and local governments.

Federal Revenues

RTD will continue to seek Federal funding from the current transportation act, which is called the FAST Act. The FAST Act provides Federal funding opportunities through Federal Fiscal Year 2020 (FFY 20).

There are three main competitive/discretionary grants available for regionally-significant transportation projects prioritized by the local transportation planning agency: The Surface Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality (CMAQ), Better Utilizing Investments to Leverage Development (BUILD), Bus & Bus Facilities Infrastructure Investment Program, and Low or No Emission Vehicle Program (NoLo) grant programs. These grants require coordinating efforts to retain funding for specific projects with FTA and/or SJCOG.

On December 4, 2015, President Obama signed the FAST Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects for the first time. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Below is an outline of the funding programs used by RTD to fund projects and services:

- *FTA Section 5304: Statewide Transportation Planning Grant*
  RTD uses these funds to support long-range planning, scheduling, and marketing efforts where applicable. This funding is used for SRTP and the Transit Consolidation Study. RTD applies to Caltrans for these funds.

- *FTA Section 5307: Urbanized Area Formula Grant*
  RTD uses these funds to support planning, preventive maintenance, associated transit enhancements, security projects, and to supplement overall capital projects. RTD could also use these funds for training, operations assistance, and ADA paratransit service up to a specific cap. These funds, of which RTD uses 71% and SJRRC uses 29%, primarily come from the Stockton Urbanized Area. RTD is also eligible for claiming these funds in the Lodi, Manteca, and Tracy Urbanized Areas in cooperation with SJCOG and those cities.

- *FTA Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities (discretionary)*
  RTD applies for these funds to support services that benefit seniors and persons with disabilities, including mobility management, vehicle purchases, software purchases, and enhanced/specialized transit services. RTD receives a direct allocation in the Stockton Urbanized Area and can apply to Caltrans for these funds in the small urbanized areas (Lodi, Tracy, Manteca) or rural areas (unincorporated San Joaquin County, Escalon).

- *FTA Section 5311: Formula Grants for Rural Areas*
  RTD uses these funds to support transit operations in the unincorporated areas of San Joaquin County. SJCOG allocates the funding based on population. RTD receives 90% and City of Escalon receives 10%. RTD applies to Caltrans for these funds and can also pursue Rural Transit Assistance Funds (RTAP) through CalACT for training activities and FTA Section 5311(f) to implement intercity services connecting rural areas with urban areas, including Amtrak, Greyhound, and airports.

- *FTA Section 5339(b): Bus and Bus Facilities Formula Grants*
  RTD uses these funds to support the capital projects outlined within this plan, including but not limited to: bus fleet replacements and expansions, bus facility improvements, and associated bus technology improvements. FTA also has a discretionary allocation of this funding. These funds primarily come from the Stockton Urbanized Area. RTD is also eligible for claiming these funds in the Lodi, Manteca, and Tracy Urbanized Areas in cooperation with SJCOG and those cities. In rural areas, RTD can apply to Caltrans for this funding.

- *FTA Section 5339(c): Low or No Emission Vehicle Program (previously section 5312)*
  Previously section 5312 under MAP-21, RTD applies for these funds to purchase zero-emission buses and supporting infrastructure. RTD has received and deployed five all-electric zero-emission buses and a charger from this funding source, and will continue to pursue funding for additional buses, charging equipment, and other supporting infrastructure such as solar energy panels and battery storage.

State and Local Revenues

The State of California provides funding through the TDA, LCTOP, Transit and Intercity Rail Capital Program (TIRCP), and Proposition 1B. Local tax revenues collected through Measure K, the Air District, and property taxes are critical for providing transit service beyond the minimum regulatory requirement.

Each of these funding programs is either competitive or formula-based. Formula programs are generally a reliable source of funds distributed to all available jurisdictions based upon population or area served. Competitive funding is applied for through grant applications, which are reviewed by committee and awarded through scoring criteria against other transit agencies. Because funding is not guaranteed, these funds are typically used for capital projects and are not budgeted until awarded. RTD receives the following State and local revenues:

- *Fare Revenues*
  RTD collects fares from passengers to ride the bus.

- *TDA Revenues*

  TDA is a State law that dedicates funding to local agencies for transportation and public transit needs, and it is the primary source of RTD's operating revenues. The TDA provides two sources of funding for public transportation—the LTF and the STA. Both the LTF and STA generate revenues through gasoline and sales taxes within each county. The State of California manages this revenue and distributes the funds back to the counties based on a formula distribution.

  The LTF funds are allocated to each county based on the amount of tax dollars collected in that jurisdiction. The State of California distributes the LTF to available jurisdictions (incorporated cities and the County) based on population. RTD currently receives the full apportionment of LTF from the City of Stockton for SMA services. As of July 1, 2017, RTD also receives 100% of County LTF for services that support the unincorporated areas under a two-year transitional period. Should the unincorporated area services needs be met, San Joaquin County will make the allocation of 100% LTF permanent to RTD.

  The STA is funded from the statewide excise tax on motor vehicle fuels collected within the Public Transportation Account (PTA). The PTA is a trust fund that can only be used for transportation planning and mass transportation purposes. The State annually allocates roughly one-third of the PTA balance to transit operators as STA funds. The distribution to each eligible recipient is based on a formula considering population and public transportation operating revenues; the formula allocates 50% of the funds according to population (99313) and the remaining 50% according to transit operating revenues (99314). SJCOG distributes the 99313 funds based on an adopted policy, which distributes these funds based on ridership and hours provided between RTD and SJRRC. The Road Repair and Accountability Act of 2017 of Senate Bill (SB) 1 (Chapter 5, Statues of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements and is a part of the STA formula. This investment in public transit is referred to as the State of Good Repair (SGR) program. This program provides funding of approximately $105 million annually to the STA account. These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects. STA funds are distributed via the STA formula (99313—regional through SJCOG and 99314—revenue, direct to RTD).

- *LCTOP*
  LCTOP is one of several programs that are a part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved LCTOP projects support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities; the goal of each project is reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50% of the total monies received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates 5% of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in 2014–15. LCTOP funds are distributed via the STA formula (99313—regional through SJCOG, and 99314—revenue, direct to RTD).

- *TIRCP*
  TIRCP is one of several programs funded as part of the 2014–15 State of California budget (by Senate Bill 852 and Senate Bill 862) that have a goal of reduced greenhouse gas emissions and achievement of other benefits. These programs are funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. TIRCP received $200 million in 2015–16 and will receive 10% of the annual state Cap-and-Trade auction proceeds as a continuous appropriation. Additional funding from Senate Bill 1 (the Road Repair and Accountability Act of 2017) is estimated to generate $323 million in 2017–18 and about $3 billion in the next ten years for TIRCP (through FY 22–23). The program goals include the reduction of greenhouse gas emissions, expanded and improved rail and transit service to increase ridership, the integration of different rail and transit systems, and improved transit safety. These funds are competitive and administered through Caltrans.

- *Local Property Tax*
  RTD receives property tax revenues for properties within the SMA in accordance with the Revenue and Taxation Code, Section 97. RTD sustained a significant

decline in property tax revenues in FY 08 because of the declining property values associated with the declining economy. Since that time, RTD has witnessed slight increases to property tax revenues as the economic conditions stabilize within San Joaquin County. RTD anticipates that the Federal oversight of the mortgage industry will result in a minimal regulated growth over the next decade.

- *Measure K*

  Measure K is a local San Joaquin County transportation sales tax initiative, originally passed by voters in November 1990. In 2006, Measure K was approved by voters for a 30-year renewal through 2041. Through the renewal, Measure K is expected to generate $3.1 billion (in 2006 dollars) for transportation improvement projects and public transportation services in San Joaquin County. 30% of the net sales tax revenue generated in the Measure K program will be allocated for passenger rail transit, bus transit, and pedestrian/bicycle projects.

  The Bus Transit program of Measure K includes interregional/intracity commute, intercity, and elderly/persons with disabilities bus service. Intercity and elderly/persons with disabilities service promotes both bus service between the cities within San Joaquin County for all trip purposes and specializes in elderly/persons with disabilities bus service throughout San Joaquin County. Interregional/intracity commute service includes bus programs to promote peak hour commute service. RTD is to receive a minimum of 50% of the funds allocated from this program for implementing the projects identified above in conformance with the Regional Transit Systems Plan.

  The Bus Rapid Transit Capital program provides express bus service with fewer stops and higher frequencies that are similar to light rail. Bus Rapid Transit can include interregional/intracity commute, intercity, and elderly/persons with disabilities bus service. Bus Rapid Transit Capital provides funding specifically for infrastructure to support Bus Rapid Transit service.

  SJCOG administers Measure K funds and provides funding to agencies based on the regulatory requirements of the approved Measure. Measure K funds are used by RTD for a variety of regionally-significant projects including BRT operations, commuter service, Intercity and Hopper service, leasing Park-and-

Ride lots, and capital projects including new passenger amenities. Measure K revenues are projected to grow at an annual rate of 4.5% through FY 41.

RTD currently maintains cooperative agreements with SJCOG for Measure K funds for the previously identified services and projects. These cooperative agreements total $19,730,000 for a three-year period starting in FY 18 through FY 20. RTD anticipates maintaining and expanding these agreements as funding becomes available through additional sales tax receipts.

- *CMAQ*
  The State apportions Federal CMAQ funding for projects that will contribute to meeting the attainment of national ambient air quality standards for ozone and/or carbon monoxide in Clean Air Act non-attainment areas. SJCOG is responsible to select and prioritize projects for funding, in consultation with the State, for this program. RTD applies for and uses CMAQ funds to purchase vehicles that have fewer emissions than traditional buses. Examples include electric buses and associated bus technology. RTD anticipates using future CMAQ funds for bus replacement as they become available by the State through SJCOG programming.

- *Surface Transportation Program (STP)*
  The STP is a Federal block grant used by states and local agencies for capital projects for roads, bridges, and transit. This program promotes alternative solutions to transportation problems and encourages project innovation. SJCOG is responsible to select and prioritize projects for funding, in consultation with the State, for this program. RTD successfully obtained funds for the construction of the DTC and anticipates pursuing this program for RTC improvements and associated Solar Energy capital projects.

- *State Transportation Improvement Program (STIP)*
  The STIP is a multi-year capital improvement program of transportation projects on and off the state highway system, funded with revenues from the State Highway Account and other funding sources. STIP programming generally occurs every two years. RTD will recommend projects for funding through the STIP to SJCOG staff as funding capacity is identified throughout the next five

years for regionally-significant capital projects such as the RTC and BRT-dedicated right of way and expansion.

- *Proposition 1B*
  In 2007, California voters passed Proposition 1 (A-E), which provided the State of California the authority to sell bonds for capital infrastructure improvements for transportation-related projects. RTD receives funding for capital projects under two of the subcategories of Proposition 1 (A-E): Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and the Transit System Safety, Security, and Disaster Response Account (TSSSDRA). RTD has programmed funding for several projects through the two accounts provided by Proposition 1B for capital projects through FY 21 for the remainder of the program. RTD will use these funds for the RTC, BRT expansion, bus procurement, technology improvements, passenger amenities, and facilities improvements.

- *Other*
  RTD is pursuing optional funding sources that would assist with operating or capital improvements and will continue to pursue Public/Private Partnerships (PPP) and sponsorships for specific operations assistance. Examples of this include maintaining agreements with school districts, secondary education districts, and local governments to develop agreements for service and purchase of monthly passes for retail sale to the public. RTD is also looking to promote coordination with private development for the expansion of existing facilities and the construction of Transit Oriented Development in applicable locations throughout Stockton. RTD anticipates expanding PPP opportunities to fully fund specific public transportation support services in downtown Stockton.

  RTD receives rental funds from the commercial portion of the DTC that is currently occupied by a café. RTD's commercial space takes advantage of mixed-use development design by providing a retail location. Revenues associated with the rental space are used to support RTD's administrative operations. RTD will also explore the potential to expand the HTS to include new revenue-generating retail locations. RTD's recent partnership with Greyhound also yields additional revenue to support DTC and expanded customer service hours.

Capital and Operating Forecast

RTD uses historical data to review trends in order to provide future revenue forecasts, with the additional San Joaquin County LTF to support unincorporated transit operations, Federal funding to support operating and capital needs, and STA funding to support countywide transit operations and reasonable unmet transit needs. This revenue is leading towards stabilization of its funding sources and will present a small and steady growth in available revenues from the Federal and State governments. With the adoption of FAST Act, RTD expects a steadier flow of Federal revenues throughout through FY 20; however, without a long-term federal transportation bill, revenues are not guaranteed after FY 20.

RTD will continue to maintain the existing level of transit service (FY 19 levels) through FY 28 if current revenue resources remain constant. RTD anticipates increasing services as a result of the proposed expansion of BRT corridors with during the timeframe of the SRTP.

Future Funding Needs

Transit funding resources have become dynamic because of the fluctuating national and local economy. Because revenue sources are dependent upon sales taxes and fuel purchases that have diminished, RTD cannot depend on these resources. Operating and capital funding needs continue to rise as a result of increased public demand for service and increased fuel costs. RTD must develop a multi-faceted approach to funding that looks beyond existing resources in order to maintain a stable source of revenues.

RTD and other transit systems in San Joaquin County will have to collaborate to maintain effective education efforts in providing the public with the benefits of using public transportation. The public is not fully aware of the full costs associated with personal vehicle use—from an economic or environmental perspective. RTD will maintain the goal of garnering public and private support towards increased transit use and financial support as described within this SRTP. RTD will continue to generate support for increased revenues through the following actions:

- Establish PPPs
- Lobby for increased Measure K apportionments
- Lobby for improved Federal and State resources
- Increase marketing efforts

RTD will continue to improve service economic feasibility through the following actions:

- Establish incremental fare increases
- Maintain competitive bidding for projects
- Effectively manage costs
- Effectively plan growth
- Lobby for improved Federal and State resources
- Increase marketing efforts

Appendix E: RTD Facilities, Transit Fleet, and Amenities

RTD Facilities

RTD's administrative offices are located at the DTC, a two-story facility in the heart of Stockton's downtown. The DTC houses RTD's executive management, finance, human resources, planning and scheduling, marketing, customer service, and procurement staff. The DTC is located at 421 East Weber Avenue on a block bordered by Weber Avenue and California, Channel, and Sutter streets.

RTD's main maintenance and operations facility, known as the RTC, is located at 2849 East Myrtle Street, Stockton, CA 95205. RTD's use of the Bus Yard Feasibility Study, completed in January 2004, supported RTD's plans to build a bus maintenance facility in central Stockton near State Route 4 and Filbert Street. The RTC was part of an overall project which started in 2005 with the purchase of the CTC property next door. The overall project was completed in November 2015. RTC can hold up to 250 buses, has an operations and maintenance building that includes administrative offices for Operations and Facilities, a conference room, training rooms, an exercise room, and a dispatch/control center with room for future expansion. The maintenance area of the facility includes a storeroom, running repair area, fueling and wash line, and maintenance bays complete with hoists and pits. The paved lot provides fleet storage and employee parking around the facility. There is also a separate wash and utility building where the buses are washed, fueled, and serviced each day. RTC has

gasoline and diesel fuel on site and the services provided from this facility are SMA Local and BRT Express routes.

Next door to RTC, the CTC houses RTD's contracted "County" service operations which include Hopper, Intercity, Commuter routes, and specialized services. The facility, located at 120 North Filbert Street, Stockton, CA 95205, is approximately two and one-half miles southeast of the DTC, near the interchange of State Route 4 and State Route 99. The 68,000-square-foot building is used for two primary functions: operations and maintenance. The operations section of the building includes a phone reservation center, county dispatch control center, a conference meeting room, and office space for its contractor's operations staff. The maintenance area of the facility includes portable lifts, a parts washing area, storeroom, and two additional offices. There are two staff break rooms, a quiet room, and a workout area with lockers.

Intermodal and Transfer Facilities

The Fixing America's Surface Transportation act (FAST Act) encourages states and metropolitan areas to increase regional mobility and promote an efficient use of the national transportation infrastructure through the development of innovative transportation plans and programs that better integrate public transit with multimodal transportation options. RTD incorporates intermodal connections throughout the County to provide convenient transportation options for transit users to continue travel via walking, biking, driving, and transferring to other bus and rail transit systems. These facilities are described below:

- *DTC*
  The DTC is the transfer point for nearly all of RTD's routes and serves as the largest multimodal public transit hub for residents of Stockton. The DTC is a four-lane station with 20 centrally-located customer boarding bays and on-street boarding locations, making transfers more convenient for customers. The DTC serves

up to 28 buses at the same time to facilitate customer transfers. In FY 19, an average of 7,100 RTD passengers will use the DTC each weekday.

Greyhound also serves this facility, with RTD acting as the Greyhound agent. In FY 19, Greyhound provides 16 daily departures on four routes for an average of 120 passengers using the boarding facilities.

The DTC's ground floor building features: a customer concourse, a lobby with public restrooms, an information center, on-site customer service staff, fare vending machines, audio announcements, news displays, and electronic route arrival/departure displays. Additionally, the DTC provides a satellite police station for RTD's contracted City of Stockton police officers, and an operator's break room. The DTC also includes a board room, and RTD administrative offices on the second floor. Finally, the eastern portion of the ground floor houses a 2,100-square-foot retail space.

The DTC blends historical architecture with twenty-first century transit operations. The building incorporates three historic building façades, which are representative of downtown Stockton. The DTC is an integral part of a partnership between RTD and the City of Stockton and modeled after the FTA's Livable Communities Initiative. The center establishes a more pedestrian and transit-friendly environment in downtown Stockton by providing streetscape enhancements, increased use of public transit and improving traffic operations and air quality.

Public Wi-Fi access is available at the DTC, both in the customer waiting areas and on the customer boarding platforms. Customers are able to connect to the Internet using their laptops and mobile devices to obtain information about RTD's services.

- *MTS*

  The MTS is a central hub for the pulse service system in suburban Stockton. Located approximately 3.5 miles north of the DTC, the MTS is centrally located next to the Sherwood Mall, Weberstown Mall, and San Joaquin Delta College. RTD completed construction of customer improvements at the Mall Transfer Station in April 2009. The completed facility connects multiple modes of transportation including heavy pedestrian traffic, bicyclists, customer cars, and transit operations. Improvements at the MTS include benches and shelters, lighted crosswalks, and

other customer amenities. Currently RTD has 17 routes that stop at this location at the peak hour pulse. BRT Express Pacific Corridor (Route 40), Intercity Route 23, and weekend routes stop adjacent to the MTS on Pacific Avenue.

- *HTS*
  The HTS is a central hub for the pulse in north Stockton, serving connections to both the BRT Express Pacific Corridor and the BRT Express Hammer Corridor, Intercity, SMA, and Hopper service to Lodi. The HTS is located in the center of the Hammer Lane commercial zone and provides direct service to major shopping centers including: Food 4 Less, Smart and Final, Orchard Supply Hardware, Home Goods, and the Sketchers Outlet Store.

  The HTS is the repurposed property of a former Hollywood Video building located in the heart of the five-point intersection of Pacific Avenue, Lower Sacramento Road, Thornton Road, and Hammer Lane. The triangle consists of three parcels, the HTS sharing space with a bank and a small commercial mall. The facility consists of four boarding locations in the former parking lot and a curb cut-out along Lower Sacramento Road, providing for five boarding locations throughout the station.

  RTD anticipates continuing to improve access and amenities at the HTS. Currently the HTS provides an operator break room, a small office for RTD security and Stockton Police, outdoor public seating, and improved lighting. Future improvements include enhanced customer information displays, indoor seating, and a customer information center. In FY 19, an average of 2,665 RTD passengers will use the HTS each weekday.

- *UTS*
  The UTS will be RTD's newest transit station when it opens in early 2019. Near Rancho San Miguel, it will serve customers riding BRT Express 49—MLK Corridor and BRT Express 44—Airport Corridor. The UTS will provide an operator break room, a small office for RTD security and Stockton Police, outdoor public seating, and improved lighting. Future improvements include enhanced customer information displays, indoor seating, and a customer information center.

RTD Transit Fleet

RTD has a total fleet of 132 buses. The active fleet consists of 128 vehicles that include 40-foot urban coaches, 35-foot urban coaches, 29-foot urban coaches, 25-foot high

floor and 26-foot low floor cutaway buses, and 45 foot over-the-road commuter coaches. The average age of the fixed-route coaches is approximately seven years. The current spare ratio is 33%.

Table 30 – FY 18 RTD Operating Fleet

	Active Fleet	Inactive Fleet	Total Fleet	Weekday Peak Programmed	Spare Fleet	Spare Ratio
SMA Local	38	0	38	31	7	19%
BRT Express	33	0	33	12	21	74%
Intercity	4	0	4	3	1	25%
Hopper	28	0	28	21	7	25%
Rural Connection	0	4	4	0	4	0%
Commuter	16	0	16	13	3	20%
Dial-A-Ride/UCP	9	0	9	6	3	33%
RTD Fleet Total	**128**	**0**	**132**	**86**	**42**	**33%**

- Active Fleet—Total number of buses put into revenue service
- Inactive Fleet—Total number of buses not currently in service (contingency)
- Peak Programmed—Maximum number of buses in service during peak service period
- Spare Fleet—Buses allowed by FTA to be held back from service for such things as vehicle maintenance, etc.
- Spare Ratio—The ratio between Spare Fleet and Peak Programmed buses

All vehicles purchased are low-floor with air conditioning and, except for Commuter and Hopper buses, automated announcements. Each facility will have buses equally balanced in regard to the age of the fleet to ensure an equitable replacement of vehicles. The current year span of RTD's fleet ranges from 2001 to 2017. The oldest vehicle at CTC is 2001 (a Commuter bus) and the oldest vehicle at RTC is 2004 (a SMA Local bus). The newest vehicle at RTC and CTC is 2017 (SMA Local, BRT Express, Metro Hopper, and County Hopper buses).

RTD is working on addressing a reduction of older vehicles to achieve a 20% spare ratio systemwide and as explained in the Fleet Management Plan, RTD intends to achieve 20% spare ratio by the end of FY 19.

Table 31 – Current Active Fleet

Year	Life Expectancy	Manufacturer	Model	Fuel	Seating Capacity	Fleet	Size	Use	Suggested Retirement
2006	12 years	Gillig	Low Floor	Diesel Hybrid	37	3	40 Feet	BRT Express	2018
2010	12 years	Gillig	Low Floor	Diesel Hybrid	37	6	40 Feet	BRT Express	2023
2011	12 years	Gillig	Low Floor	Diesel Hybrid	38	2	40 Feet	BRT Express	2024
2012	12 years	Gillig	Low Floor	Diesel Hybrid	38	6	40 Feet	BRT Express	2025
2014	12 years	NovaBus	LFS	Diesel Hybrid	62	6	60 Feet	BRT Express	2027
2016	12 years	Proterra	Catalyst	Electric	40	7	40 Feet	BRT Express	2028
2001	12 years	MCI	D4500	Diesel	55	15	45 Feet	Commuter	2013
2008	12 years	MCI	D4500	Diesel	55	1	45 Feet	Commuter	2021
2006	12 years	Gillig	Low Floor	Diesel Hybrid	26	11	29 Feet	Hopper	2018
2017	7 years	Glaval	Titan II	Gasoline	19	22	26 Feet	Hopper	2024
2006	12 years	Gillig	Low Floor	Diesel Hybrid	40	4	40 Feet	Intercity	2018
2006	12 years	Gillig	Low Floor	Diesel Hybrid	31	10	35 Feet	SMA	2019
2009	12 years	Gillig	Low Floor	Diesel Hybrid	40	3	40 Feet	SMA	2022
2010	12 years	Gillig	Low Floor	Diesel Hybrid	40	2	40 Feet	SMA	2022
2013	12 years	Gillig	Low Floor	Diesel Hybrid	40	20	40 Feet	SMA	2025
2012	12 years	Proterra	BEB	Electric	33	2	35 Feet	SMA	2024
2016	12 years	Proterra	Catalyst	Electric	40	3	40 Feet	SMA	2028
2006	5 years	El Dorado	Aerotech	Diesel	5	9	25 Feet	UCP	2011
2001	5 years	El Dorado	Versashuttle	Diesel	5	2	22 Feet	Specialized	2006
2006	5 years	El Dorado	Versashuttle	Diesel	10	2	22 Feet	Specialized	2011

- *Dial-A-Ride Fleet Composition*

  RTD no longer maintains a Dial-A-Ride fleet. All Dial-A-Ride operations are contracted through ALC. RTD owns nine 25-foot cutaway vehicles that are used by UCP of San Joaquin, Calaveras, and Amador Counties.

- *Support Fleet*

  RTD uses support vehicles to assist in maintaining and supervising in-house and contracted operations. There are currently 37 vehicles available for administrative, maintenance, field supervision, driver relief, and passenger transportation purposes when needed.

Table 32 – Support Vehicle Fleet

Department	Fleet
Administration	13
Transportation	10
Contract Operations	0
Maintenance	4
Facilities	10
TOTAL FLEET	37

- *Hybrid Bus Fleet*

  RTD has been proactive in adopting technology that improves the air quality in the region. It is because of RTD's ongoing commitment to the region and its unique environment that RTD is replacing its current fleet with hybrid buses.

  On October 8, 2004, RTD rolled out the first two low-emission hybrid buses in the state of California. Through effective grant applications and RTD's fleet replacement program, RTD purchased diesel-electric hybrid buses for both SMA, Intercity, and BRT Express service. In 2013, RTD completed the conversion of 100% of its SMA, Intercity, and BRT Express fleet to diesel electric hybrid buses.

  Environmentally speaking, hybrid buses provide two major benefits: low emissions and reduced fuel consumption. These hybrid-powered transit vehicles provide improved fuel economy compared to traditional diesel buses, produce up to 60% fewer nitrogen oxide emissions, and deliver 90% fewer particulate hydrocarbon and carbon monoxide emissions.

  Other benefits of the diesel-electric hybrid buses include: reduced maintenance costs resulting from extended brake, engine oil, and transmission oil life, 50% faster acceleration compared with conventional diesel buses, and reduced operating sound levels.

- *Electric Bus Fleet*

  In 2012, RTD, in partnership with Proterra Inc., received an award from the California Energy Commission (CEC) to purchase and monitor the performance of two electric buses. These fully electric buses offer revolutionary battery technology and construction elements that allow for a 2-hour service window with a 10-minute charge. Since the pilot, RTD has purchased 12 40-foot electric buses that are used primarily on SMA routes, including BRT Express Route 44, as the nation's first all-electric BRT route. The first generation of electric buses can travel up to 40 miles or two hours on a charge. The RTD charging stations take about 10 minutes to completely recharge a bus. RTD's Board of Directors made a commitment in August 2017 to convert the entire SMA fleet to zero emissions by 2025.

Customer Amenities

In order to fulfill its vision of being the transportation service of choice for San Joaquin County residents, RTD must provide extraordinary customer service and customer amenities for those residents. RTD customer amenities include enhanced boarding areas, convenient intermodal connections, efficient transfer locations, readily available public information, advanced communication systems, and efficient fare recovery systems.

- *Boarding Areas*

  RTD has approximately 1,100 bus stops. These bus stops presently are located in Stockton, Lodi, Lathrop, Manteca, Tracy, Ripon, unincorporated San Joaquin County, Sacramento, Livermore, Dublin, Pleasanton, and Sunnyvale. In the interest of offering maximum convenience and security to customers, RTD staff works closely with local agencies to identify optimal bus stop locations. The factors examined include: compatibility with transit and traffic operations, pedestrian safety, ADA compliance, visibility conditions, abutting properties, spacing between consecutive stops, and the proximity to trip generators.

  RTD Facilities staff installs all bus stop signs. At some sites, RTD shares an existing utility pole without installing a new pole for the bus stop sign. RTD is responsible for maintenance of the bus stops, signage, PMPIDs, and trash cans where installed. RTD has installed 871 PMPIDs at bus stops along all fixed routes countywide. PMPIDs are mounted frames that allow the installation of letter or legal-size notices. RTD uses PMPIDs to post rider notices and alerts, bus schedules, route maps, and promotional materials.

  RTD will continue to explore grant opportunities to supplement existing regional, state, and federal funding resources to continue to improve customer amenities and customer information at bus stops throughout RTD's service area. When funds are readily available, RTD will advance phases of the improvement program.

  Between 2008 and 2010, RTD installed 138 benches at bus stops, 46 BRT Express shelters, and 34 standard shelters throughout the SMA. BRT Express shelters experience the highest customer volume throughout the day and account for approximately 40% of RTD's ridership. The standard shelters and benches are placed at bus stop locations that demonstrate the highest ridership, including the six shelters located at the MTS. Another eight BRT Express shelters for Route 49—

MLK Corridor will be operational by July 2018.

In 2009, RTD began a campaign to remove benches that were under contract with an advertising company and replace them with a new RTD-owned bench. This allowed RTD to provide new uniform benches throughout the service area. RTD also installed additional bus shelters at high-density boarding locations within the SMA. This effort is an improvement over the past when there were only 12 shelters throughout the entire service area. RTD bus shelters include solar powered lighting, map displays, transit information display, and benches.

RTD Intercity and County Hopper routes also serve bus shelters and bus benches in Lodi, Tracy, Lathrop, and Manteca, which are placed and maintained by those jurisdictions. In limited cases, RTD may add bus shelters and bus benches in these jurisdictions, if requested by the jurisdiction and if there is a benefit to an RTD fixed route.

There are currently no bus shelters or bus benches in the unincorporated area of San Joaquin County, Escalon, and Ripon at this time due to limited demand for these amenities. With the limited bus stops in the unincorporated area, amenities will be added should the demand for them meet the above thresholds.

RTD will continue to install more bus shelters and benched as needed as funding becomes available.

Neighboring Jurisdiction Stations

The City of Lodi opened Lodi Station in 2000, designed around a renovated rail depot along the Union Pacific railroad tracks. This station is located in downtown Lodi at the intersection of East Pine Street and Sacramento Street. Lodi's GrapeLine buses provide local fixed-route services at the station. Lodi VineLine and Dial-A-Ride buses provide demand-response service within the City of Lodi and to Woodbridge, Acampo, and Villa Cerezos Mobile Home Park. RTD operates daily service to this multimodal station via Intercity Route 23 and Hopper Routes 93 and 723. At this station, customers can also transfer to Amtrak San Joaquins trains and buses, Greyhound buses, and SCT/LINK from Galt, Elk Grove, and south Sacramento. The station provides on-site parking and use of a public parking structure across the street.

The City of Tracy opened Tracy Transit Station in 2011. RTD operates service to the station via Hopper Route 97 and Commuter Routes 150, 172, and 173 and connects to services provided by Tracy TRACER and Greyhound buses. The Tracy Transit Station is located east of Central Avenue and south of Sixth Street in downtown Tracy. There are two parking areas with 220 parking spaces, including nine spaces dedicated to disabled parking.

The City of Manteca opened Manteca Transit Center in 2013. RTD serves the Manteca Transit Center via Hopper Routes 91 and 797 and Commuter Route 150, and connects to services provided by Manteca Transit. Manteca Transit Center is located east of Main Street and south of Moffat Boulevard in downtown Manteca. The Transit Center has 104 parking spaces, including four spaces dedicated to disabled parking, as well as two spaces dedicated to electric vehicle charging, and it has four bicycle lockers.

Park-and-Ride Lots

Park-and-Ride lots are "change of mode" facilities where individuals meet and travel as a group to their destinations via transit, vanpool, or carpool. Park-and-Ride facilities vary from vacant lots, church parking lots, or intermodal transportation facilities linking individuals to other modes of transportation including transit, airport access, and rail. RTD currently serves several formal and informal Park-and-Ride lots throughout the region.

RTD manages Park-and-Ride facilities by maintaining individual lease agreements funded by Measure K. This agreement provides funding to RTD to lease Park-and-Ride lots and/or to improve those lots by providing pavement markings, commuter orientation signs, and/or designated parking spaces.

Table 33 – Park and Ride Facilities

City	Location	Landmark	Spaces	Routes Serving
Lathrop	15557 5th Street	Valverde Park/Lathrop Community Center	40	172
Lodi	277 Beckman Road	ARCO Gas Station/Caltrans Park and Ride Lot	40	163
Stockton	8407 Kelley Drive	Calvary First Assembly of God	55	165
Stockton	3200 W. Benjamin Holt	Marina Shopping Center	50	121, 172
Stockton	3034 Michigan Avenue	LifeSong Church*	45	121, 150, 152, 165
Tracy	50 East 6th Street	Tracy Transit Station	116	150, 172, 173
Manteca	S. Main St. & Moffat Blvd.	Manteca Walmart/ Mission Ridge Plaza	50	120, 150, 166, 173
Lathrop	15240 South Harlan Road (east of Interstate 5)	Lathrop Crossroads Shopping Center	15	150, 152
Stockton	3728 E Hammer Lane, Stockton, (west of SR 99)	Hammer Crossings Shopping Center/ Dollar Tree	30	163
Stockton	4361 E. Morada Lane	Morada Ranch Shopping Center (Raley's Park & Ride Lot)	25	173

Appendix F: Management Systems and Controlling Plans

RTD is in the process of establishing and maintaining viable management systems in order to maintain effective services and ensure financial accountability. In that regard, RTD has developed several programs with specific management system goals. RTD's Spear 4i data system is designed to maintain and account for RTD's internal inventory. The following is a summary of RTD's management systems.

Financial Management Systems

RTD maintains its financial records and database using Superion's OneSolution ERP software. OneSolution centralizes and maintains the data for all finance-related efforts including budget development and forecasting, purchase orders, accounts payable, accounts receivable, fixed assets, human resources, and payroll.

In 2018, Superion upgraded the ONESolution financial suite to provide additional functionality. RTD anticipates upgrading the OneSolution system several times within the ten-year period of this SRTP in order to improve reporting efficiency and accuracy. RTD uses Kronos for its timekeeping system. Kronos provides an online software service that tracks and reports staff time and attendance. RTD has seven Kronos time clocks located throughout RTD's facilities, allowing staff to conveniently clock in and out as needed. The web-based Kronos database allows management staff to review and approve work hours for their employees in a quick and efficient manner. Kronos offers multiple upgrades for their services, and RTD management will adopt new technologies as available to improve staff tracking to control labor costs and minimize compliance risks. RTD anticipates upgrading the Kronos system several times within the next ten-year period of the SRTP.

Asset Management System

RTD is currently using Infor Public Sector's Spear 4i software to support its asset management system. Spear 4i is a software platform that provides real-time information for tracking maintenance records pertaining to transit vehicles, components, and facilities. Spear is also used for inventory control of parts, equipment, and components related to transit operations. Other features include warranty control, purchasing management for parts, and document management. RTD will need to update its asset management system in order to comply with the TAM program requirements and serves RTD in the development of the maintenance program. As part of the TAM program, all Facilities assets will also begin to be managed within the asset management system.

Fuel Management System

RTD is currently using Fleetwatch to monitor and manage fuel use for all RTD vehicles. This system allows RTD staff to monitor fuel consumption and identify opportunities to minimize consumption, ensure fuel use and security and accountability, provide reliable fleet data, record and report fuel use, and ensure compliance with federal and state regulations.

Data Management Systems

RTD uses Trapeze and Transit Master software to conduct many operations functions including:

- Operator timekeeping
- Operator staff planning (bidding and work assignments)
- Route planning (actual route planning, run cutting, trip planning)
- Bus stop management
- Route management
- Operations management
- Incident management
- Customer comment tracking
- Bus communications
- Bus location tracking
- Automated passenger count tracking
- Dial-A-Ride and Hopper customer reservation management

RTD will need to update and upgrade the scheduling software on a regular basis to ensure an effective scheduling system. It is also looking at replacing this system in FY 19 due to the costs associated with its use and to take advantage of new emerging technologies as it relates to overall operations management.

RTD's Dial-A-Ride contractor ALC has a 24-hour call center with their own proprietary dispatching system that allows for reservations management. In addition, it can track sub-contracted vehicles using an app, which also includes the ability to send trips to those vehicles for quick, responsive dispatching.

TransTrack is RTD's data reporting software package. TransTrack provides daily, monthly, quarterly, and annual reports for RTD staff which is used to guide decision-making that affects day-to-day operations. RTD needs to maintain and update the data management systems in order to accurately collect and report operating data so that

staff can review service efficiencies and develop new services in line with this SRTP and the Board of Directors' direction. RTD staff is also responsible for maintaining and calibrating data inputs to ensure data accuracy.

RTD participates in an effort to benchmark and standardize data management for public transportation projects. The American Bus Benchmarking Group (ABBG) is a group led by the efforts of the Imperial College of London, which has established benchmarking efforts on an international level. RTD is one of 22 agencies participating in this effort, and it must maintain its data management programs in order to maintain effective participation and input into this group's efforts. The ABBG will provide guidance to transit agencies regarding the collection and reporting of Key Performance Indicators and will serve future generations by providing a consistent platform for public transportation service review.

Document Management System

RTD's Document Management System uses the Microsoft SharePoint software platform. Maintained remotely, SharePoint provides a secure location to store and maintain documents for RTD's operations and management. This includes the development of an online library electronically warehousing RTD Board Policies, Plans and Reports, Protocols, Procedures, and Work Instructions. RTD staff can access information remotely through the Microsoft Online portal.

Safety Management System

RTD has adopted an enhanced Illness and Injury Prevention Plan (IIPP) and the Agency Safety Plan (ASP) based on FTA's Safety Management System framework to ensure that RTD is not only a safe place to work, but also a safe system to ride for our customers, and a safe operation for San Joaquin County. The objectives of the ASP include reducing traffic accidents, minimizing customer risk, and minimizing RTD's exposure to liabilities that are inherent in providing public transportation services. With a focus on organization-wide safety policy, proactive hazard management, strong safety communication, targeted safety training, and clear accountabilities and responsibilities for critical safety activities, the ASP will provide RTD with an enhanced structure for addressing stringent expectations. RTD's Safety Department will take a lead role in implementing this effort over the next five years.

Title VI Report Summary

Title VI, the Civil Rights Act of 1964, requires that a grantee of federal funds must ensure that no person in the United States shall, on the grounds of race, color, or

national origin, be excluded from participating in, denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

The most recent Title VI analysis conducted for RTD was adopted on June 21, 2017, and was approved by FTA on October 27, 2017. That analysis reviewed a standard list of potential discrimination issues, as well as a demographic analysis of RTD's service area. The analysis concluded that no deficiencies were found with RTD's compliance with the FTA requirements for Title VI.

The overall Disadvantaged Business Enterprise (DBE) goal, as approved by the FTA, is 4.94% for the period between FFY 17 and FFY 19 for federally-funded projects.

FTA Triennial Review Summary

The FTA Triennial Review desk review of RTD was conducted on April 1, 2016, with a site visit on July 26 and 27, 2016. The review concentrated primarily on procedures and practices employed during the past three years (FY 14–16); however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. During the visit, reviewers discussed administrative and statutory requirements, examined documents, and toured the facilities. The close-out letter was provided on January 9, 2017.

No deficiencies were found with RTD's compliance with the FTA requirements in 14 of the 17 areas examined. Deficiencies were found in three areas under the following: Technical Capacity, ADA, and Satisfying Continuing Control. A summary of these deficiencies, corrective actions, and responses are shown below.

Table 34 – FTA Triennial Review Deficiencies

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	D-79	Inactive grants/ untimely closeouts	RTD must provide the FTA Regional Office with a plan for drawing down inactive grants and closing fully expended grants in a timely manner.	10/15/16	01/06/17
3. Maintenance	ND				
4. ADA	D-324	Insufficient ADA complaint process	RTD must update its on line customer feedback form to allow customers to indicate that a complaint is an ADA complaint.	10/15/16	11/21/16
5. Title VI	ND				
6. Procurement	ND				
7. DBE	ND				
8. Legal	ND				
9. Satisfactory Continuing Control	D-161	Excessive fixed-route bus spare ratio	RTD must provide the FTA Regional Office with a plan for reducing its fixed-route bus fleet spare ratio.	10/15/16	01/06/17
10. Planning/ POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	ND				

Please visit the I-205 Managed Lanes Virtual Open House

SELF GUIDED VIRTUAL OPEN HOUSE |
VISITA VIRTUAL AUTOGUIADA

The California Department of Transportation (Caltrans), in cooperation with the San Joaquin Council of Governments (SJCOG), will prepare an Environmental Impact Report (EIR)/Environmental Assessment (EA) for the I-205 Managed Lanes Project. This project proposes to install managed lanes on I-205 between I-5 and I-580 and could include interchange improvements and transit hubs. Four alternatives and the no-build alternative are being considered.

Caltrans and SCJOG are seeking input on the scope and content of the environmental document in compliance with the California Environmental Quality Act. The meeting will include a presentation and information about the project, and there will be an opportunity to speak to the project team. If you have any questions about the project or meeting, please contact Scott Guidi, Caltrans Branch Chief, at (209) 479-1839 or by email to scott.guidi@dot.ca.gov.

You can send comments by email to scott.guidi@dot.ca.gov, or by mail to Scott Guidi, Caltrans, District 10, 1976 East Dr. Martin Luther King Jr. Blvd., Stockton, CA 95205.

PROJECT OVERVIEW

The San Joaquin Council of Governments (SJCOG) and the California Department of Transportation (Caltrans), District 4 and District 10 are developing the I-205 Managed Lanes project to address increased commute times and corridor congestion on I-205 from I-5, through the City of Tracy, to the Alameda/San Joaquin County border.

Managed lanes have been successfully used to reduce congestion and increase travel time reliability by controlling the way traffic moves on the highway. Dedicated lanes allocated for cars with two or more people (High-Occupancy Vehicle, or HOV), like carpools and buses, and qualifying clean air vehicles are one way lane management can help keep traffic flowing. Another example of lane management is to charge a fee or toll to solo drivers who choose to use the dedicated lane which helps pay for maintenance and construction of the lanes and other transportation investments, including transit.

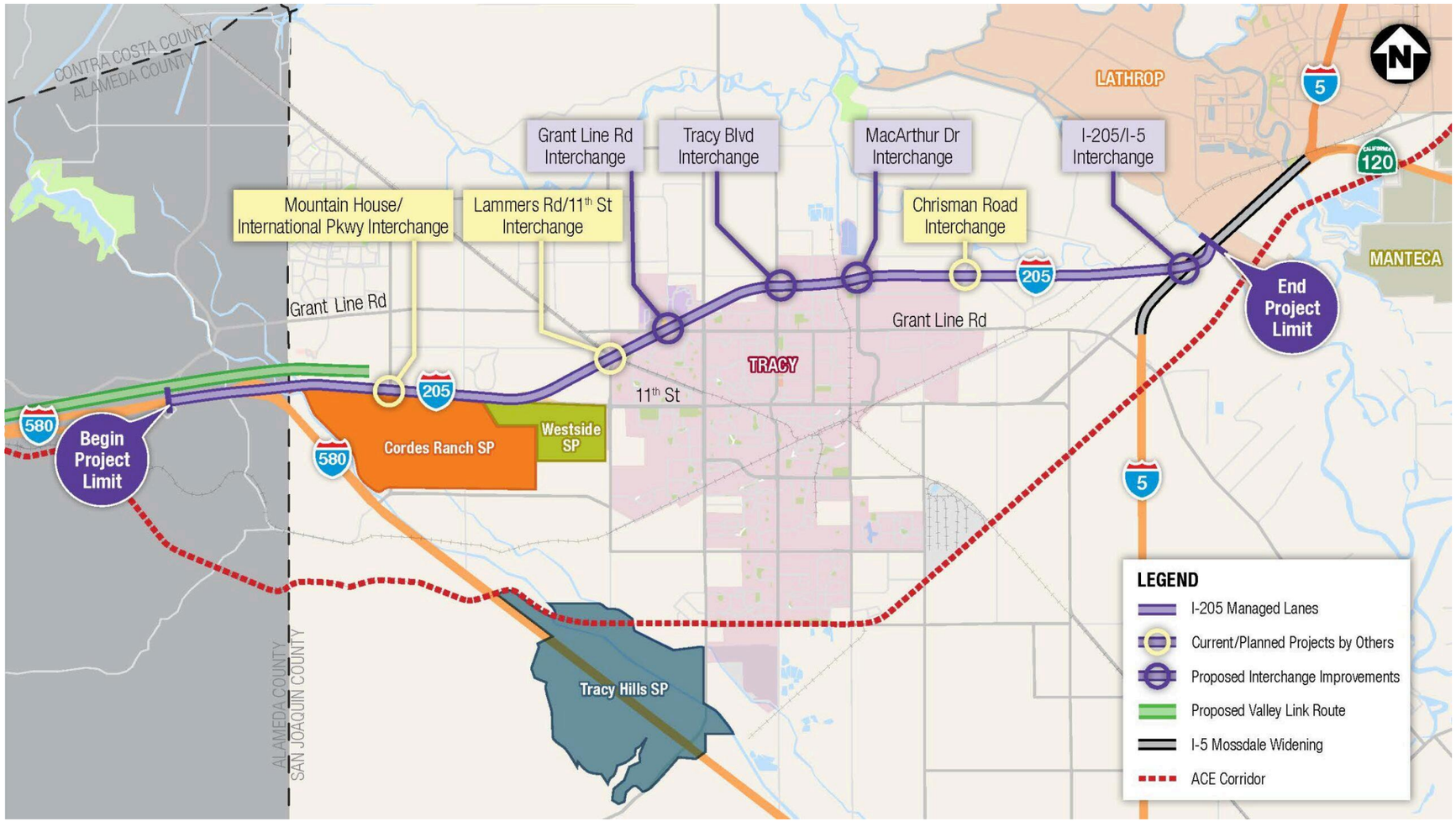
The project also aims to address increased use of the corridor as an intercity and interstate truck and freight route and the increased need for alternative modes of transportation (such as buses, vanpools, and rideshares) between San Joaquin County and the San Francisco Bay Area. Also under consideration are options that reserve the center median for various types of transit (bus and/or rail), as well as potential locations for stations and connections to bicycle and pedestrian facilities, park and ride lots, and other transit systems.

Projects of this scale have several phases and can take multiple years to complete.

- Caltrans and SJCOG completed a project initiation document (called Project Study Report-Project Development Support (PSR-PDS) Report) in 2017 that examined widening I-205 to include HOV lanes between the Alameda County Line and I-5. This report was the first step in the Caltrans project delivery approval process.
- In Fall 2021, Caltrans and SJCOG held a formal environmental scoping meeting and virtual open house (which can be viewed here) to begin the environmental phase of the project which will evaluate alternative designs to best integrate other on-going projects, incorporate new technologies, and explore station/transportation options and hub locations.
- In 2022, with Caltrans input and direction, SJCOG prepared a Supplemental PSR-PDS for the inclusion of additional alternatives that align with the project's goals.

The current phase of the project will develop and evaluate project design alternatives and complete the required environmental review as part of the Project Approval and Environmental Document (PA&ED) phase.

VICINITY MAP



KEY MILESTONES

CLICK FOR LARGER VIEW

PROJECT GOALS

The overarching goal for SJCOG is to improve local, regional, and interregional circulation for all modes of travel between the Central Valley and the San Francisco Bay Area. The proposed project has the following primary purposes:

- Improve travel times
- Improve regional mobility and freight movement
- Increase person throughput
- Increase use of carpooling, transit, ridesharing
- Accommodate and facilitate regional multi-modal transportation development
- Improve safety
- Improve air quality

The project is needed to address the following concerns:

- Increased commute times and delays on I-205
- Increased use of I-205 as an intercity and interstate truck or freight route
- Increasing need for alternative modes of transportation between San Joaquin County and the San Francisco Bay Area

PLANNING COMMISSION STAFF REPORT
Item No. 1.B

DATE	May 28, 2025
TITLE	City of Tracy 2023 – 2031 Housing Element
LOCATION	The 2023 – 2031 Housing Element is for the City of Tracy General Plan boundary.
APPLICATION TYPE	General Plan Amendment
CEQA STATUS	The 2023 – 2031 Housing Element adoption is exempt from review under the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation §15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3))
PROJECT PLANNER	Craig Hoffman (209) 831-6426 craig.hoffman@cityoftracy.org

RECOMMENDATION

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

(1) Recommending City Council adoption of the 2023 – 2031 Housing Element.

The applicant is the City of Tracy.

EXECUTIVE SUMMARY

The City of Tracy is currently updating the Housing Element. The Housing Element is one of the State-required chapters of the City of Tracy's General Plan and provides a blueprint for opportunities to develop housing for all income levels in the community.

The City of Tracy received a compliance letter from the California Department of Housing and Community Development (HCD) on April 23, 2025, indicating HCD's tentative approval of the City's 6th cycle Housing Element update for the 2023 – 2031 planning period. HCD's compliance letter is included as Attachment A and the Draft Housing Element (May 2025 version) is Attachment B.

The 6th cycle Housing Element update has been driven by the State's goal to increase and expedite housing production in California, including requiring local jurisdictions to prove that local policies and processes are not constraints on housing development. The City's 6th cycle Draft Housing Element update went through five rounds of review with HCD prior to receiving tentative approval in April 2025. The Draft Housing Element addresses the City's regional housing needs allocation (RHNA) for the 2023–2031 planning period, which is 8,830 housing units, spread among different income categories.

Staff anticipates holding a public hearing with the City Council in July or August to consider adoption of the Housing Element. Once the City adopts the Housing Element, the document will be submitted to HCD for certification.

Following certification of the Housing Element, the City will also need to complete the Housing Element implementation measures, which include rezones and General Plan Amendments affecting over 100 properties and totaling approximately 200 acres spread throughout the City, as shown in the Draft Housing Element. A Public Draft Environmental Impact Report (EIR) for the rezones and General Plan Amendments is anticipated to be released this June or July for a 45-day public review period. The public hearing process for the Planning Commission and the City Council to consider the rezones and General Plan Amendments is anticipated for late 2025 or the first quarter of 2026. The City's Housing Element will not be in full compliance with HCD until the rezones and General Plan Amendments are complete.

BACKGROUND

The 2023 – 2031 Tracy Housing Element is part of the City's General Plan, which is a comprehensive policy statement regarding the physical, economic, and social development of the city; the preservation and conservation of natural and human features of the landscape; and the reuse of land and buildings within the city. Although housing represents a high priority, planning for housing must be balanced with the community's economic needs and environmental, resource, and open space protection policies, which are also essential aspects of the City's General Plan. Whereas general plans often reflect planning periods 15–25 years long, housing elements are updated every eight years, in accordance with State law.

Housing elements address one of the State-mandated general plan topics and most basic human needs: shelter. For this reason, housing elements represent a critical link between land use and transportation policies, which define the location, layout, and movement of people and goods, and environmental/resource policies. For a city to have a strong and balanced economy, where people live in proximity to where they work, workers must have places to live within their economic means.

The Housing Element is concerned with identifying ways in which the housing needs of existing and future residents can be met. The Element covers the planning period of December 31, 2023, through December 31, 2031, and identifies strategies and programs that focus on:

- Conserving and improving existing affordable housing;
- Providing adequate housing sites;
- Assisting in the development of affordable housing;
- Removing governmental and other constraints to housing development; and
- Promoting housing opportunities for all persons.

An important goal of the Housing Element is to continue to enhance Tracy's reputation as a great community in which to live, work and play. Drawing on its small-town character, the City will grow in a manner that provides a high quality of life for all current and future residents and employees. This Housing Element provides policies and programs to address these issues. The Housing Element consists of the following major components:

- Introduction: An overview of the purpose and contents of the Housing Element.
- Housing Needs Assessment: An analysis of the demographic and housing characteristics and trends.
- Housing Constraints: A review of potential market, governmental, and environmental constraints to meeting the identified housing needs.
- Housing Resources: An evaluation of resources available to address housing goals.
- Housing Plan: A strategy to address the identified housing needs given the City's constraints and resources.

California State law requires that a community provide an adequate number of sites to allow for and facilitate production of the regional share of housing. To determine whether a jurisdiction has sufficient land to accommodate its share of regional housing needs for all income groups, each jurisdiction must identify "adequate sites." Under State law (California Government Code Section 65583[c][1]), adequate sites are those with the appropriate zoning and development standards, with the services and facilities to encourage the development of a variety of housing for all income levels.

The California Department of Housing and Community Development (HCD) and the California Department of Finance are responsible for assessing the housing needs for different regions across the state. Tracy is in the San Joaquin Council of Governments (SJCOG) region, which received a regional housing needs allocation (RHNA) of 52,719. Tracy's RHNA for the 2023–2031 planning period has been determined by SJCOG to be 8,830 housing units, spread among different income categories, as shown below. The RHNA allocation from the 5th cycle housing element is provided in comparison.

Housing Element Cycle	Above-Moderate	Moderate	Low-Income	Very-Low Income	Extremely-Low Income	Total
2023 – 2031 6th Cycle RHNA units [Current Cycle[	2,782 (31.5%)	1,175 (13.3%)	1,879 (21.3%)	1,497 (16.9%)	1,497 (16.9%)	8,830 (100%)
2015 – 2023 5th Cycle RHNA units [Prior Cycle]	2463 (49.5%)	828 (16.6%)	705 (14.2%)	467 (9.4%)	513 (10.3%)	4,976 (100%)

A couple of numeric factors that become very obvious, is the jump in RHNA allocation from the 5th to 6th cycle and the increase in percentage allocation for Low, Very-Low and Extremely-Low Income categories. These numbers are driven by the concern about the housing affordability and availability crisis that (ba) is currently impacting the entire state.

CURRENT STATUS

The City has completed updating the Housing Element to reflect the current sixth cycle 2023 to 2031 timeframe. This agenda item is the penultimate step for City approval of the updated Housing Element. City Council approval is the final step. The information listed below indicates submittals made to the State (HCD).

The City submitted the 6th cycle Housing Element for first review in November 2023. The comments provided back by HCD required some extensive reviews of the proposed housing strategy and opportunity sites for 8,830 housing units in various affordability categories.

The Housing Element was submitted for a second-round review in July 2024. HCD requested additional information and identified a need for additional analysis in regard to providing housing programs to ensure housing production takes place.

The Housing Element was submitted for a third-round review in September 2024. The information request by HCD was to validate a long history of developing housing and providing housing opportunities within the City of Tracy.

The Housing Element was submitted for a fourth-round review in November 2024. The State wanted additional information on neighborhood demographics and the development pipeline report.

The City received fourth round comments from HCD in late January 2025 and revised the document as necessary. The City submitted the fifth round Draft Housing Element on April 22, 2025. HCD provided a letter on April 23, 2025, indicating that the April 2025 Draft Housing Element met the statutory requirements. Staff will now move the Draft Housing Element document forward for adoption.

NEXT STEPS

Staff anticipates holding a public hearing with the City Council in July or August to consider adoption of the 2023-2031 Housing Element Update. Once the City adopts the Housing Element, the document will be submitted to HCD for certification.

After the Housing Element is adopted by the City Council and certified by HCD, the City will begin Zoning Map and General Plan Map amendments to implement the policies within the current draft document. Due to the City's shortfall of available sites to meet its lower- and moderate-income RHNA requirements, the City must conduct site rezones for the designated opportunity zone sites. Implementation will include rezoning approximately 200 acres to accommodate higher residential densities as required by new State law and the Housing Element.

Along with the rezonings project, four General Plan elements will be revised or adopted (Circulation Element, Safety Element, Land Use Element, and an Environmental Justice Element) that will be necessary as part of the amendments for the Housing Element. While each of the elements is independent, various goals and policies across the elements are related and require consistency. Specifically, the Circulation Element will be updated with consideration to the rezones' higher density impacts to the City's existing and projected levels of service and

vehicle miles traveled. The Safety Element updates will analyze flood hazard management for the new development potential. The Land Use Element will be updated to incorporate the new residential development capacities, and the newly adopted Environmental Justice Element will touch on the provisions of maintaining safe and sanitary homes. As these items are concluding, the City will initiate the remainder of the comprehensive General Plan Update.

PUBLIC OUTREACH / INTEREST

The City conducted various public workshops and outreach efforts with interested parties and organizations since the kick-off of the Housing Element in May of 2023. Public participation efforts have included hosting three stakeholder focus group sessions, three public workshops, and one joint City Council and Planning Commission study session. The City solicited public input from 138 community members using an online housing survey in both English and Spanish. The City also provided regular project updates through the distribution of numerous mass email notices and updates on the Tracy website for the Draft Housing Element Update. During this period, the City received six comment letters and emails primarily from the development community. The final review and approval of the Housing Element will require public hearings before the Planning Commission and City Council.

FISCAL IMPACT

The preparation of the 2023 – 2031 Housing Element has been largely funded by State grants including the Local Action Planning Grant (LEAP) - $300,000.00, the Regional Early Action Planning Grants (REAP) - $187,075.00 and Senate Bill 2 grants (SB 2) - $80,000.00. The State has made funding available for planning efforts to speed up and streamline housing production. Additional funding came from the City's General Fund.

CEQA DETERMINATION

The 2023 – 2031 Housing Element adoption is exempt from review under the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation §15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)), the common-sense exemption covering activities with no possibility of having a significant effect on the environment. This CEQA exemption applies to the Housing Element because adoption of the Housing Element itself does not rezone or amend the General Plan land use designations on any property.

An Environmental Impact Report (EIR) is being prepared separately for the rezones and General Plan Amendments related to implementation of the Housing Element affecting over 100 properties and totaling approximately 200 acres spread throughout the City. The EIR for the rezones and General Plan Amendments is anticipated to be released this June or July for a 45-day public review period. The public hearing process for the Planning Commission and the City Council to consider the rezones and General Plan Amendments is anticipated for late 2025 or the first quarter of 2026. The City's Housing Element will be considered out of compliance by HCD until the rezones and General Plan Amendments are complete.

STRATEGIC PLAN

While required by State law, the Housing Element also relates to the City's Quality of Life Strategy, Goal Number 4: Increase local affordable housing supply.

SUMMARY

The Planning Commission recommendation to the City Council is a requirement for the adoption of the 2023 – 2031 Housing Element.

ATTACHMENTS

A – California Department of Housing and Community Development April 23, 2025 – compliance letter

B – 2023 -2031 Housing Element (May 2025)
The attachment can be found on the City of Tracy's website at:
https://www.cityoftracy.org/home/showpublisheddocument/20464/638826370925200000

C – Planning Commission Resolution

Attachment B: 2023-2031 Housing Element (May 2025)

This attachment is too large to include in this packet. The attachment can be found on the City of Tracy's website at:

https://www.cityoftracy.org/home/showpublisheddocument/20464/638826370925200000

ATTACHMENT C

TRACY PLANNING COMMISSION

RESOLUTION 2025-_____

RECOMMENDING CITY COUNCIL ADOPTION OF THE 2023 – 2031 HOUSING ELEMENT

WHEREAS, State law requires the City of Tracy to adopt a General Plan containing mandatory elements including housing, and that the Housing Element is required to be updated and is subject to statutory requirements and mandatory review by the California Department of Housing and Community Development (HCD); and

WHEREAS, the 2023 – 2031 Housing Element was prepared in coordination with the California Department of Housing and Community Development; and

WHEREAS, the update to the Housing Element has provided residents and other interested parties with opportunities to review draft documents and proposed policies, and to provide recommendations for consideration by decision-makers; and

WHEREAS, public participation efforts have included an online housing survey in both English and Spanish, stakeholder focus group interviews, dedicated webpage on City website, an email list, community workshops, joint Planning Commission and City Council study session and several Planning Commission and City Council public hearings; and

WHEREAS, project materials and notices of community surveys, web page, and on-line participation tools are posted in English and Spanish and advertised on the City's website and other media; and

WHEREAS, the California Department of Housing and Community Development has determined that the Housing Element as proposed is in compliance with the legislation providing guidance to the preparation of the 2023 – 2031 Housing Element; and

WHEREAS, the 2023 – 2031 Housing Element adoption is exempt from review under the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation §15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)), the common-sense exemption covering activities with no possibility of having a significant effect on the environment. This CEQA exemption applies to the Housing Element because adoption of the Housing Element itself does not rezone or amend the General Plan land use designations on any property; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on May 28, 2025 and recommended that the City Council adopt a

resolution to approve the General Plan Amendment and 2023-2031 Housing Element; and

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission recommends that the City Council take the following actions:

(1) Determine that the 2023 – 2031 Housing Element is exempt from review under the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation §15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)), the common-sense exemption covering activities with no possibility of having a significant effect on the environment.

(2) Direct the City Manager to file a Notice of Exemption with the County Clerk Recorder for the 2023 – 2031 Housing Element after execution, and together, this will complete the environmental document process for the Project, in compliance with CEQA.

(3) Adopt the 2023 – 2031 Housing Element, available and on file in the City Clerk's Office.

(4) Direct the City Manager to file a copy of the 2023-2031 Housing Element and adoption ordinance with the California Department of Housing and Community Development for document certification and formal approval.

* * * * * * * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Planning Commission on the 28th day of May, 2025, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
Chair

ATTEST:

_____
Staff Liaison

PLANNING COMMISSION STAFF REPORT
Item No. 1.C

DATE	May 28, 2025
TITLE	Tracy Hills Commerce Center Project
LOCATION	Southwest Corner of Corral Hollow Road and the Delta Mendota Canal
APPLICATION TYPE	Specific Plan Amendment SPA21-0004 Development Review Permit D21-0012 Vesting Tentative Subdivision Map TSM21-0003
CEQA STATUS	Consistent with Tracy Hills Specific Plan EIR, pursuant to CEQA Guidelines Sections 15162 and 15168(c)(2)
PROJECT PLANNER	Scott Claar (209) 831-6429 scott.claar@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution recommending that the City Council 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).

CONTINUED PUBLIC HEARING

The Planning Commission conducted a public hearing on April 9, 2025, to consider this same project. During the April 9th Planning Commission meeting, presentations were given by staff and the applicant, describing the details of the project. Approximately 25 people spoke in opposition to the project and approximately four people spoke in favor. Additionally, over 100 emails were submitted to the City in opposition to the project. Primary concerns raised by the public were related to the warehouse land use, traffic, air quality, safety, light, and noise. Following questions and comments by the Planning Commissioners, the Planning Commission voted 4-0 to continue this matter to a future date to allow more time to review the agenda materials. In response to concerns raised during the April 9th Planning Commission meeting, staff and the City's planning consultants prepared a memo for further clarification and to address a few key issues related to project design and lighting effects, traffic analyses, and air quality and air emissions (Attachment A1 – Further CEQA Clarifications Memo). The remainder of this staff report is the same as published for the April 9th Planning Commission meeting.

PROJECT DESCRIPTION

This agenda item is regarding the proposed Tracy Hills Commerce Center Project, which involves 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, and associated parking and landscaping areas, located at 29592 S. Corral Hollow Road, Assessor's Parcel Number 253-020-23, on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal (Attachment A2 – Location Map). The project applications include a request for an amendment to the Tracy Hills Specific Plan (Application Number SPA21-0004), a Development Review Permit (Application Number D21-0012), and a Vesting Tentative Subdivision Map (Application Number TSM21-0003).

ANALYSIS

Background

The Tracy Hills Specific Plan Area consists of approximately 2,767 acres located in the vicinity of Corral Hollow Road and Interstate 580. The Tracy Hills Specific Plan was originally approved and annexed to the City in 1998, which included certification of an Environmental Impact Report (EIR). On April 5, 2016, the City Council certified a Subsequent EIR and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan. Development of the Tracy Hills Specific Plan Area began after the 2016 update to the Specific Plan. The Tracy Hills Specific Plan includes zoning for multiple land uses, including approximately 1,870 acres of residential, 127 acres of commercial, and 336 acres of light industrial.

The Tracy Hills Commerce Center Project is located within the Tracy Hills Specific Plan Area at the southwest corner of Corral Hollow Road and the Delta Mendota Canal. The project site is designated Industrial by the City's General Plan and Light Industrial Zone by the Tracy Hills Specific Plan. The project site has been zoned for industrial development since the time of the original Tracy Hills Specific Plan being approved and annexed to the City of Tracy in 1998, and has remained unchanged, including with the comprehensive update to the Tracy Hills Specific Plan in 2016, and all subsequent amendments to the Specific Plan.

Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment, Application Number SPA21-0004, includes amending Table 2-6, Development Standards of the Light Industrial Zone District, by adding a new note "4" to allow the maximum building height of 45 feet to be exceeded by up to two feet to achieve variation in parapet height for design purposes (Attachment B – Tracy Hills Specific Plan Amendment).

In addition to the height limits of the Tracy Hills Specific Plan, the building heights of the Tracy Hills Commerce Center Project are also limited by FAA regulations due to the nearby Tracy Municipal Airport. The FAA has reviewed and approved the proposed building heights for the Tracy Hills Commerce Center Project.

The proposed Tracy Hills Specific Plan Amendment, Application Number SPA21-0004, also includes adding Appendix E – Tracy Hills Commerce Center Design Guidelines, which contains descriptions and exhibits of the overall site plan, conceptual building architecture, signage, circulation/pedestrian network, employee break areas, streetscape, preliminary landscape plan, lighting, and fencing. The reason for this part of the Specific Plan Amendment is that the Tracy Hills Specific Plan contains substantial details and design guidelines for Phase 1A (area between the California Aqueduct and I-580) and requires the Specific Plan to be amended to provide a similar level of detail for each subsequent phase.

Development Review Permit

The Development Review Permit would allow construction of seven new 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 (Assessor's Parcel Number 253-020-23) on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal, Application Number D21-0012 (Attachment C – Development Review Permit Project Plans).

The site consists of a range of building sizes with smaller buildings grouped toward the eastern portion of the site along Corral Hollow Road and larger buildings in the middle and western portions of the site. The warehouse dock doors are generally oriented inward to the site, facing away from the public right-of-way. Extended building corners are designed to naturally screen truck loading docks and doors, while enhanced landscaping islands at truck court entrances provide additional screening. The project also includes substantial landscaping along the perimeter of the site adjacent to the public right-of-way that will add visual interest, beautify the edge of the site, and aid in screening the buildings.

The proposed building elevations have been designed to include a range of materials such as enhanced entry canopies with glass and aluminum composite material (ACM) panels and tilt up concrete panels to create visual variety and attractive design features with a mix of complementary materials and colors. Employee break areas are provided near the end of each building and will include benches, tables, overhead shade structures, and screen plantings to define the outdoor space. The project is consistent with the General Plan designation of Industrial, the Tracy Hills Specific Plan designation of Light Industrial, the City's Zoning regulations and development standards, including parking and landscaping requirements, and the City's Design Goals and Standards.

Vesting Tentative Subdivision Map

The Vesting Tentative Subdivision Map would create sixteen parcels, and a designated remainder parcel located west of Corral Hollow Road between the Delta Mendota Canal and the California Aqueduct, 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 (Attachment D – Vesting Tentative Subdivision Map). A new public street running east to west bisects the Vesting Tentative Subdivision Map area. The Tracy Hills Commerce Center Project site is located north of the new public street.

The portion of the Vesting Tentative Subdivision Map for the Tracy Hills Commerce Center Project includes a parcel for each of the seven warehouse buildings and associated parking areas and a parcel for each of the two drainage basins. The Vesting Tentative Subdivision Map also includes land outside the Tracy Hills Commerce Center Project site, which consists of six relatively smaller parcels along the western edge of Corral Hollow Road and a large parcel and a designated remainder parcel to the south of the new public street. All parcels would have frontage on an adjacent public street or a private driveway access easement providing connection to a public street.

CEQA DETERMINATION

An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016, for the Tracy Hills Specific Plan. The City prepared an EIR Consistency Analysis and Environmental Checklist for the Tracy Hills Commerce Center Project in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project (Attachment E – EIR Consistency Analysis and Environmental Checklist). Therefore, pursuant to Section 15168(c)(2), no further environmental review is required.

SUMMARY

This agenda item involves making a recommendation to the City Council regarding the Tracy Hills Commerce Center Project, which involves a proposed Tracy Hills Specific Plan Amendment, Development Review Permit, and a Vesting Tentative Subdivision Map. The project is consistent with the General Plan designation of Industrial, the Tracy Hills Specific Plan designation of Light Industrial, the City's Zoning regulations and development standards, including parking and landscaping requirements, and the City's Design Goals and Standards.

ATTACHMENTS

Attachment A1 – Further CEQA Clarifications Memo
Attachment A2 – Location Map
Attachment B – Tracy Hills Specific Plan Amendment
Attachment C – Development Review Permit Project Plans
Attachment D – Vesting Tentative Subdivision Map
Attachment E – EIR Consistency Analysis and Environmental Checklist
Attachment F – Planning Commission Resolution
- Exhibit 1 – Proposed City Council Ordinance for Tracy Hills Specific Plan Amendment
- Exhibit 2 – Proposed City Council Resolution for Development Review Permit and Vesting Tentative Subdivision Map
  - Exhibit A – Project Findings for Development Review Permit
  - Exhibit B – Conditions of Approval for Development Review Permit
  - Exhibit C – Project Findings for Vesting Tentative Subdivision Map
  - Exhibit D – Conditions of Approval for Vesting Tentative Subdivision Map

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

Memorandum

date	May 20, 2025
to	Scott Claar, Planning Manager – City of Tracy
cc	Matthew Summers, Interim Assistant City Attorney; Forrest Ebbs, Director of Community and Economic Development – City of Tracy
from	Christina Erwin and Ben Ritchie, De Novo Planning Group
subject	Tracy Hills Commerce Center – Further CEQA Clarifications

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) (the "Consistency Analysis"). During the Planning Commission meeting held on April 9, 2025, Planning Commissioners listened to staff's presentation, listened to a presentation from the project applicant team, and asked clarifying questions about the project itself and the process the City undertook to ensure the project complied with the California Environmental Quality Act (CEQA). As a result of the questions asked, further clarification is needed to address a few key issues related to project design and lighting effects, traffic analyses, and air quality and air emissions. Staff is not recommending any new mitigation measures, as the existing mitigation measures ensure the project remains in compliance with all previously established environmental commitments.

Background

In 2016, the City certified the Tracy Hills Specific Plan (THSP) Subsequent Environmental Impact Report (EIR). The THSP Subsequent EIR disclosed certain environmental impacts that would occur as part of the THSP buildout. It was noted that buildout within the THSP area would occur over an approximately 20-year timeframe, and would occur in phases as individual land owners submit development applications. The THSP Subsequent EIR determined that some environmental impacts could be mitigated below specified thresholds, resulting in less-than-significant environmental impacts (biological resources, cultural resources, geologic resources, hazards and hazardous materials, hydrology and water quality, land use, and public services and utilities). However, in numerous topical areas the THSP Subsequent EIR found that the project was likely to have significant and unavoidable environmental impacts, despite all feasible mitigation being required and implemented (aesthetics, agricultural resources, air quality, greenhouse gas emissions, noise, and traffic and circulation). All mitigation measures identified in the THSP Subsequent EIR shall be required for subsequent projects that are proposed within the THSP area, consistent with the Findings of Fact and Statement of Overriding Considerations adopted for the THSP – including the proposed Tracy Hills Commerce Center project.

Pursuant to CEQA Guidelines Section 15168(c), the City reviewed the application materials for the proposed Tracy Hills Commerce Center project (the "Project") to determine whether it was within the scope of the development program evaluated in the THSP Subsequent EIR. Pursuant to Section 15168, the City applied the criteria and requirements set forth in Section 15162(a) of the CEQA Guidelines to determine whether any further environmental review would be required. The City's review and determinations are documented in the Consistency Analysis.

The Project proposes 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 alter the approved 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 additional stacking of warehouse goods.

The proposed Specific Plan amendment also adopts design and development standards for the project site, as the original Specific Plan required a subsequent Specific Plan amendment for any development other than in Phase 1A, per THSP Section 5.1.6. The purpose of the Consistency Analysis was to analyze any potential differences between the impacts identified in the previously certified THSP Subsequent EIR and those that would be associated with the Project. The Consistency Analysis reviews the Project application materials in light of the THSP Subsequent EIR analysis and asks five questions:

1. Were the potential impacts of the proposed Project adequately analyzed in the prior environmental document?
2. Does the Project propose changes that would involve new or substantially more severe significant impacts?
3. Are there any new circumstances involving new or substantially more severe significant impacts?
4. Is there any substantially important new information requiring new analysis or verification?
5. Have any mitigation measures been implemented, or are required to be implemented, to address environmental impacts?

All five of these questions are answered in the Consistency Analysis for each of the environmental resource categories identified in CEQA Guidelines Appendix G. Further, the Consistency Analysis documents how the development assumptions for the Project were enveloped within development assumptions previously made within the THSP Subsequent EIR.

Project Design and Light Production

Like most industrial and business park operations, the Project site is expected to be lit at night. As with all projects within the THSP area, the Tracy Hills Design Guidelines would apply, prescribing allowable light standard types, illumination thresholds, and signage requirements. The on-site light standards for the Project would be as established in Appendix E, Tracy Hills Commerce Center Design Guidelines, of the proposed THSP Amendment, which depicts an LED light fixture mounted on a 30-foot pole with a concrete base typical of industrial development (Figure E-22). A matching building mounted fixture would also be used within the truck courts and around the buildings to provide the necessary site illumination and promote employee safety.

General Plan Goal CC-1, Objective CC-1.1, Policy P5 requires lighting on private and public property to be designed to provide safe and adequate lighting, while minimizing light spillage to adjacent properties. The City's Design Goals and Standards (Resolution No. 2019-137) regulate the type of light fixtures, location of light standards, and purpose of lighting on a site. Specifically, "Lighting should be architecturally compatible with the building and site design, and should have a 40' maximum height for a freestanding light pole. A 60' maximum height may be allowed with a Conditional Use Permit (CUP). Lighting should utilize ornamental fixtures rather than unattractive "cobra heads" and be low profile and in scale with the setting and may include post lights and light bollards. … All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture."[1] The California Building Code, with which the Tracy Municipal Code incorporates by reference, also requires exterior lighting to be directed or shielded downward to prevent light trespass and spillover and using automatic scheduling controls to automatically turn off the lighting when daylight is available.

The location and design of signs and sign structures are guided by the Tracy Municipal Code Article 35, which provides "standards to safeguard the health, safety and welfare of the community by regulating and controlling the type, number, area, height, structural design, quality of materials, construction, illumination, location and maintenance of all signs and sign structures." Chapter 9.28 of the Municipal Code also sets forth guidelines for sign permits as well as structural requirements to prevent the use of unsafe or unlawful signs.

Implementation of established policies and standards would ensure that light would be directed downward and shielded, reducing the amount of light spillover and glare potentially produced.

[1] City of Tracy, 2019. City of Tracy Design Goals and Standards, Resolution No. 2009-137. Site Planning & Design. June 18. Section 2.5, p.2-8

Transportation and Roadway Impacts

Traffic Study

A traffic report prepared several years ago may become outdated for subsequent CEQA applications unless specific conditions support its continued relevance. However, such a report may remain valid if it reflects current conditions and remains consistent with CEQA requirements. For instance, if there have been no substantial changes in the area's land use, transportation infrastructure, or traffic volumes, the findings of the original report may still be applicable. Similarly, if the project's scope, intensity, and access points remain unchanged, the original analysis might still accurately assess potential traffic impacts. In some cases, the project may fall under a broader programmatic Environmental Impact Report (EIR), such as a Specific Plan EIR, that included relevant traffic analysis. In these cases, CEQA allows for "tiering," which enables the use of prior analysis to streamline environmental review.

The lead agency has discretion under CEQA to determine—based on substantial evidence—that the conditions analyzed in the older traffic report remain essentially the same, and it may choose to rely on that report. As a best practice, even if the original report appears to remain applicable, agencies and consultants should prepare a technical memorandum or update that evaluates current traffic conditions, regulatory changes, and the continuing relevance of the original data. This supplemental documentation strengthens the administrative record and helps ensure CEQA compliance.

In the case of this Project, the City prepared an updated traffic report (2021) to validate information from the previous report, including traffic volumes, project trip generation, and roadway operational conditions. The number of project trips anticipated to be generated by the proposed Project was calculated using the adopted trip generation rates in the THSP Subsequent EIR and the ITE Trip Generation Manual. The trip generation for the proposed Project was calculated using the ITE land use code for Other (Industrial/Warehousing). The analysis methodology is consistent and uses ITE trip rates as they are updated by ITE. When a new project is proposed, traffic engineers will use the most current version of the ITE Trip Generation Manual to model trip generation volumes.

In this case, the updated traffic analysis found no deviation in methodology from the prior report, and a review of the existing roadway network confirmed that conditions had not substantially changed beyond those previously assumed. Therefore, the original traffic report (2015), as supplemented by the updated report (2021), remains valid for CEQA purposes and continues to provide a sound basis for evaluating the project's transportation impacts.

Circulation System

When the traffic analysis for the THSP Subsequent EIR was conducted in 2015, it found that the THSP would generate 6,154 AM peak hour trips and 11,616 PM peak hour trips. Based on that information, the THSP Subsequent EIR developed a mitigation measure to ensure that surrounding roadways were of

sufficient size to handle increased traffic from buildout of the THSP. THSP Subsequent EIR Mitigation Measure 4.13-2 notes that, "Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips." In the mitigation measure, "project" refers to the entire THSP. Therefore, each individual development project proposed within the THSP area would need to evaluate its contribution of AM and PM peak trips, and also look at the total number of AM and PM peak trips for all THSP development approved. For example, if a project were to be proposed and it is the third project within the THSP area, an analysis would need to be conducted to consider the AM and PM peak hour trips for the first, second, and third projects proposed within the THSP area. That number, particularly for AM peak hour trips, would then be compared to the 2,588 AM peak hour trip threshold identified in THSP Subsequent EIR Mitigation Measure 4.13-2 to see whether physical improvements to Corral Hollow Road and Lammers Road are warranted.

As part of the Consistency Analysis performed for the Project, a traffic analysis was prepared to determine how many AM and PM peak hour trips would be generated, for both the proposed Project alone and the cumulative amount of approved development within the THSP area. The Commerce Center analysis showed that the proposed Project would generate 295 AM peak hour trips and 571 PM peak hour trips. Trips for the Commerce Center Project were then added to the trips generated by other projects already approved within the THSP area. That analysis showed that total trips generated for the previously approved projects plus the Commerce Center Project is 2,349 AM peak hour trips and 4,490 PM peak hour trips.

As the Commerce Center Project plus the approved projects within the THSP area would generate 2,349 AM peak hour trips, approval of the Commerce Center Project would not trip the threshold identified of 2,588 AM peak hour trips. Therefore, the widening of Corral Hollow Road and the construction and widening of Lammers Road would not yet be required, even if the Commerce Center is approved.

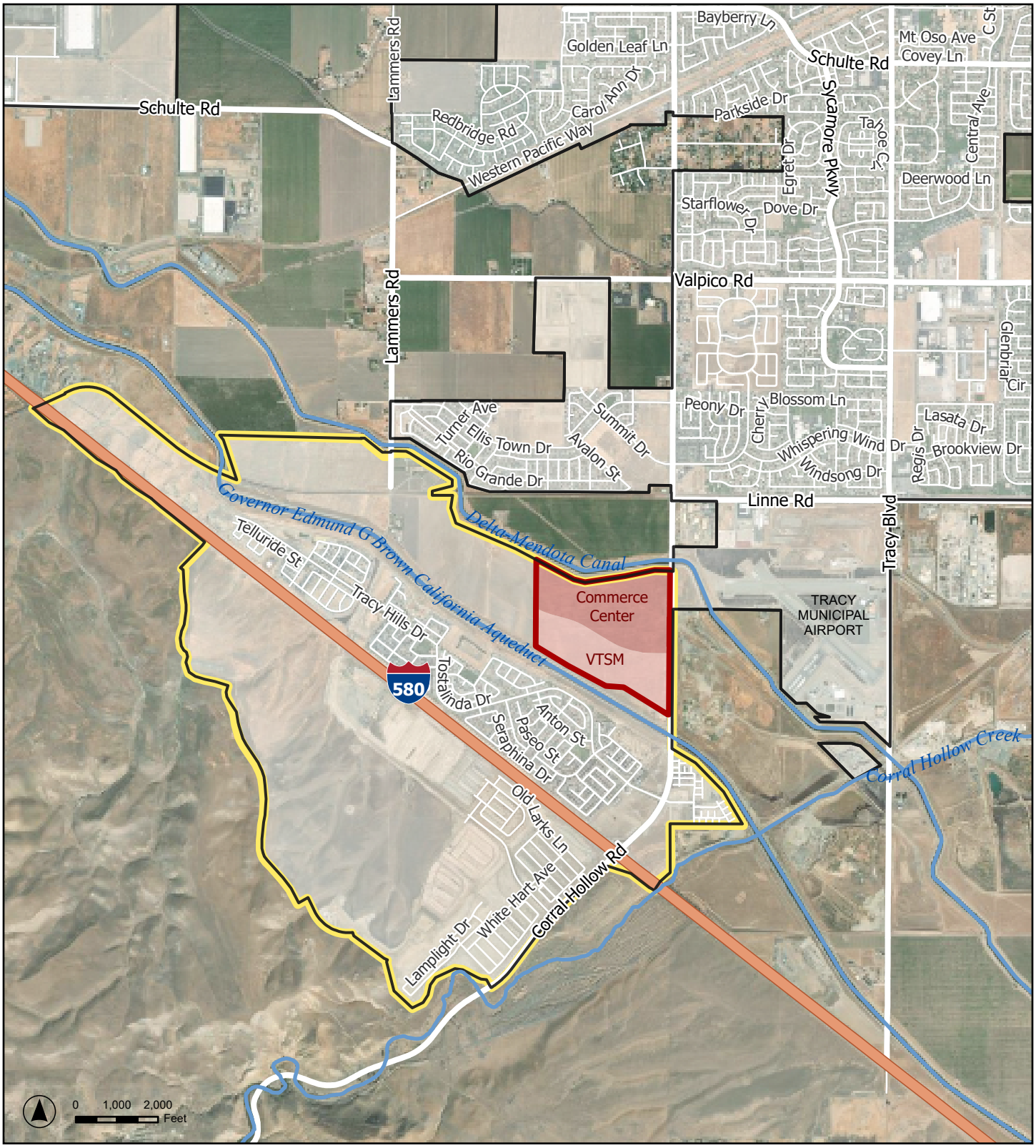
Air Quality and Greenhouse Gas Emissions

The increase in building height by two feet would not be a "substantial change" or constitute a change of "substantial importance" sufficient to require additional environmental review under CEQA Guidelines Section 15162(a). An increase in building height would not alter the amount of traffic generated by development of the THSP or the Commerce Center Project and would not facilitate any new or different uses that would be expected to generate additional emissions or have other air quality or GHG effects. The absence of an increase in traffic trips generally indicates that greenhouse gas (GHG) emissions associated with a proposed project are not expected to increase. This is because GHG emissions from vehicular sources are closely tied to the number of trips generated, their length, and the types of vehicles involved. If a project does not generate additional trips compared to existing conditions or a previously analyzed baseline, it means there is no added vehicle activity contributing to emissions, assuming other factors like trip length and vehicle types remain constant. Without an increase in trip

generation, fuel consumption and tailpipe emissions—two primary sources of transportation-related GHG emissions—remain stable or may even decline due to ongoing improvements in vehicle efficiency and cleaner fuel standards.

Because the Commerce Center Project is not expected to generate an increase in traffic trips or associated GHG emissions, the previously adopted mitigation measures remain sufficient to address potential transportation and climate-related impacts. These measures were originally developed based on a comprehensive analysis of the THSP's expected impacts and were designed to ensure compliance with CEQA requirements at the time. Since the current conditions and project characteristics have not changed in a way that would increase impacts, there is no new information or substantial evidence indicating the need for additional mitigation.

The effectiveness of the original mitigation measures outlined in the THSP Subsequent EIR continues to be supported by the updated technical analysis, which confirms that the assumptions and methodologies used in the prior report remain valid. The environmental conditions analyzed previously are still applicable, and the mitigation measures continue to be appropriate and adequate to minimize potential impacts. Therefore, no new or revised mitigation is necessary under CEQA, and the project remains in compliance with all previously established environmental commitments.



Legend

- Project Boundary
- Commerce Center
- VTSM
- Tracy City Boundary
- Tracy Hills Specific Plan Area

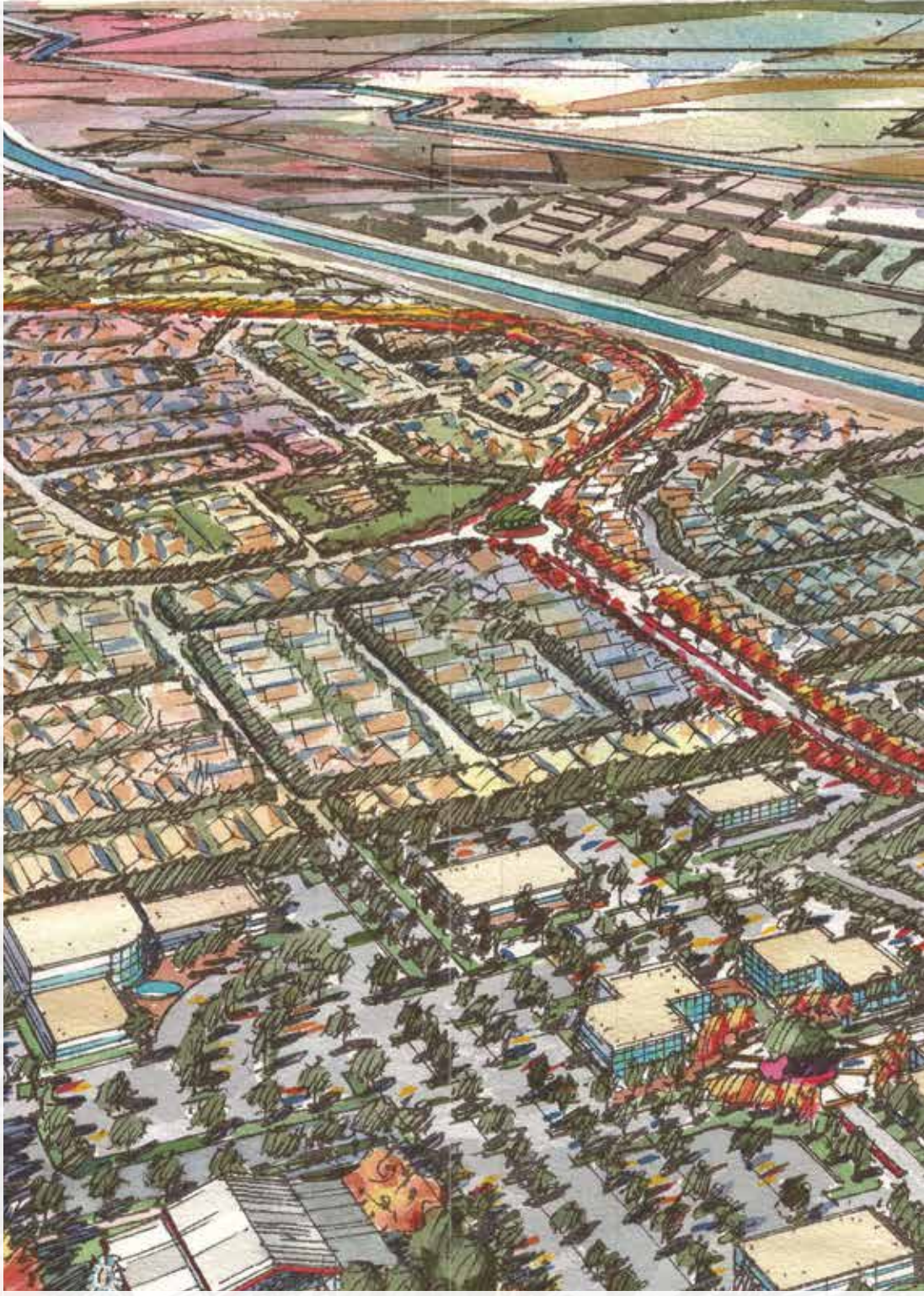
TRACY HILLS COMMERCE CENTER PROJECT

Project Vicinity

Sources: City of Tracy GIS; San Joaquin County GIS; USGS Hydrography. Map Date: January 21, 2025.

ATTACHMENT B

TRACY



TRACY HILLS

Tracy Hills Specific Plan

Approved April 5, 2016 (City Council Resolution 2016-063)

Amendments incorporated herein:
Amended June 18, 2019 (Ordinance 1270)
Amended June 2, 2020 (Ordinance 1286)
Amended August 18, 2020 (Ordinance 1294) Amended November 17, 2020 (Ordinance 1298, 1301, 1302) Amended July 6, 2021 (Ordinance 1312)
Amended November 2, 2021 (Ordinance 1319)

DRAFT Amendment for Tracy Hills Commerce Center

5 ADMINISTRATION 5-1

5.1 THE PERMIT PROCESS 5-1

5.1.1 Tracy Hills Design Guidelines 5-1
5.1.2 Development Review 5-1
5.1.3 Conditional Use Permits 5-1
5.1.4 Tentative Maps 5-1
5.1.5 180-Acre Open Space Area 5-2
5.1.6 Development Phases other than Phase 1A 5-2

APPENDIX

A KT PROJECT A-1
B COMMUNITY GATEWAY ICON B-1
C PHASE 1B C-1
D PHASE 2 ..... D-1
E TRACY HILLS COMMERCE CENTER DESIGN GUIDELINES E-1

TABLE 2-6
DEVELOPMENT STANDARDS - LIGHT INDUSTRIAL ZONING DISTRICT

Development Standard	Light Industrial Zoning District
Maximum Lot Coverage	No Requirement
Minimum Lot Size	(1)
Minimum Lot Width	(1)
Minimum Front Yard Setback (2)	No Requirement
Minimum Interior Side Yard Setback (2)(3)	No Requirement
Minimum Street Side Yard Setback (2)	No Requirement
Minimum Rear Yard Setback (2)(3)	No Requirement
Maximum Building Height	45 feet(4)

(1) No subdivision or lot line adjustment shall be approved or lots otherwise created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan.

(2) Any building / structure shall maintain minimum setbacks from the following pipelines: (refer to figure 1-4, Existing Conditions, for general location of pipeline easements)

- Phillips 66: minimum 16.25 feet from the edge of the pipeline easement
- Shell: minimum 10 feet from the edge of the pipeline easement
- PG&E and Chevron: minimum 15 feet from the edge of northeast side the pipeline easement and minimum 20 feet from the edge of the southwest side of the pipeline easement.

(3) No Requirement, except when adjacent to a residential zone, in which case 15 feet shall be required. Such yards shall be increased by 4 feet for every story above the ground floor, or 10 feet in height above 25 feet, whichever is less.

(4) The maximum height of a building may be exceeded by no more than two feet (2') to achieve variation in parapet height.

Appendix E

Tracy Hills Commerce Center Design Guidelines

March 21, 2025

Prepared by:

DB+A

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APPENDIX E
Tracy Hills Commerce Center Design Guidelines

1. PURPOSE AND SCOPE

The design guidelines contained in Section 3.4 of the Tracy Hills Specific Plan apply Specific Plan-wide; however, implementation details are only shown for Phase 1A. The purpose of Appendix E is to provide design guidelines and implementation details for the phase known as the Tracy Hills Commerce Center (herein referred to as the "Project"). The design guidelines for the Tracy Hills Commerce Center include descriptions and exhibits to define and illustrate the following components:

- Overall Site Plan
- Conceptual Building Architecture
- Commerce Center Signage
- Circulation/Pedestrian Network
- Employee Break Areas
- Streetscape
- Preliminary Landscape Plan
- Lighting
- Fencing

2. LOCATION AND PROJECT DESCRIPTION

Primary access to the Tracy Hills Commerce Center would be from Interstate 580 at the Corral Hollow Road exit which includes on/off ramps in both the east and west bound directions. The Project is located approximately 1-mile north of Interstate 580 and is adjacent to the Delta Mendota Canal to the north, Corral Hollow Road to the east, and the proposed "New Public Road" to the south, see Figure E-1. The Tracy Hills Commerce Center will consist of seven (7) industrial buildings ranging from approximately 117,000 to 350,000 square feet, totaling an estimated 1.73 million square feet. The overall Project Floor Area Ratio (FAR) is approximately 40%, which provides for the necessary site circulation, vehicle parking, and landscaping required by the City.

3. OVERALL SITE PLAN

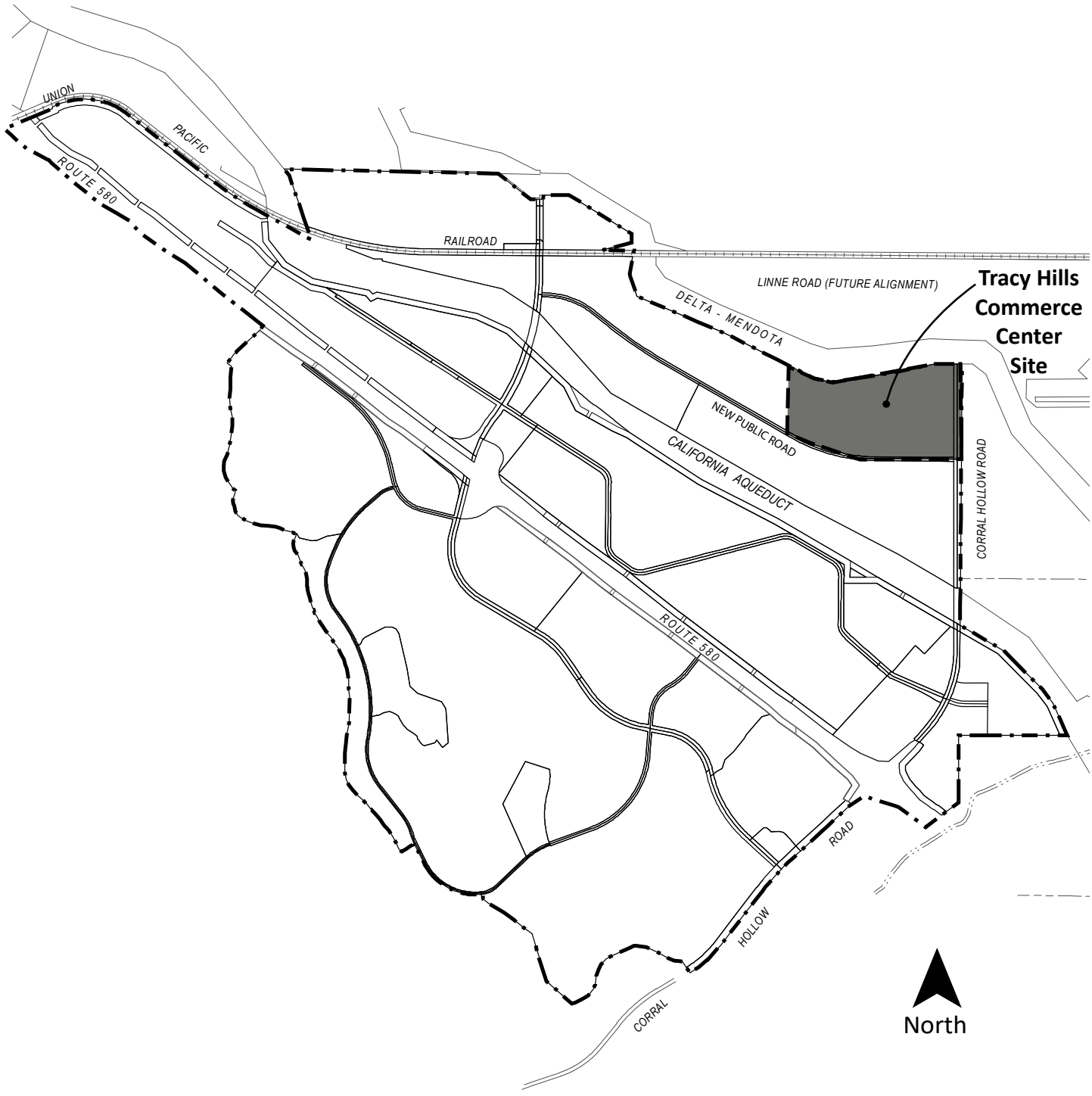
The site consists of a range of building sizes with smaller buildings grouped toward the eastern portion of the site along Corral Hollow Road and larger buildings at the mid and western portions of the site, see Figure E-2. Buildings range in size from approximately 117,000 to 350,000 square feet with the main street access to the buildings from Corral Hollow Road and "New Public Road".

Private driveways between Buildings 2 and 3, between Buildings 4, 5, and 7, and between Buildings 6 and 7 and the properties east and west identified as "Not a Part" will provide for both vehicle and truck and trailer circulation and access. Vehicle parking is located at employee entrances at each end of the building and along one long side of the building. Extended building corners are designed to naturally screen truck loading docks and doors, while enhanced landscaping islands at truck court entrances provide additional screening.

Employee break areas are provided near the end of each building and will include benches, tables, overhead shade structures, and screen plantings to define the outdoor space. Fencing and sliding gates will be located at each of the truck and trailer courts to provide security for each building.

4. CONCEPTUAL BUILDING ARCHITECTURE

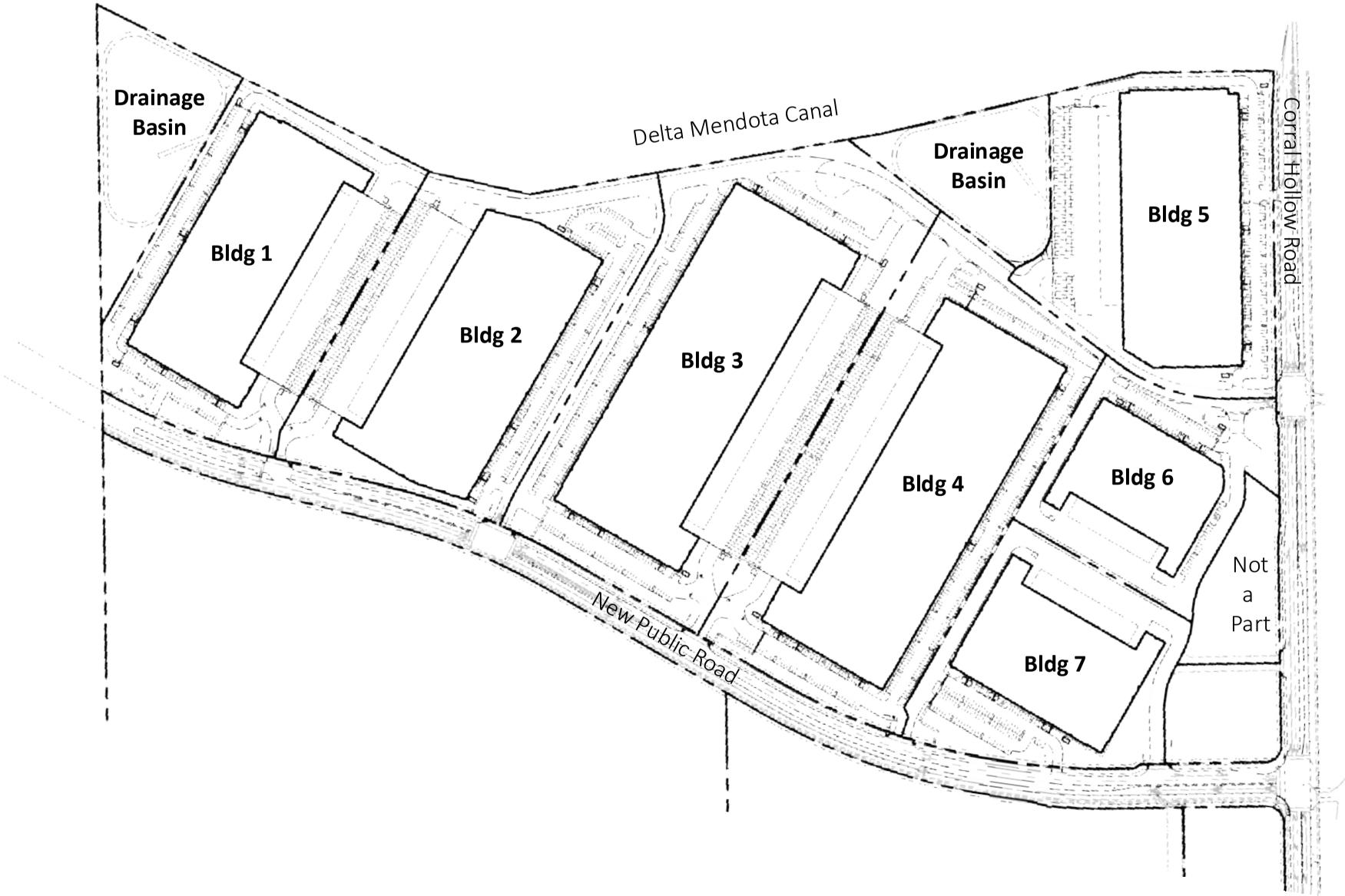
The conceptual building elevations have been designed to include a range of materials such as enhanced entry canopies with glass and aluminum composite material (ACM) panels and tilt up concrete panels to create visual variety, see Figure E-3. Generally, the building entrances have greater architectural detailing and are designed with occupant use in mind. As such, building design considerations include scale, wall massing, dock doors, and simple (rectangular) changes in parapet wall height, score lines, and paint colors to create visual interest. Figure E-4 presents the conceptual building design and view from the streetscape along "New Public Road" at Building 4.



TRACY HILLS

TRACY HILLS COMMERCE CENTER
Appendix E

Figure E-1
Location Map



Source: HPA Architecture

Figure E-2
Overall Site Plan

Source: HPA Architecture

Source: HPA Architecture

5. COMMERCE CENTER SIGNAGE

The Tracy Hills Specific Plan envisioned a variety of residential uses for Phase 1A. The signage concepts developed as part of Phase 1A included residential design characteristics and typical materials used with residential development.

Signage for the Project will build upon that character and design intent established with Phase 1A, but will also introduce architectural elements, details, colors, materials, and fonts, that are more consistent with industrial development and the building design for the Tracy Hills Commerce Center.

The sign design standards contained in this criterion have been developed to identify the Project, list individual building tenants, and provide wayfinding and on-site circulation. Signage for the Project will consist of a project entry sign, monument signs, directional signs, and building signs. See Figure E-5 for sign locations. All signs will be illuminated to facilitate safe nighttime wayfinding.

1. Project Entry Signage

Identifies the primary entry for the entire Project. No tenant information will be incorporated on the project entry sign, see Figure E-6.

Project Entry Signage Standards

a. Height: 6-foot dark vertical design element;
b. Wall length: 15 feet (overall);
c. Sign area (excluding gray vertical design element) not to exceed 45 square feet;
d. Number of signs: one (1); and
e. No tenant information allowed.

2. Monument Signage

Identifies the building tenants at driveway entries, see Figure E-7.

Monument Signage Standards

a. Monument signs shall not exceed 32 square feet in area (excluding a base of up to two feet in height);
b. Monument signs shall be located a minimum of 10 feet away from a public right-of-way and shall not exceed 6 feet in height, including the base;
c. Maximum monument sign width shall not exceed 8 feet;
d. Monument signs shall not obstruct vehicular sight lines, as set forth in the Tracy Municipal Code;
e. Single building tenants will be allowed the entire monument signage area;
f. Multi-tenant building's signage shall be divided by the total number of businesses in the building;
g. Logo elements are allowed on signage panels when the height of the signage panel is 1-foot 6-inches or greater only.

3. Wayfinding/Directional Signage.

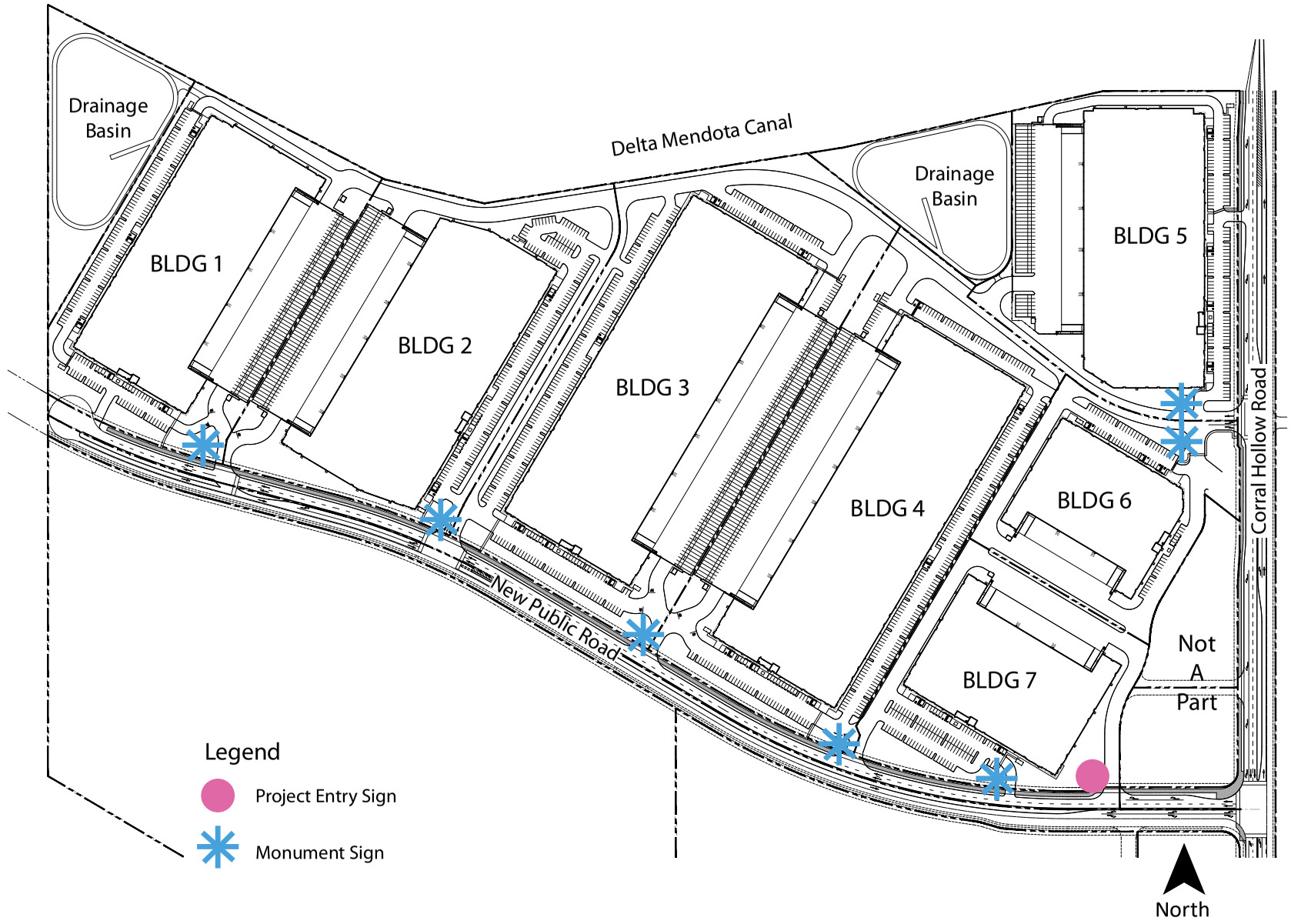
Wayfinding/directional signs will assist visitors with on-site wayfinding and denote the location of business entries and to assist with on-site vehicle circulation, see Figure E-8.

Directional Signage Standards

a. The maximum sign area shall be 9 square feet with sign area dimensions of 3 feet tall x 3 feet wide. Directional signs shall have a maximum overall height of 6 feet, which includes a 3-foot high base.
b. Signs may be single or double faced depending on sign location.
c. Directional signs will be located at a minimum of 10 feet from the public right of way or property line within the landscape planting areas or hardscape areas. These signs will generally be located at interior driveways and intersections to assist customers with wayfinding to each business within the Project.

4. Building Signage.

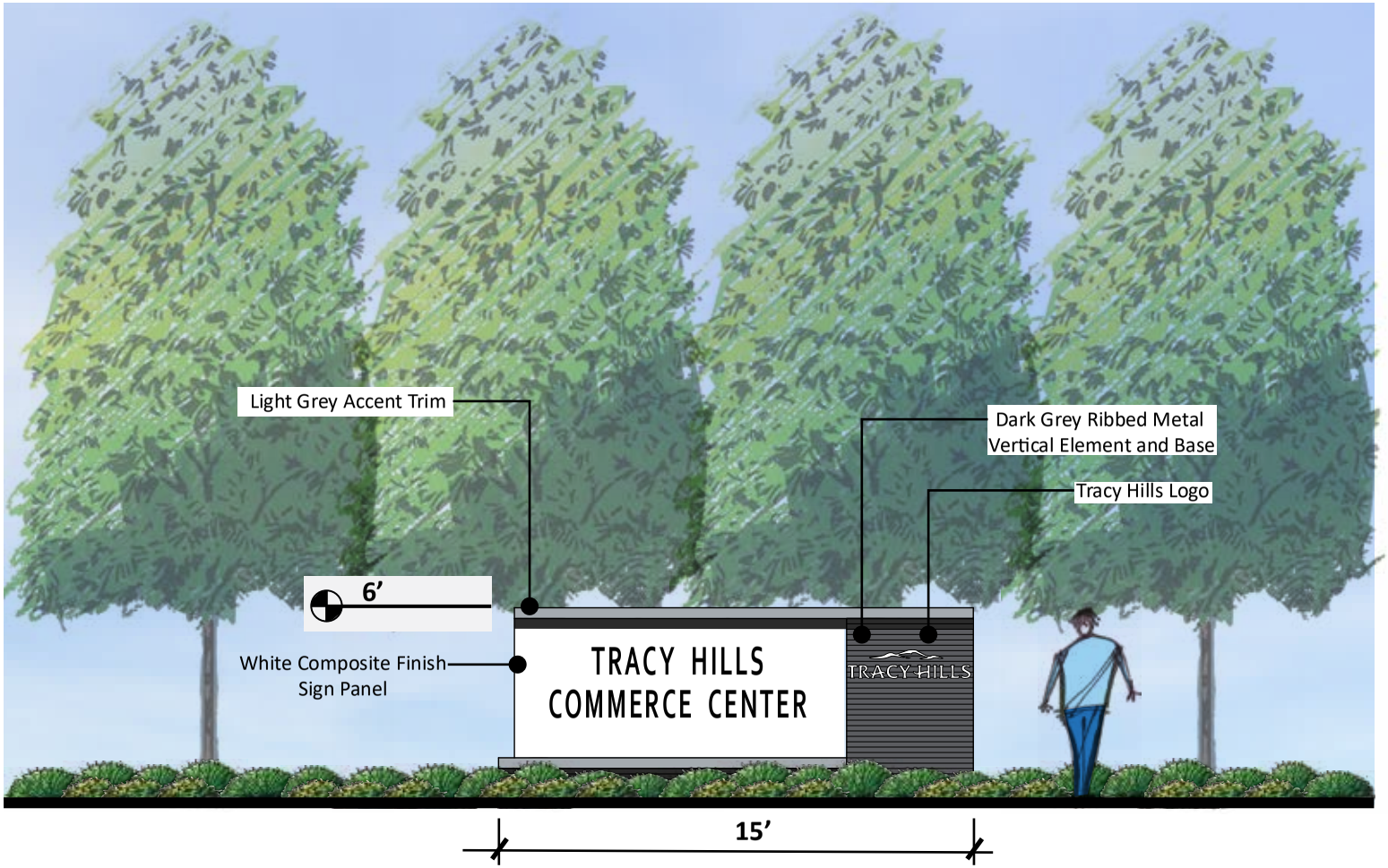
Building signage will be designed and permitted based on the requirements set for in the Tracy Municipal Code.

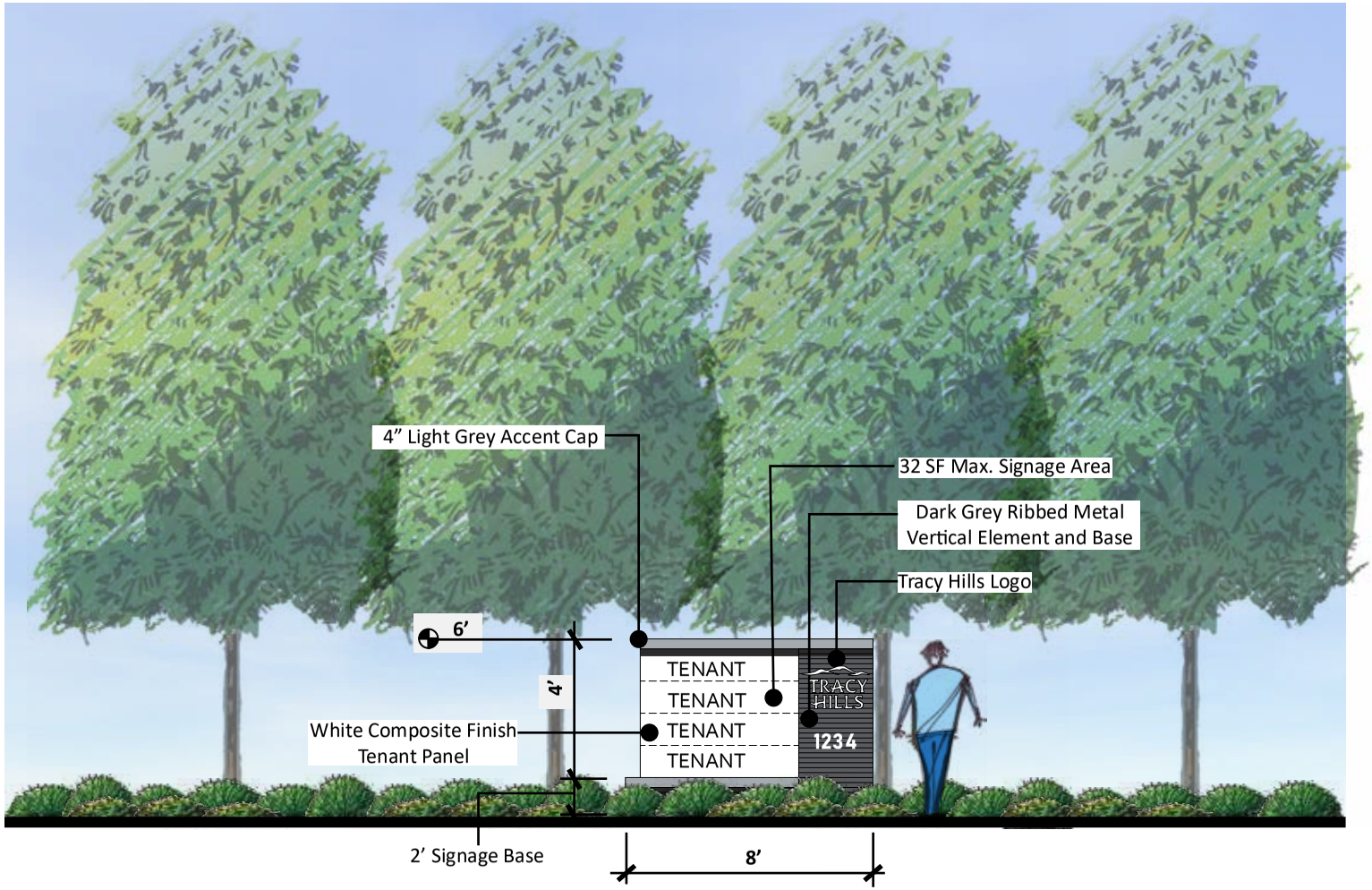


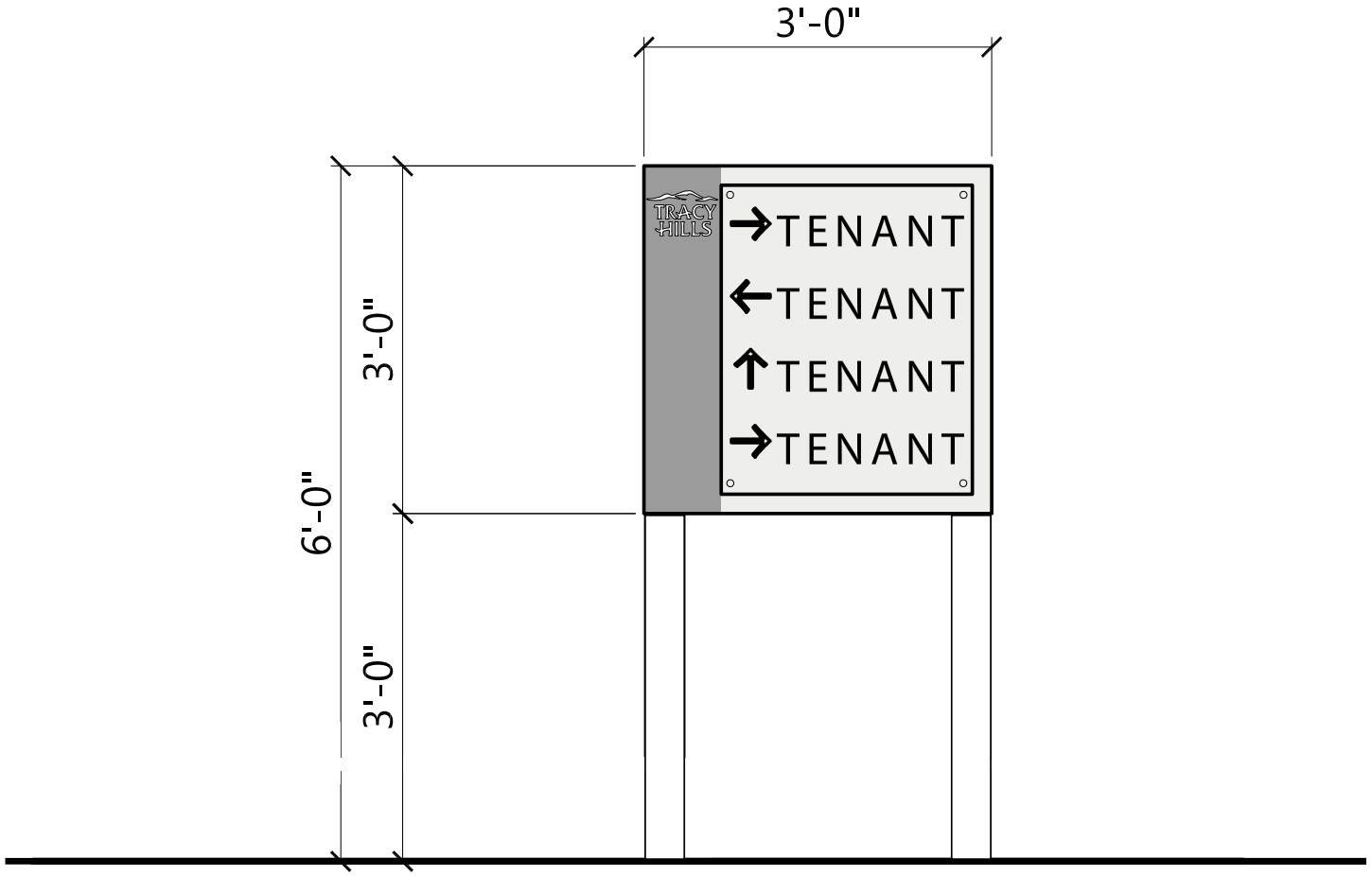
TRACY HILLS

TRACY HILLS COMMERCE CENTER
Appendix E

Figure E-5
Signage Location Plan


Light Grey Accent Trim
Dark Grey Ribbed Metal
Vertical Element and Base
Tracy Hills Logo
6’
White Composite Finish
Sign Panel
TRACY HILLS
COMMERCE CENTER
TRACY HILLS
15’


4" Light Grey Accent Cap
32 SF Max. Signage Area
Dark Grey Ribbed Metal
Vertical Element and Base
Tracy Hills Logo
6'
4'
TENANT
TENANT
TENANT
TENANT
TRACY HILLS
1234
White Composite Finish
Tenant Panel
2' Signage Base
8'



FRONT ELEVATION

6. CIRCULATION/PEDESTRIAN NETWORK

Corral Hollow Road along the eastern boundary of the Project will include street improvements along with two signalized intersections to provide the main access to the site, see Figure E-9. New Public Road as well as internal private driveways will also be required to provide access from Corral Hollow Road to the Project and will include two signalized intersections, see Figure E-10.

An 89-foot four Lane Major Arterial with a median will extend north along the property frontage from New Public Road. The street section will include 2 lanes in each direction, a right hand turn lane, a median, and a 5.5-foot sidewalk along the eastern portion of the street. The street section along the western property frontage will include a 10-foot Class 1 Bikeway and a 5-foot landscape planter adjacent to the curb, see Figure E-11.. The frontage will include an additional right turn pocket for a majority frontage to allow turning movements to the northernmost driveway and New Public Road. From the northern property boundary, the roadway will include an approximately 150-foot taper where it will match the exiting street improvements at the bridge over the Delta Mendota Canal.

Corral Hollow Road south of the New Public Road will be improved to a 84-foot four lane Major Arterial and will extend approximately 275 feet south from the center line of New Public Road, The section will include 2 lanes in each direction, a median, and a 5.5-foot sidewalk along eastern street section. The western frontage will include a 10-foot Class 1 Bikeway along the western street section and a 5-foot landscape planter adjacent to the curb, see Figure E-12.. An approximately 650-foot taper will extend from the full street section improvements as described above to match with the existing street improvements to the south.

New Public Road will extend along the southern boundary of the site and include a 99-foot four lane Major Arterial with median providing access to the project from Corral Hollow and to provide future access for development to the west of the Project, see Figure E-13. Two full access signalized intersections are proposed from the New Public Road to provide driveway access and internal circulation to the site.

40-foot private driveways will provide internal access to the buildings and truck courts, see Figure E-14. One private driveway will extend from the proposed signalized intersection at Corral Hollow west along the northern portion of Buildings 1 – 6, turning south between Building 2 and 3 before looping back to connect to the New Public Road. Two additional private driveways will be located between Buildings 4, 5, and 7 and between Buildings 6 and 7 and the properties to the east identified as “Not a Part.”

Pedestrian Network

The Project will include a pedestrian network of separated sidewalks along both public streets, see Figure E-15. Corral Hollow Road will include a 10-foot Class 1 Bikeway on the west side of the arterial. The proposed street along the southern project boundary will also include 10-foot Class 1 Bikeway on the north side of the arterial. Both these street sidewalk improvements will provide for connectivity to the Project, with the adjacent projects in Tracy Hills Specific Plan Area, and will complete a portion of the City-wide bike and pedestrian network.

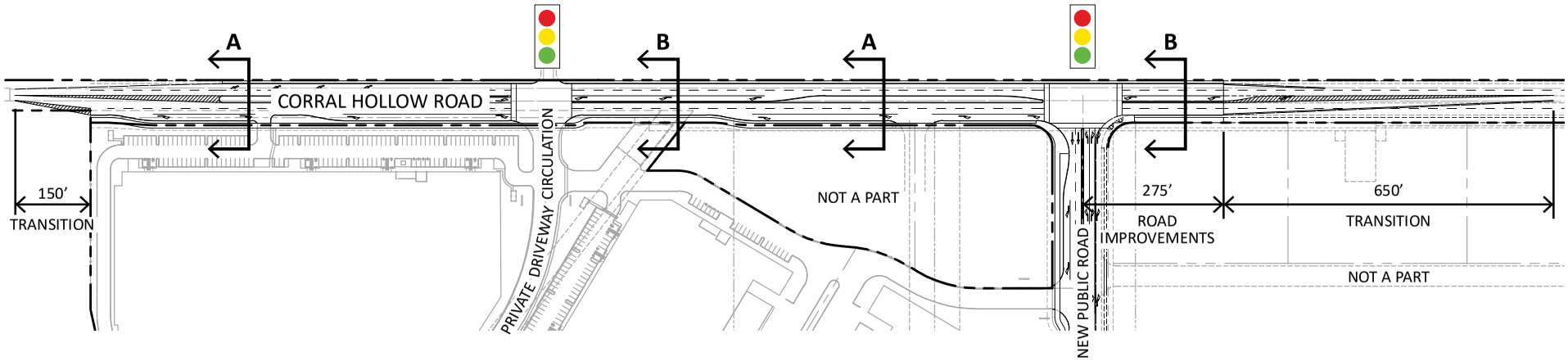


Figure E-9
Corral Hollow Road Improvements

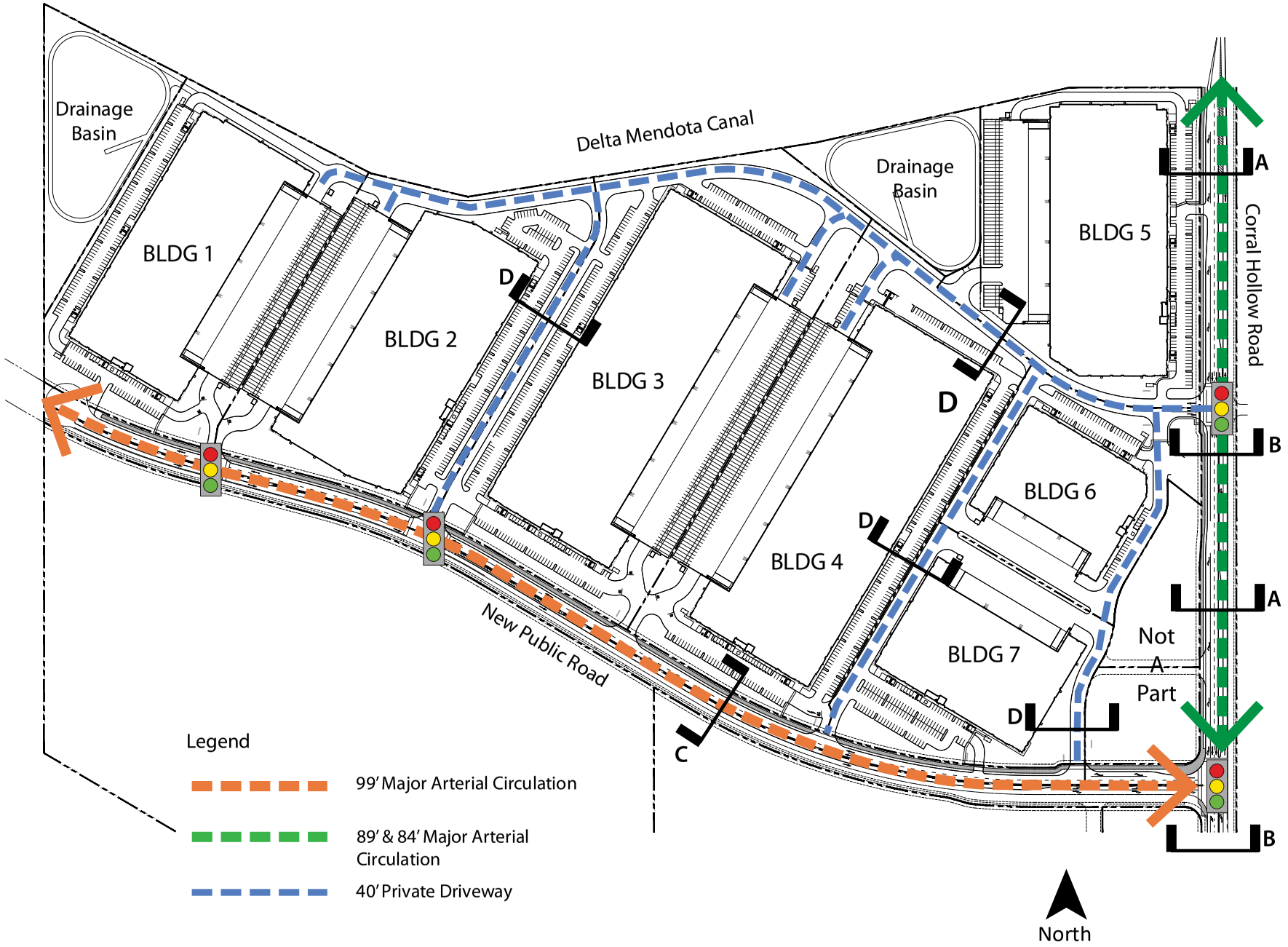
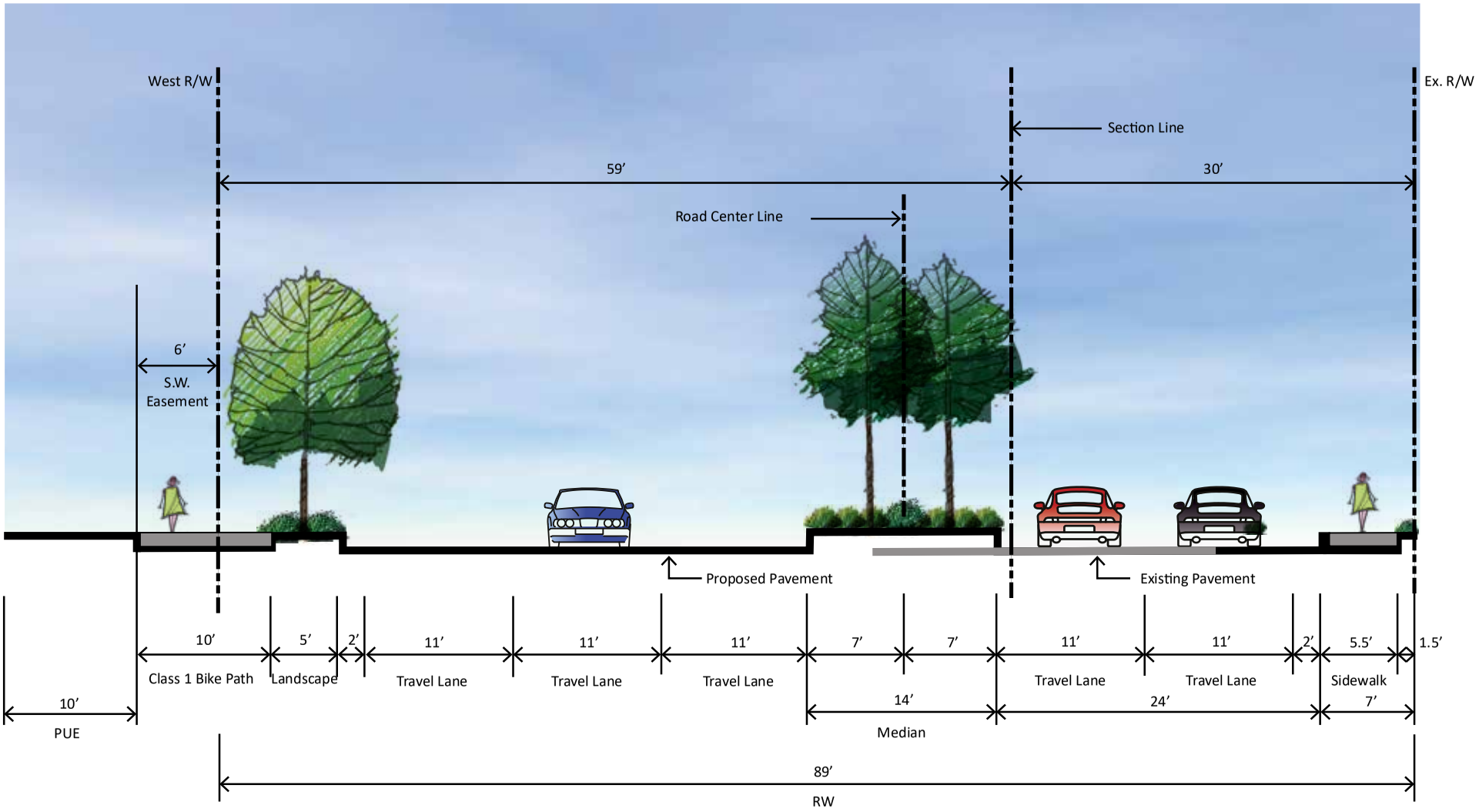
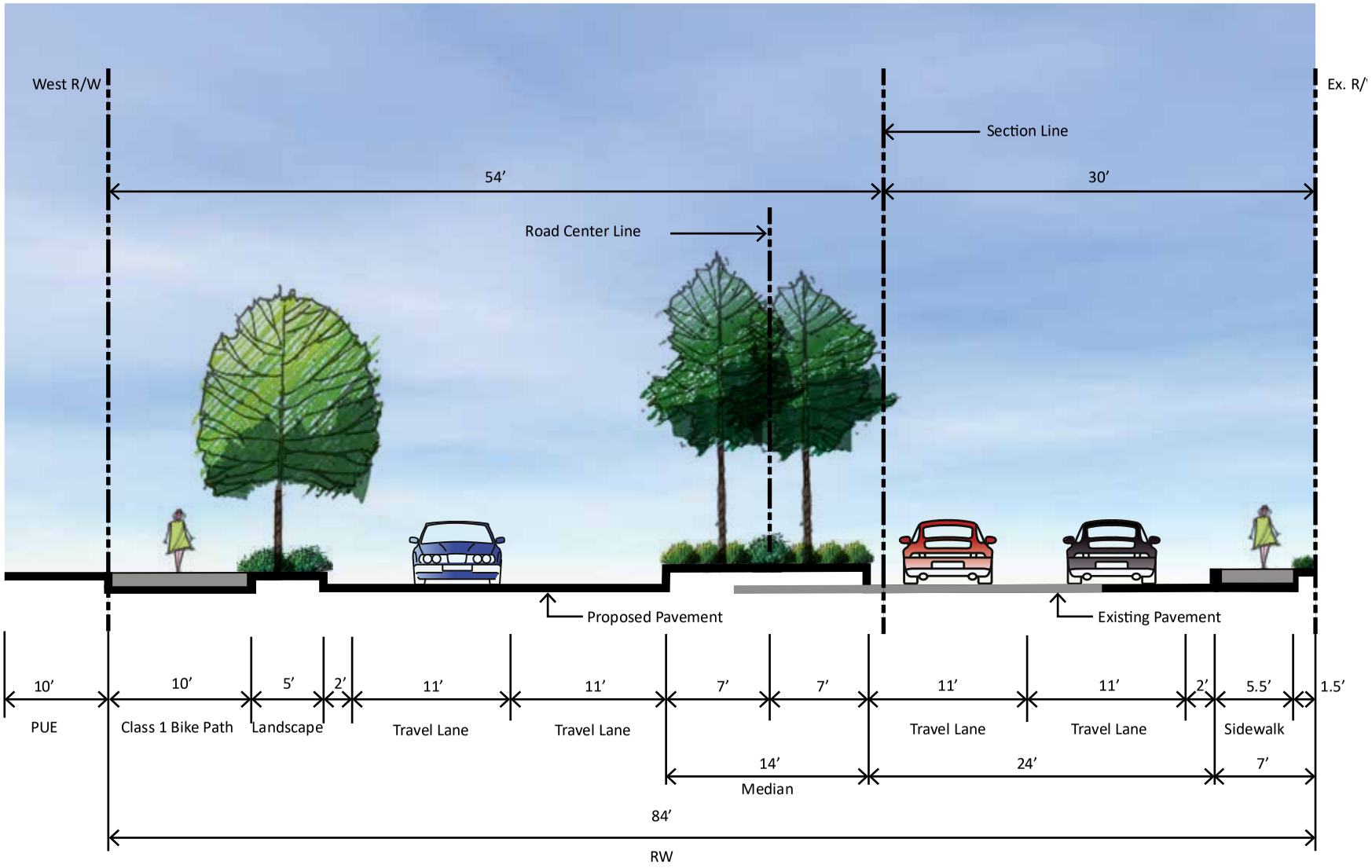


Figure E-10
Circulation Plan

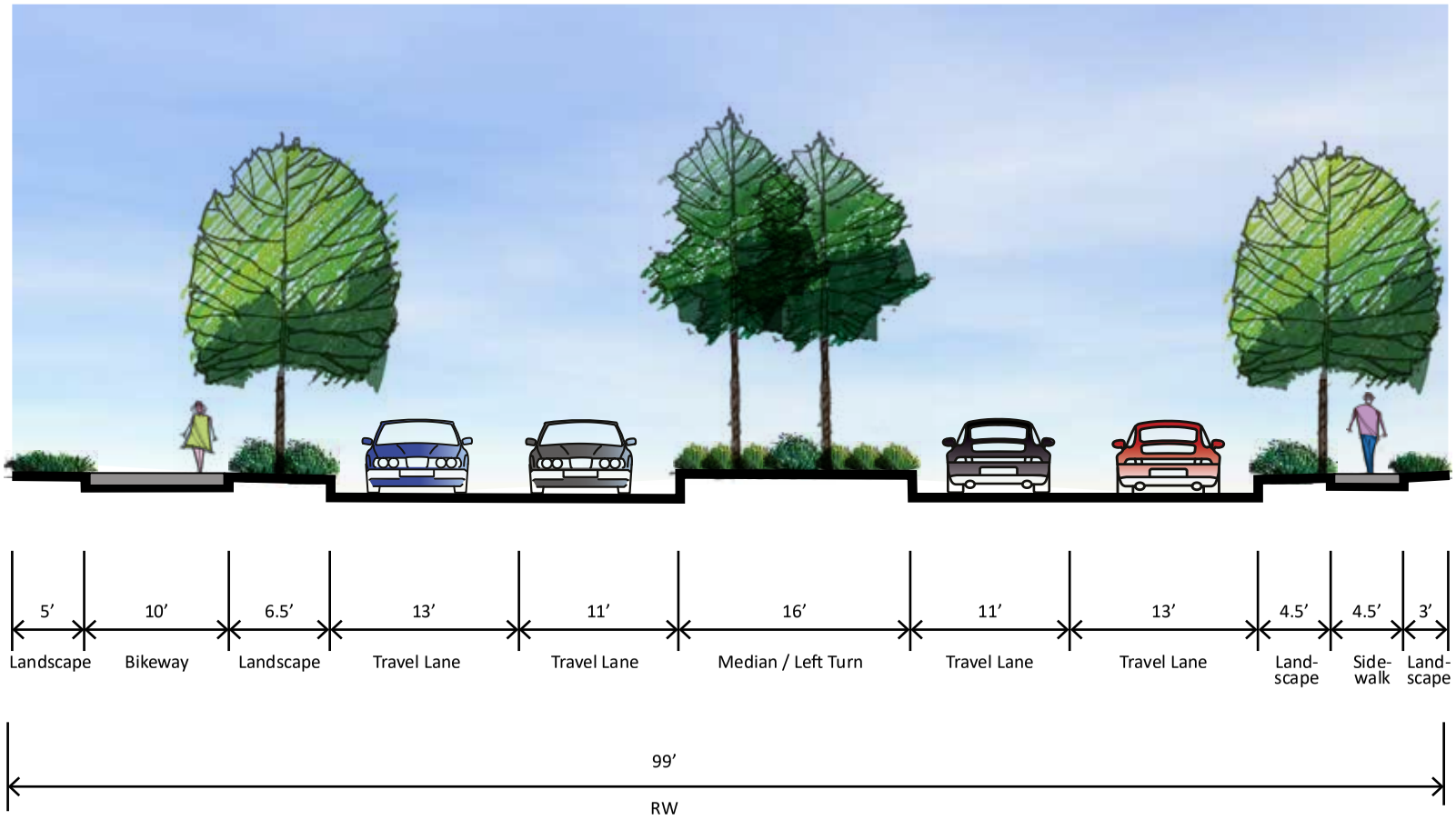


Corral Hollow Road
(Ultimate Build-Out)
Section A



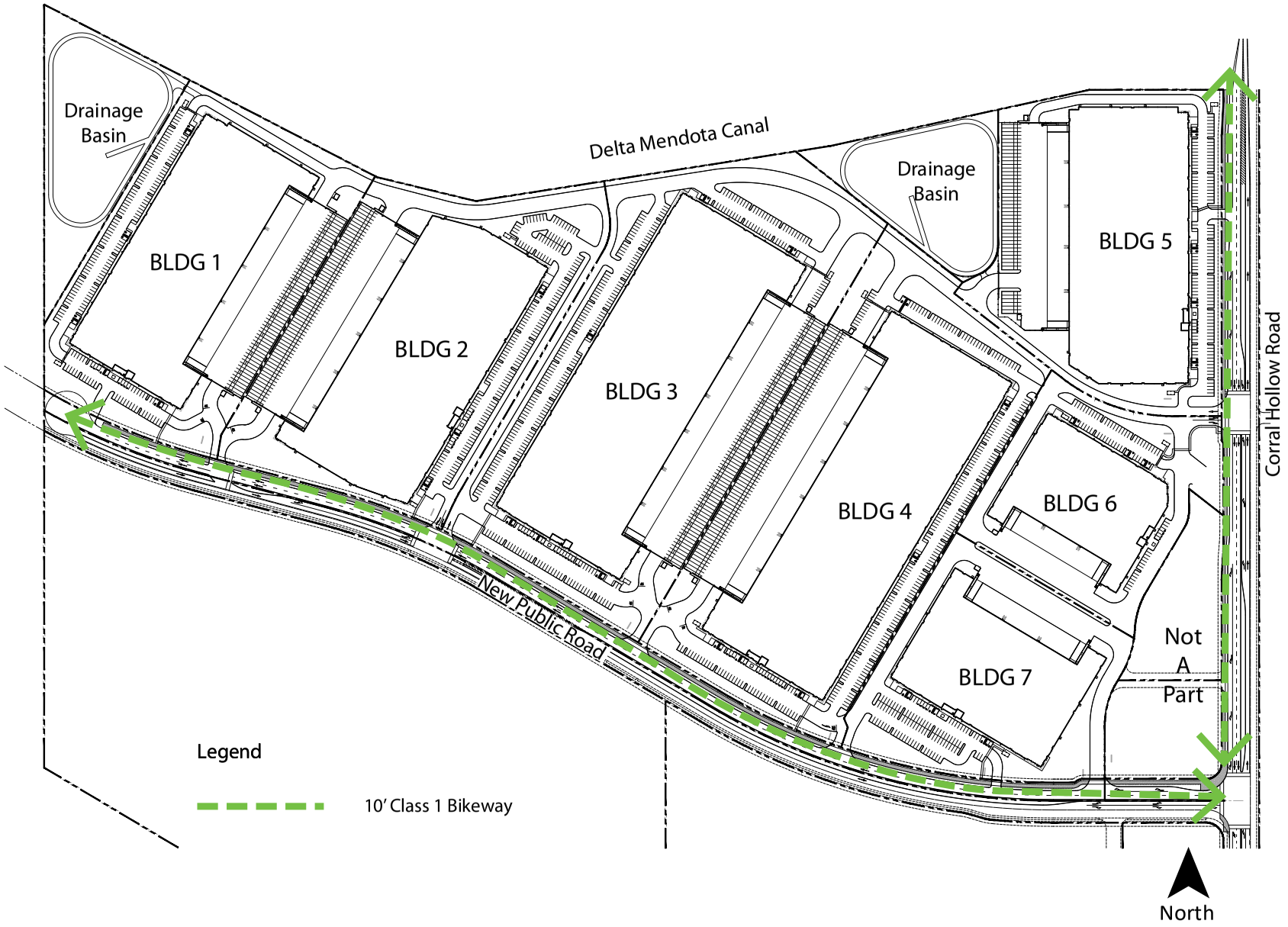
Corral Hollow Road
(Ultimate Build-Out)
Section B

Tracy Hills
Commerce Center



New Public Road
(Ultimate Build-Out)
Section C

40’
Private Driveway


Drainage Basin
Delta Mendota Canal
Drainage Basin
BLDG 1
BLDG 2
BLDG 3
BLDG 4
BLDG 5
BLDG 6
BLDG 7
Corral Hollow Road
New Public Road
Not A Part
Legend
10' Class 1 Bikeway
North

7. EMPLOYEE BREAK AREAS

The Project includes 12 employee break areas that are generally located adjacent to the office buildings to allow employees easy access to outdoor space, see Figure E-16. Crosswalks and/or sidewalks will provide safe pathways to the break areas which will include tables, seating, and an overhead trellis structure for shade. The area surrounding each of the break areas will be landscaped with large and medium shrubs and trees to create a more private and sheltered area for employees and to also provide for a natural wind break, see Figure E-17.

8. STREETSCAPE

The site plan for the Project and architectural building design place the office functions of the buildings along both Corral Hollow and New Public Road. The building elevations along these streetscape frontages feature architectural detailing and building offsets, added variation in materials and colors, and a higher glass to wall ratio to create a more visually interesting streetscape. Extended building corners are designed to naturally screen truck loading docks and doors, while enhanced landscaping island at truck court entrances provides additional screening.

The Project also includes a generous landscape planting design within the public streetscape frontages. A 25-foot setback from the right of way along Corral Hollow Road consists of low to medium shrubs, perennials and grasses and tree plantings that will assist in screening the parking lot and will also help to soften the scale of the building fronting the street. A similar landscape design is continued along the New Public Road public right of way. The setback from the right of way along New Public Road varies from approximately 16 feet to 30 feet and will consist of a similar design as the Corral Hollow Road with low to medium shrubs, perennials and grasses and tree plantings at the buildings, parking, and truck courts.

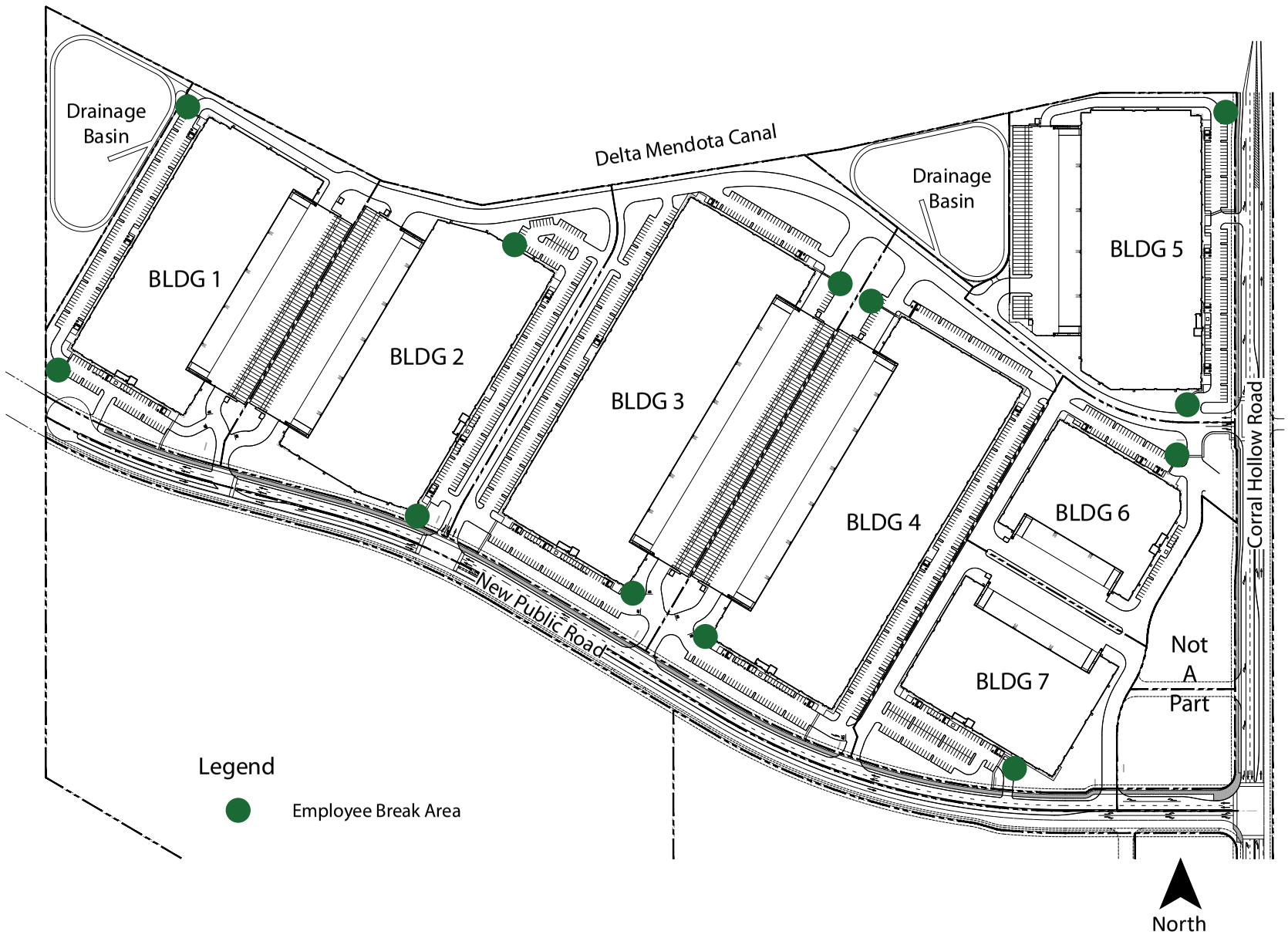
9. PRELIMINARY LANDSCAPE PLAN

The Preliminary Landscape Plan consists of variety of trees, shrubs, and understory planting that will add color and texture to the Project, see Figure E-18 and E-19. A formal row of trees will be planted along the streets and will include flowering accent trees at the driveway entries to denote access points to the Project and buildings. Behind the street tree planting, informal groupings of trees will be planted adjacent to the parking lots and in the planting islands at the ends of the buildings. Planting islands at the truck court entrances of Buildings 1 and 2, and Buildings 3 and 4, will be planted with grouping of trees and large shrubs to help soften views of the truck docks and trailer parking. Due to the use and space needed to maneuver trucks and trailers, landscaping is not proposed within the truck courts.

The plant list for the Project has been developed to complement the overall character of the Tracy Hills Specific Plan area, while also responding to the landscape requirements for industrial development, see Figure E-20.

The landscape has been designed with consideration of seasonal change in the trees and shrubs and includes a mix of deciduous and evergreen plants to create a visually interesting appearance year-round. The following items should be considered in the landscape design process:

- Use a single street tree theme for the street network.
- Incorporate formal landscape planting along the streetscape and create a more informal appearance within the Project interior.
- Provide large groupings of shrub massings and understory planting to create a more visually interesting and cohesive landscape.
- Design the landscape to anticipate tree spacing to avoid conflicts with street lighting.
- Interior lighting design should provide proper illumination for safety purposes.
- Include California native and drought tolerate species to encourage water conservation and reduce irrigation needs.

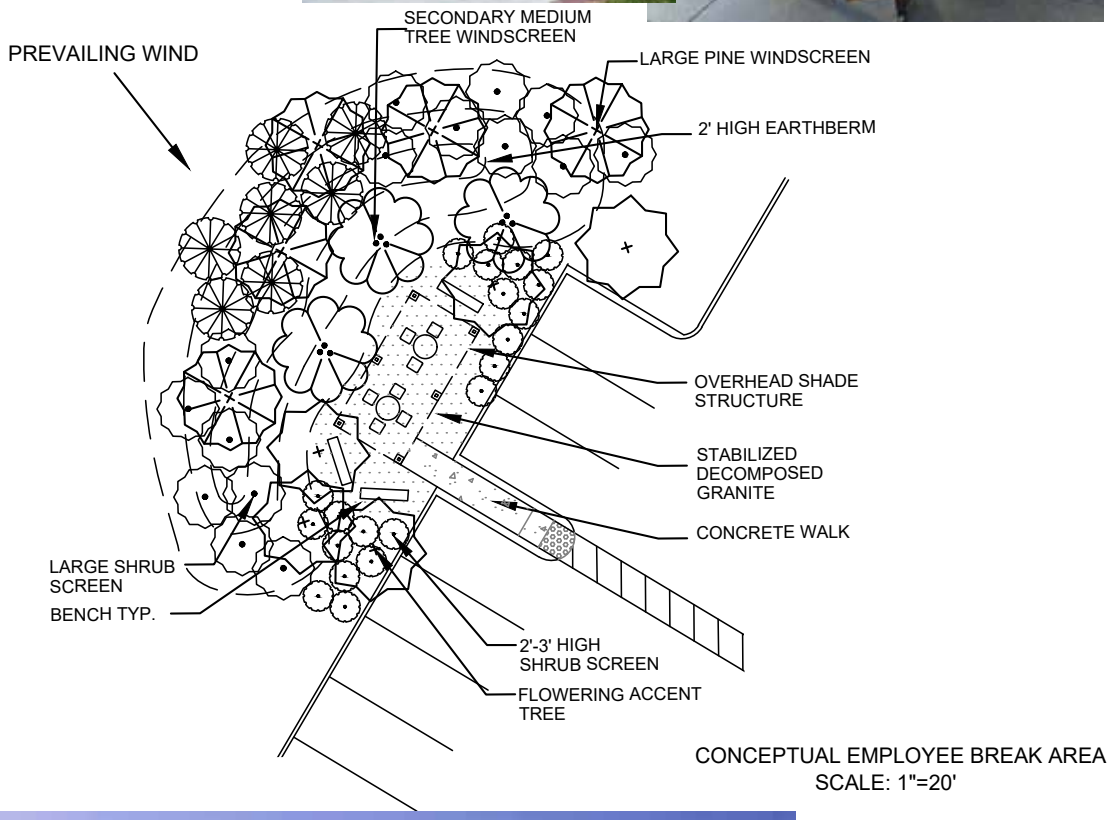


TRACY HILLS

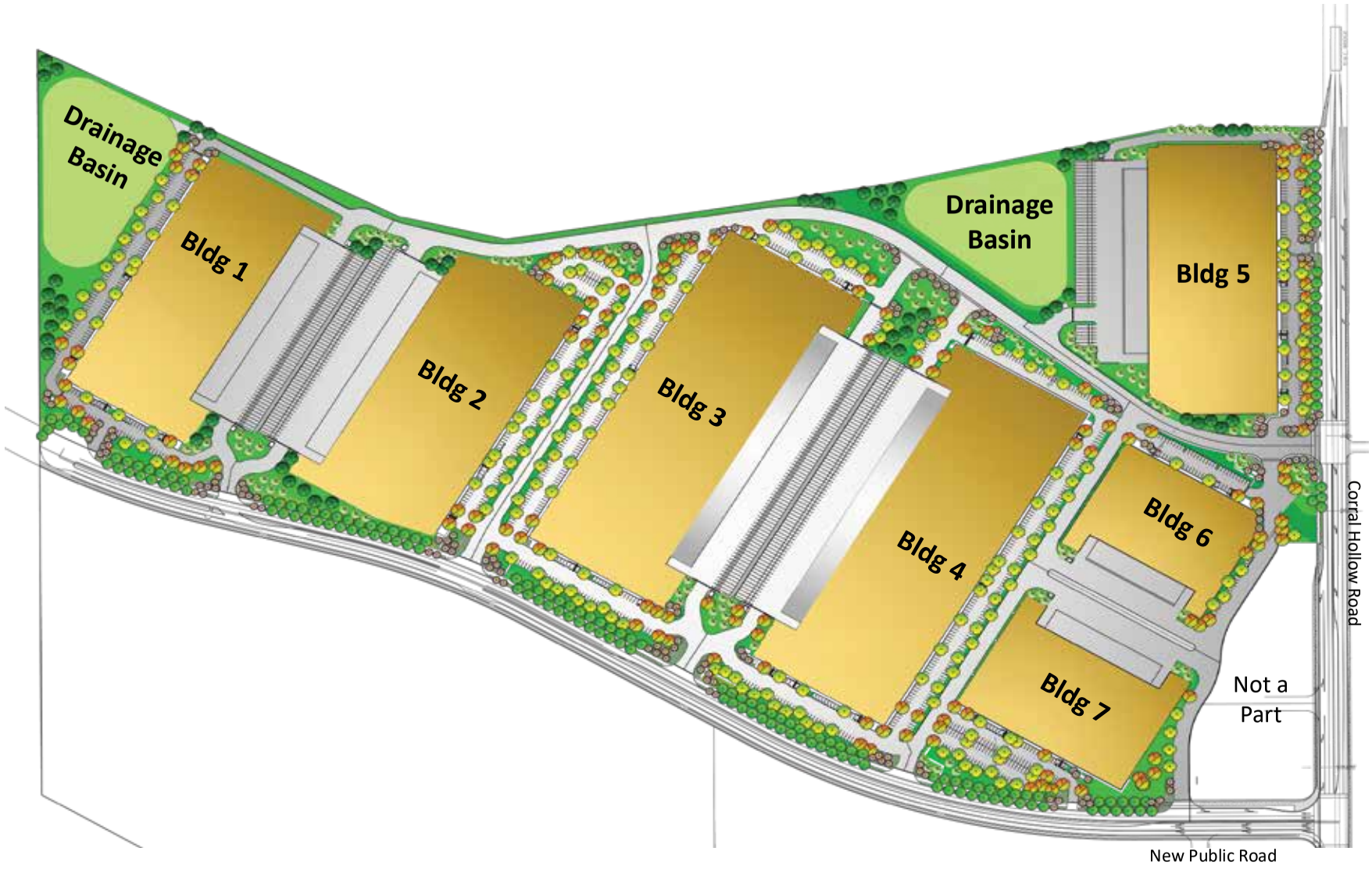
TRACY HILLS COMMERCE CENTER
Appendix E

Figure E-16
Employee Break Area Plan

FURNISHINGS

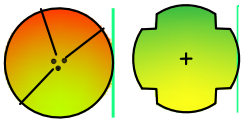


CONCEPTUAL EMPLOYEE BREAK AREA
SCALE: 1"=20'


Drainage Basin
Bldg 1
Bldg 2
Bldg 3
Drainage Basin
Bldg 5
Bldg 4
Bldg 6
Bldg 7
Not a Part
Corral Hollow Road
New Public Road

LANDSCAPE LEGEND

LARGE EVERGREEN
CONIFER



LARGE DECIDUOUS
TREE

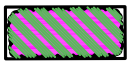
MEDIUM BROADLEAF EVERGREEN
TREE

STREET TREE PER TRACY HILLS MASTERPLAN

FLOWERING
ACCENT TREE

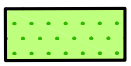
LOW TO MEDIUM SHRUBS FLOWERING w/
ACCENT PERENNIALS & GRASSES

LOW FRONTAGE PLANTING w/ SHRUBS, GRASSES
& PERENNIALS PLANTING 1'- 4' TALL w/ ROCK
ACCENT AREAS

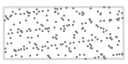


PROJECT ACCENT PLANTING FLOWERING SHRUBS &
GROUND-COVERS, PERENNIAL ACCENT.
DECOMPOSED GRANITE w/ BOULDER ACCENTS

SCREEN AND FOUNDATION PLANTING
TALL SCREEN SHRUBS 6' +



SEEDED PER NATIVE BIO-RETENTION
GRASSES HYDROSEED MIX



ROCK MULCH IN TRUCK
TRAILER ACCESS AREA

PRELIMINARYPLANT LIST

"N" CA NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME /ZONE	MATURE HABIT
	STREET TREES				
	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX	L	60' X 30'
	ULMUS P. 'DRAKE"	DRAKE ELM	24" BOX	L	40' X 40'
	ZELKOVA S. "VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	24" BOX	L	40' X 40'
	ACER BUERGERONUM	TRIDENT MAPLE	24" BOX	L	40' X 40'
	GINKGO 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX.	L	30' X 30'
	QUERCUS ILEX	HOLLY OAK	24" BOX	L	40' X 40'
	DECIDUOUS TREES				
	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX	L	60' X 30'
	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	24" BOX	L	50' X 40'
	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX	L	50' X 60'
	QUERCUS ILEX	HOLLY OAK	24" BOX	L	40' X 40'
	QUERCUS RUBRA.	RED OAK	24" BOX.	L	40' X 40'
	GINKGO 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX.	L	30' X 30'
	LAURUS N.'SARATOGA'	BAY LAUREL	24" BOX.	L	15' X 15'
	ZELKOVA S. "VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	24" BOX	L	40' X 40'
	ULMUS P. 'DRAKE"	DRAKE ELM	24" BOX	L	40' X 40'
	NYSSA SYLVATICA	SOURGUM	24" BOX	L	25' X 25'
	MEDIUM EVERGREEN TREE				
	OLEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX.	VL	20' X 20'
	LAURUS N. "SARATOGA'	SWEET BAY	24" BOX	L	25' X 20'
	LARGE EVERGREEN TREE				
	CEDRUS DEODARA	DEODAR CEDAR	24" BOX.	L	40' X 40'
N	QUERCUS WISLIZENII	INTERIOR LIVE OAK	24" BOX	VL	50' X 50'
	PINUS ELDARICA	AFGHAN PINE	24" BOX	L	50' X 50'
	FLOWERING TREE				
	LAGERSTROMIA INDICA	CRAPE MYRTLE	24" BOX	L	VARIES - STANDARD
N	CERCIS OCCIDENTIALIS	WESTERN REDBUD	24" BOX.	L	20' X 20' - STANDARD
	KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24" BOX	M	25' X 25'
	EVERGREEN SCREENING SHRUBS				
	DODONAEA VISCOSA 'PURPUREA'	HOPBUSH	5 GAL.	L	10' X 10'
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	VL	15' X 10'
	ARCTOSTAPHYLOS D. 'HOWARD MC MINN'	MANZANITA	5 GAL.	L	8' X 8'
N	CEANOTHUS 'RAY HARTMAN'	CA. LILAC	5 GAL.	L	8' X 8'
	ELAEAGNUS PUNGENS	SILVERBERRY	5 GAL.	L	8' X 8'
	ARBUTUS U. 'OKTOBERFEST'	DWARF STRAWBERRY	5 GAL.	L	6' X 6'
	XYLOSMA SENTICOSA	SHINY XLOSMA	5 GAL.	L	8' X 8'
	SHRUBS				
	LANTANA M. 'GOLDRUSH'	GOLD RUSH LANTANA	5 GAL.	L	2' X 4'
N	PERVOSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	5 GAL.	L	3' X 3'
	LEUCOPHYLLUM SPP.	TEXAS RANGER	5 GAL.	L	VARIES
N	AGAVE SPP.	AGAVE	5 GAL.	L	VARIES
N	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GAL.	L	3' X 3'
	SANTOLINA VIRENS	SANTOLINA	5 GAL.	L	1' X 3'
	CALLISTEMON 'LITTLE JOHN'	DW. BOTTLE BRUSH	2 GAL	L	3' X 4'
	ARBUTUS U 'ELFIN KING"	DW. STRAWBERRY TREE	5 GAL	L	5' X 5'
	SALVIA GREGGI 'FURMAN'S RED'	SALVIA	1 GAL.	L	4' X 4'
	WESTRINGIA 'MORNING LIGHT"	ROCK ROSE	5 GAL	L	1.5' X 4'
	OLEA 'LITTLE OLLIE'	DW. OLIVE	5 GAL	L	7' X 5'
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	L	3' X 4'
	CARYOPTERIS ' DARK KNIGHT"	BLUE MIST	5 GAL	M	3' X 3'
	NERIUM O. 'PETITE SALMON'	DW. OLEANDER	5 GAL	L	5' X 5
	ROSMARINUS SPP.	ROSEMARY	5 GAL.	L	VARIES
N	BACCHARTIS SPP.	COYOTE BRUSH	5 GAL.	L	VARIES
	GROUNDCOVER				
	LANTANA	LANTANA	1 GAL.	L	2' X 4'
	ROSMARINUS OFFICINALIS	HUNTINGTON BLUE ROSEMARY	1 GAL.	L	1.5' X 3'
N	CEANOTHUS G.H. 'JOYCE COULTER'	CA. LILAC	1 GAL.	L	3' X 8'
	ACACIA REDOLENS	PROSTRATE ACACIA	1 GAL	L	1' X 6'
	LOMANDRA L. "BREEZE'	BREEZE MAT RUSH	1 GAL.	L	2' X 3'
	PERENNIALS				
	DIETES 'ORANGE DROP'	FORT NIGHT LILY	1 GAL	L	3' X 3'
	TULBAGHIA	SOCIETY GARLIC	1 GAL	L	1' X 1'
N	EPILOBIUM CANUM	CALIFORNIA FUSCHIA	1 GAL	L	2' X 2'
	KNIPHOFIA U. 'BLAZE'	RED HOT POKER	1 GAL.	L	2' X 2'
	COREOPSIS ROSEA	PINK TICKSEED	1 GAL	L	1.5' X 1.5'
	GRASSES				
N	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	L	4' X 4'
N	MUHLENBERGIA LINDHEIMER	LINDHEIMER'S MUHLY GRASS	1 GAL.	L	2' X 2'
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL.	L	3' X 3'
	FESTUCS O. 'ELIAHBLUE'	BLUE FESCUE	1 GAL.	M	1' X 1'
N	CALAMAGROSTIS A. 'KARL FOERSTER'	FEATHEREEED GRAAS	1 GAL.	L	3' X 2'

ADDITIONAL PLANTS MAY BE SPECIFIED IN FINAL DESIGN BY INDIVIDUAL DEVELOPED PARCELS. IT IS THE INTENT TO UTILIZE 80% OF THE PLANT LIST TO PROVIDE A COHESIVE DEVELOPED LANDSCAPE.

- Turf is not allowed as part of the landscape design.
- Reclaimed water and other water conservation strategies are encouraged.
- Irrigation design should incorporate water efficient equipment and hydro zoning of similar water use plantings to conserve water.

9.1. Landscape Irrigation
All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or bubbler low flow systems. Refer to Section 3.4.13 of the Specific Plan for additional information.

9.2. Utility and Equipment Screening
All above/below ground utilities providing service to the Project shall be screened to prevent unsightly conditions that detract from the overall aesthetics. Refer to Section 3.4.14. of the Specific Plan for utility screening guidelines.

9.3. Landscape Plant Matrix
Refer to Section 3.4.15 of the Specific Plan for the Landscape Plant Matrix.

9.4. Landscape Master Tree Plan
Corral Hollow Road will include a single row of formally spaced street trees with flowering accent trees at the driveways. New Public Road will include a double row of formally spaced street trees and will also include flowering accent trees at the driveways, see figure E-21. Street and accent trees will be selected and shall be consistent with Section 3.4.15 of the Specific Plan Landscape Plant Matrix.

9.5 Easements
A 50-foot Pacific Gas and Electric (PG&E) easement traverses the site from the existing PG&E facility adjacent to Corral Hollow Road. The easement is parallel to the proposed private circulation loop driveway and exits the site near the proposed drainage basin. Roads and understory landscape planting consisting of ground cover and shrubs are only allowed within the easement. Tree planting within the easement is not allowed.

Public Utility Easements (PUE) are located 10 feet from the street right of way per Tracy City standards and are proposed along both Corral Hollow Road and New Public Road.

9.6 Edge Conditions
The edge of the Project abutting the Delta Mendota Canal will be landscaped with predominately low to medium shrubs with accent perennials and grasses. Informal groupings of trees are generally located adjacent to the drainage basin and the driveway north of Building 5. The landscaping at this edge condition will stabilize the proposed grading along the property boundary and create a consistent appearance for the Project.

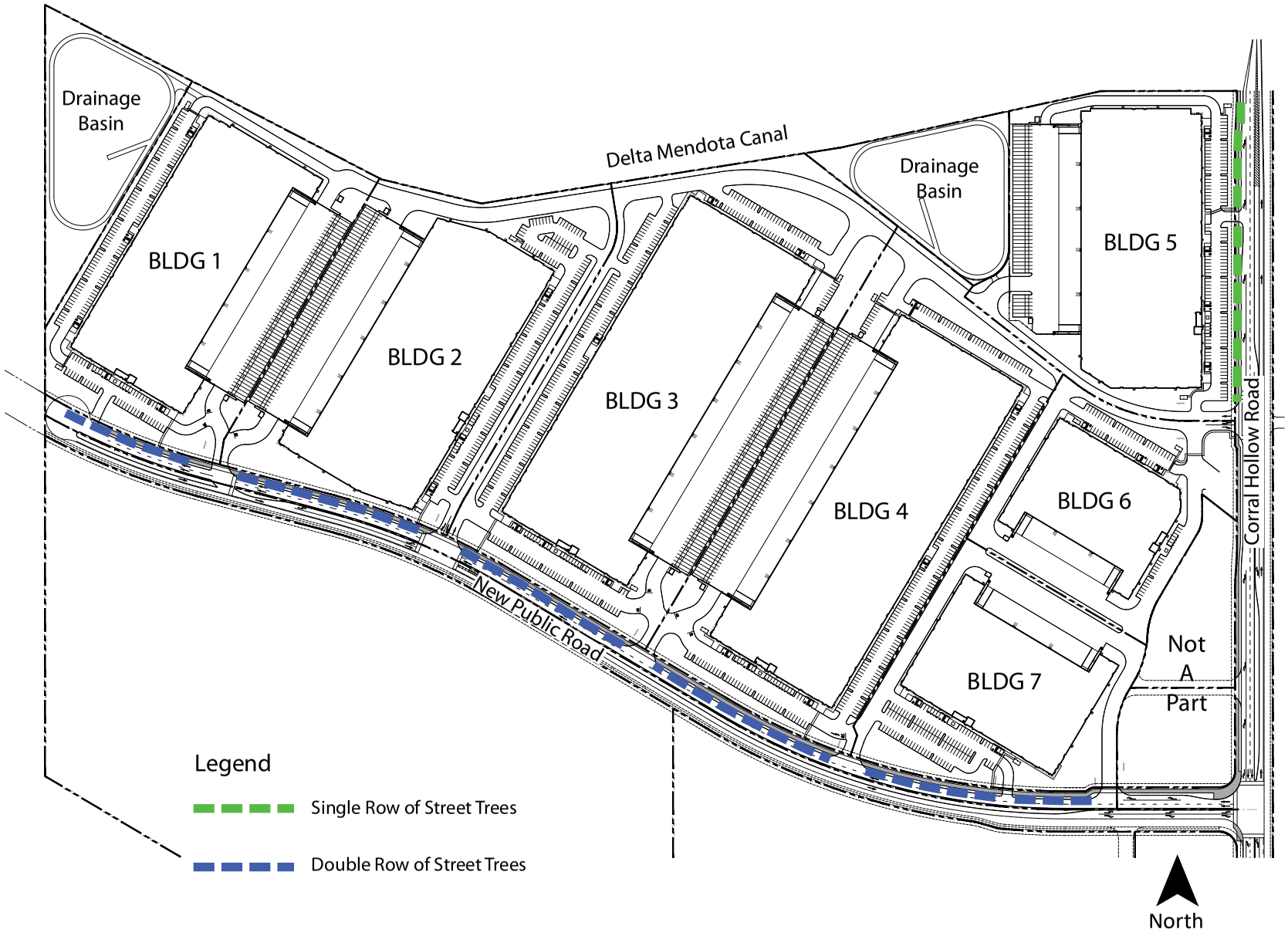

Drainage Basin
Delta Mendota Canal
Drainage Basin
BLDG 1
BLDG 2
BLDG 3
BLDG 4
BLDG 5
BLDG 6
BLDG 7
Corral Hollow Road
New Public Road
Not A Part
Legend
Single Row of Street Trees
Double Row of Street Trees
North

Figure E-22, 30-foot LED Light Fixture

Figure E-23, 6-foot Tubular Steel Fencing

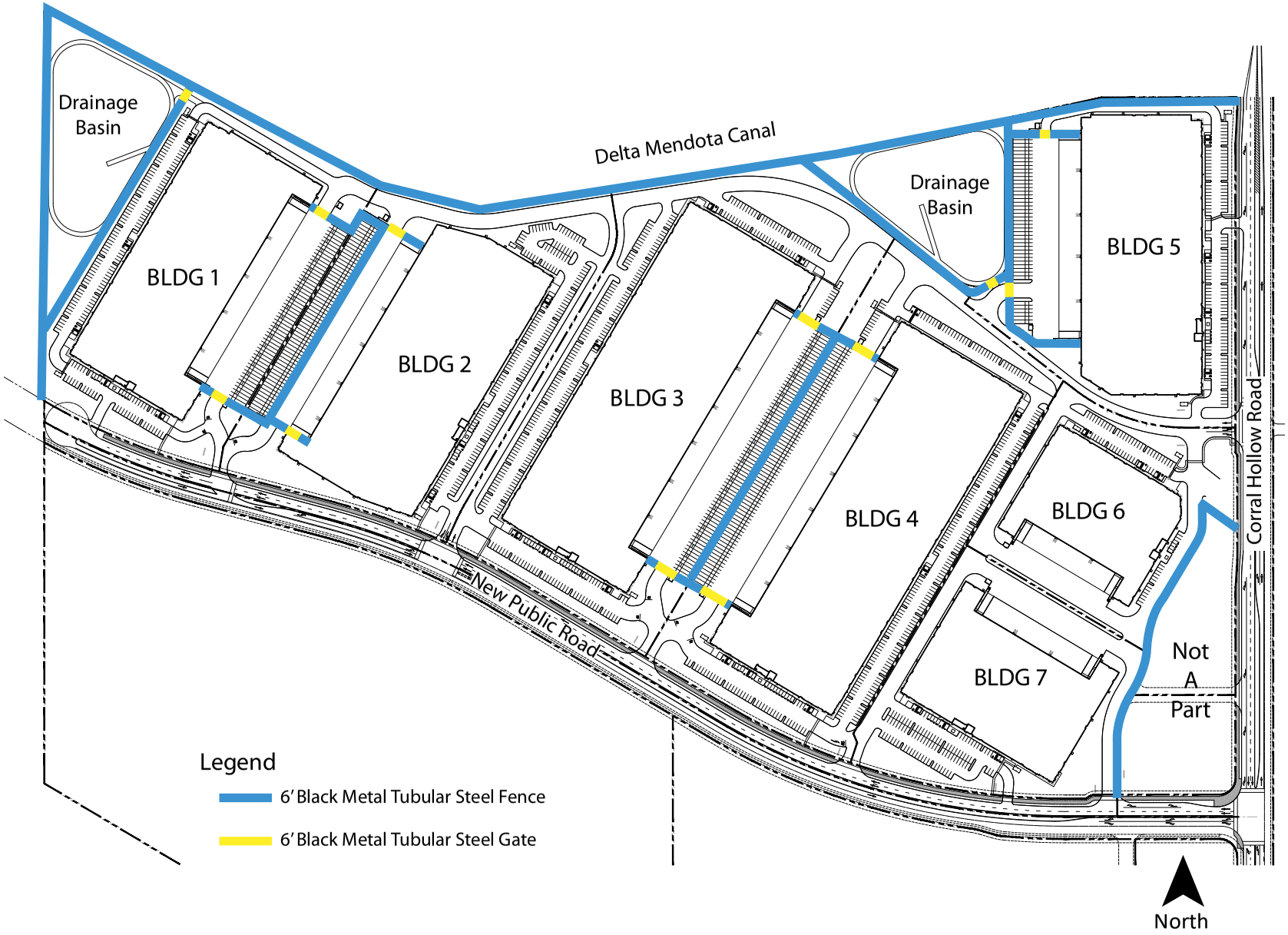
Figure E-24, 6-foot Tubular Steel Sliding Gate

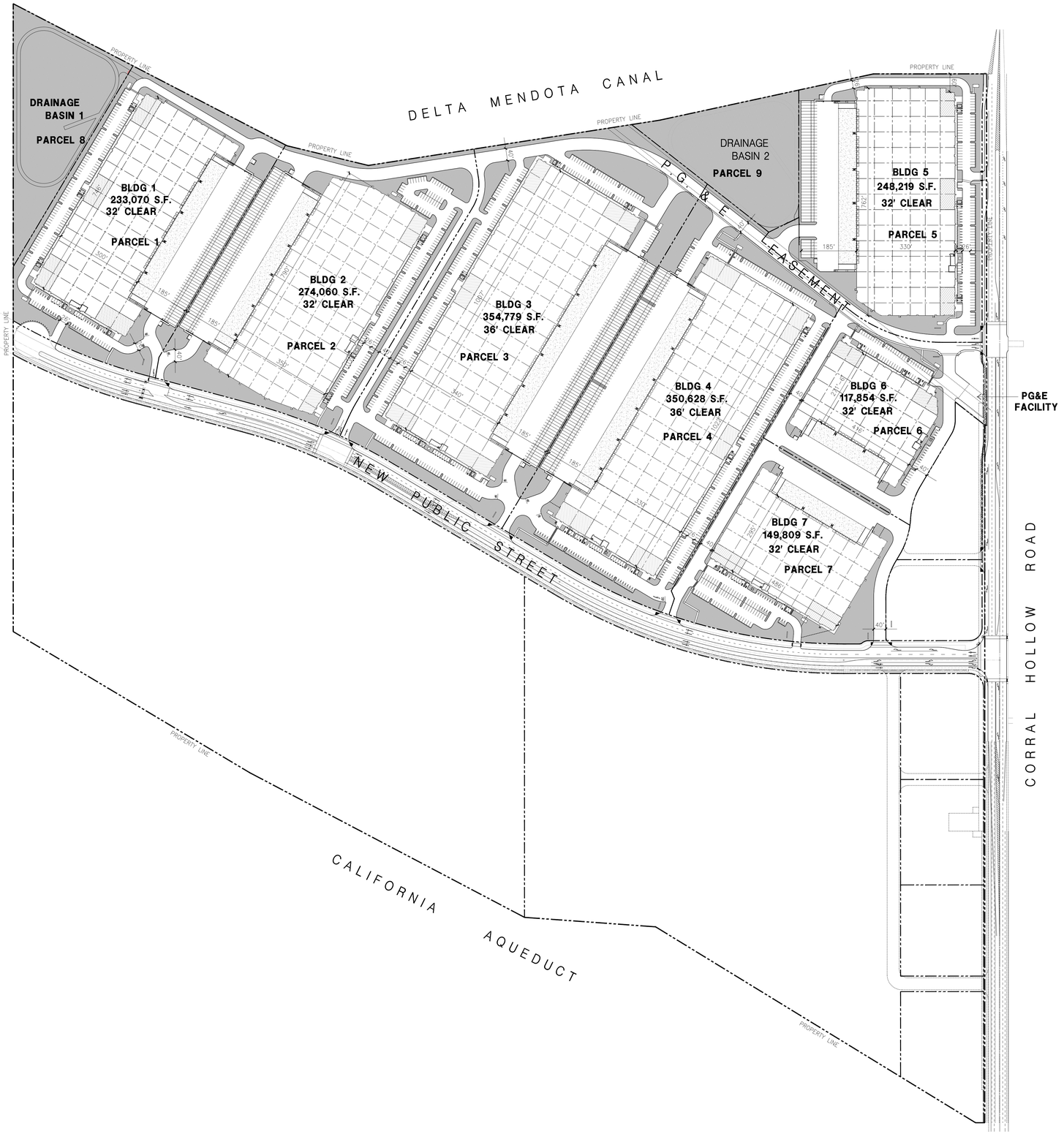
10. LIGHTING

The lighting depicted in Section 3.4.9 of the Specific Plan is more residential in character and height. The on-site lighting design standard will only apply to the Project area and will consist of an LED light fixture mounted on a 30-foot pole with a concrete base typical of industrial development, see Figure E-22. A matching building-mounted fixture will also be used within the truck courts and around the buildings to provide the necessary site illumination and promote employee safety.

11. FENCING

Fencing for the Project will consist of a black tubular steel. Fencing and gates will be 6 feet in height with 3-rail panels and will be installed flush with finish grade, see Figures E-23 and E-24. Fencing will be located along the Delta Mendota Canal frontage surrounding the two drainage basins, along the east property line of Parcels 6 and 7, and at the truck court entries, see Figure E-25.

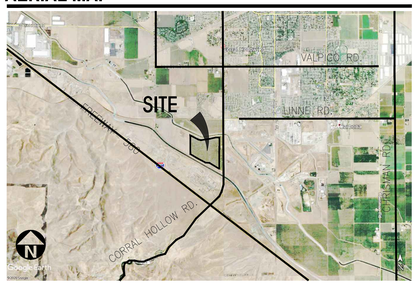

Drainage Basin
Delta Mendota Canal
Drainage Basin
BLDG 1
BLDG 2
BLDG 3
BLDG 4
BLDG 5
BLDG 6
BLDG 7
Corral Hollow Road
New Public Road
Not A Part
Legend
6' Black Metal Tubular Steel Fence
6' Black Metal Tubular Steel Gate
North



MASTER SITE PLAN (A)
scale: 1" = 150'-0"

SCALE: 1" = 150'-0"
0 150' 300' 450'
N TRUE NORTH

AERIAL MAP



ATTACHMENT C

TABULATION

		PARCL 1	PARCL 2	PARCL 3	PARCL 4	PARCL 5	PARCL 6	PARCL 7	PARCL 8	PARCL 9	
		BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	BLDG. 6	BLDG. 7	BASIN 1	BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT		258.67'	262.17'	268'	270'	253'	262'	267'			
(Subejct to FAA AMSL limitations.)											
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (M1-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

CODE ANALYSIS

CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY:	S-1 / B
CONSTRUCTION TYPE:	III-B
NUMBER OF STORIES:	1
AUTOMATIC FIRE SPRINKLER	YES (ESFR SYSTEM)
BASIC ALLOWABLE AREA PER TABLE 506.2	S-1 = 70,000 SF, B = 76,000 SF
ALLOWABLE AREA INCREASE	UNLIMITED PER CBC 507.4 60' MIN. YARD OR 40' REDUCED OPEN SPACE (LESS THAN 75%) WITH 3 HOUR RATED WALL & OPENING PER CBC 507.2.1

SHEET INDEX

ARCHITECTURE

0-DAB-A1.0	MASTER SITE PLAN
1-DAB-A1.1	BUILDING 1 OVERALL SITE PLAN
1-DAB-A2.1	BUILDING 1 OVERALL FLOOR PLAN
1-DAB-A3.1	BUILDING 1 ELEVATIONS
1-DAB-A3.2	BUILDING 1 ELEVATIONS
2-DAB-A1.1	BUILDING 2 OVERALL SITE PLAN
2-DAB-A2.1	BUILDING 2 OVERALL FLOOR PLAN
2-DAB-A3.1	BUILDING 2 ELEVATIONS
2-DAB-A3.2	BUILDING 2 ELEVATIONS
3-DAB-A1.1	BUILDING 3 OVERALL SITE PLAN
3-DAB-A2.1	BUILDING 3 OVERALL FLOOR PLAN
3-DAB-A3.1	BUILDING 3 ELEVATIONS
3-DAB-A3.2	BUILDING 3 ELEVATIONS
4-DAB-A1.1	BUILDING 4 OVERALL SITE PLAN
4-DAB-A2.1	BUILDING 4 OVERALL FLOOR PLAN
4-DAB-A3.1	BUILDING 4 ELEVATIONS
4-DAB-A3.2	BUILDING 4 ELEVATIONS
5-DAB-A1.1	BUILDING 5 OVERALL SITE PLAN
5-DAB-A2.1	BUILDING 5 OVERALL FLOOR PLAN
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6-DAB-A1.1	BUILDING 6 OVERALL SITE PLAN
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7-DAB-A3.1	BUILDING 7 ELEVATIONS
7-DAB-A3.2	BUILDING 7 ELEVATIONS
DAB-A4.1	SECTION
DAB-A4.2	SITE LINE SECTION
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DAB-A4.4	SITE LINE SECTION
DAB-A4.5	OUTDOOR BREAK AREA DETAILS

CIVIL

C.1	TOPOGRAPHIC SURVEY
C.2	OVERALL SITE PLAN
C.3	PRELIMINARY GRADING AND DRAINAGE PLAN
C.3.1	PRELIMINARY GRADING AND DRAINAGE PLAN
C.3.2	PRELIMINARY GRADING AND DRAINAGE PLAN
C.3.3	PRELIMINARY GRADING AND DRAINAGE PLAN
C.3.4	PRELIMINARY GRADING AND DRAINAGE PLAN
C.4	PRELIMINARY UTILITY
C.4.1	PRELIMINARY UTILITY
C.4.2	PRELIMINARY UTILITY
C.4.3	PRELIMINARY UTILITY
C.4.4	PRELIMINARY UTILITY
C.5	PRELIMINARY DRAINAGE BASIN SIZING
C.6	SECTIONS

LANDSCAPE

LC1.1	PRELIMINARY LANDSCAPE PLAN BUILDING 5
LC1.2	PRELIMINARY LANDSCAPE PLAN BUILDINGS 3,4,6,7
LC1.3	PRELIMINARY LANDSCAPE PLAN BUILDINGS 1,2

PROPERTY OWNER

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
PHONE: 916-284-3245
CONTACT: STEVE ARTHUR

ZONING

Zoning Designation – Light Industrial

APPLICANT

HPA, INC.
600 GRAND AVENUE, SUITE 302
OAKLAND, CA 94610
PHONE: 510-390-2126
CONTACT: JUN LEE

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REGISTERED LANDSCAPE ARCHITECT
JUN LEE
C-29451
3-31-23
RENEWAL DATE
OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills
Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

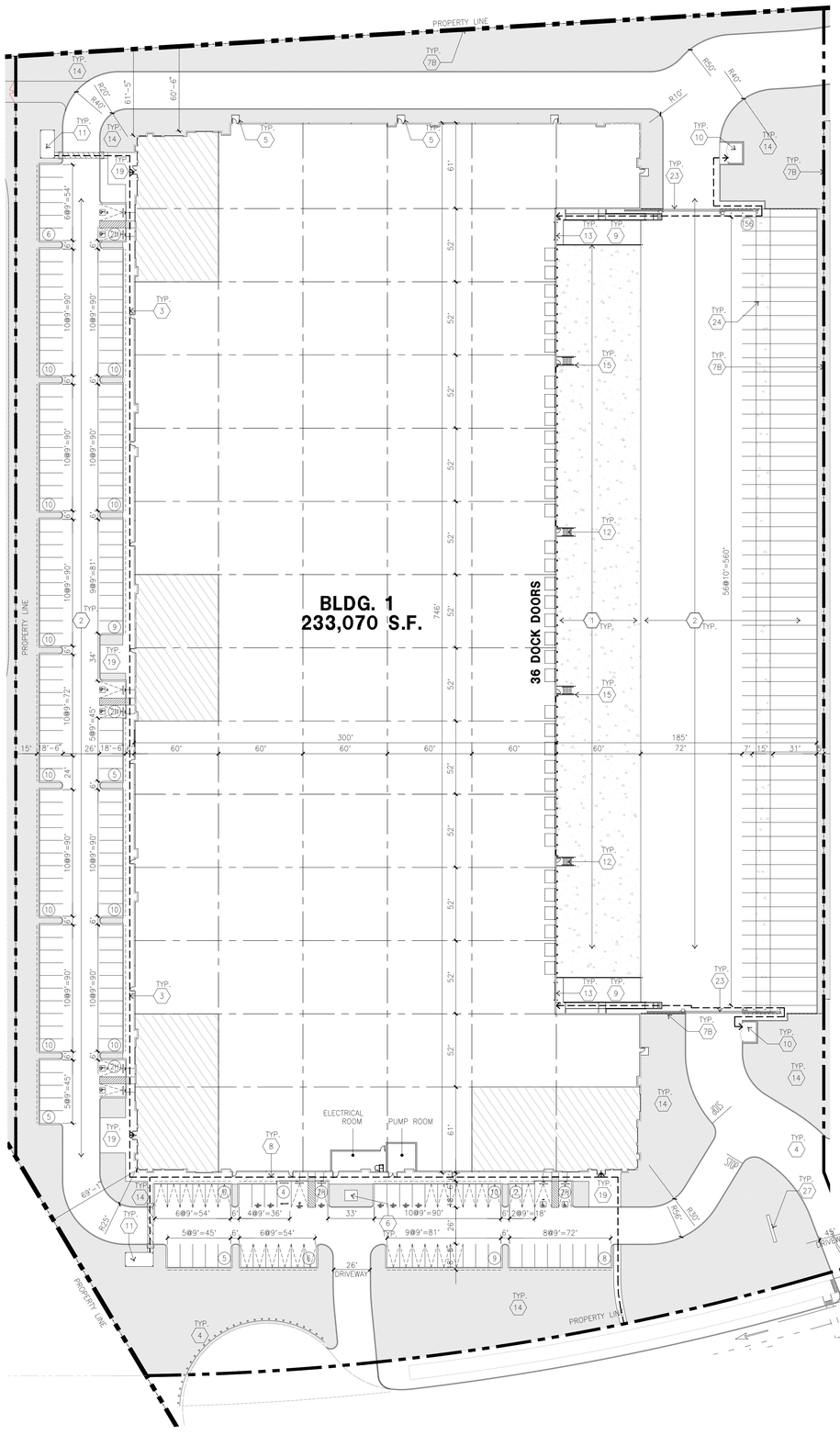
Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: MASTER SITE PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet:

0-DAB-A1.0



OVERALL SITE PLAN (A)
scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
PLAN NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT									
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT (Subject to FAA AMSL limitations.)		258.67'	262.17'	266'	270'	253'	262'	267'			
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (MT-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

HPA architecture
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94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT — TODD NAMITZ — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center
29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.1

1-DAB-A1.1

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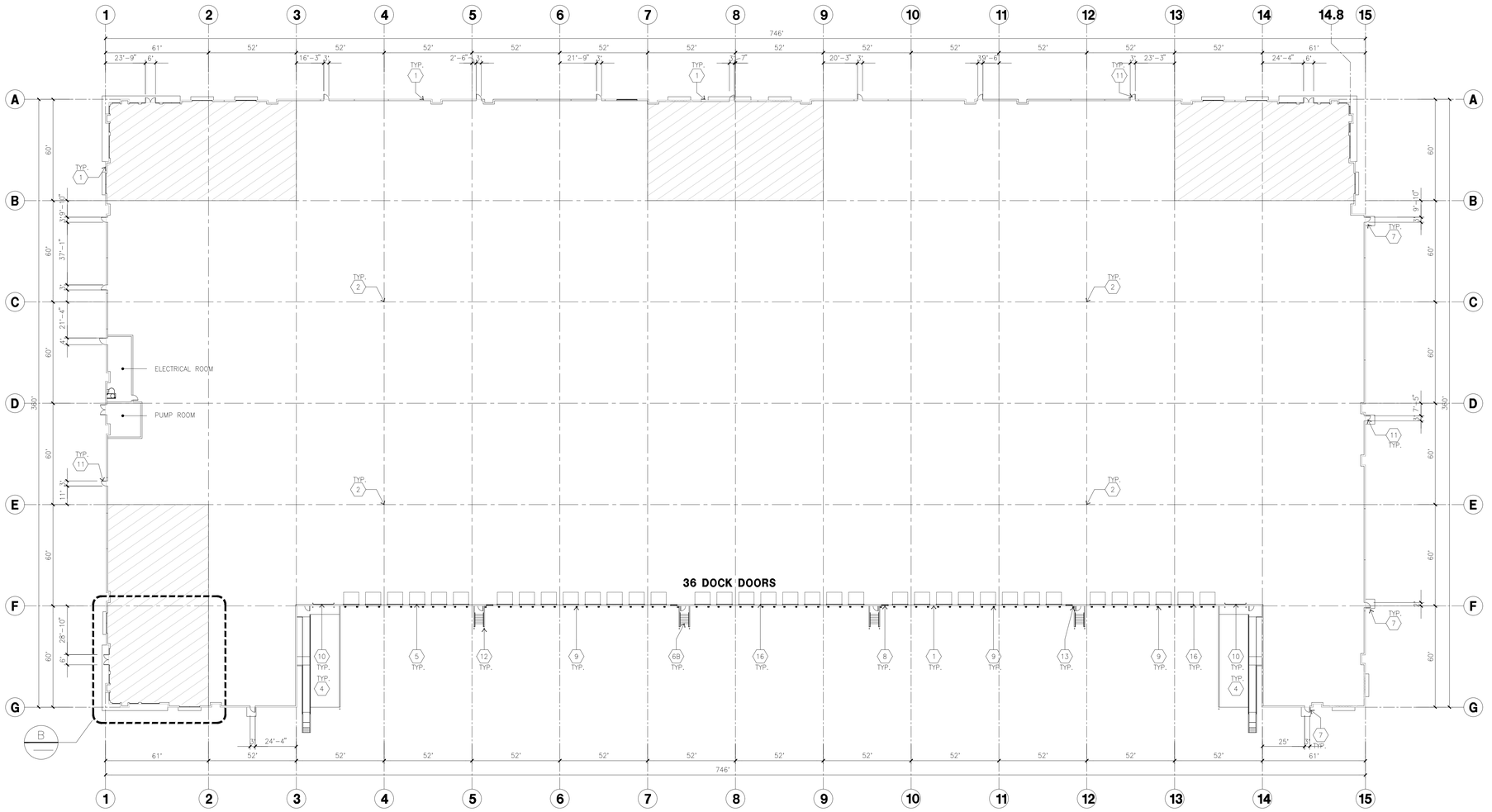
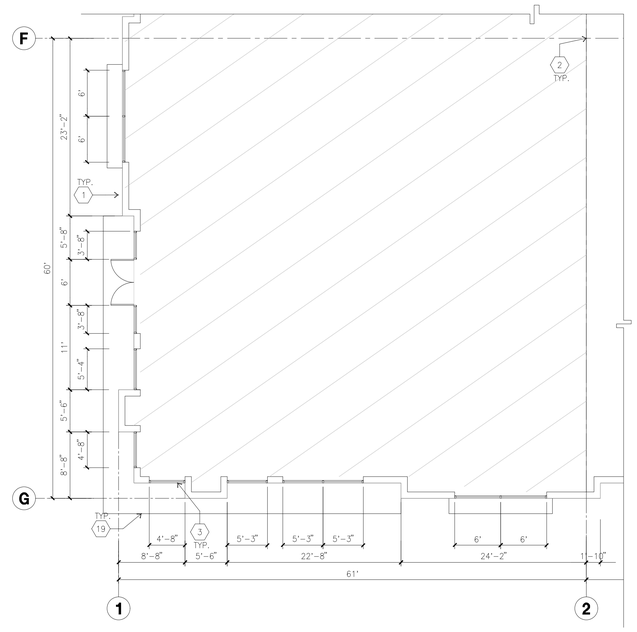


OVERALL FLOOR PLAN A
scale: 1" = 30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
PLAN NORTH



ENLARGED FLOOR PLAN B
scale: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"
0 8' 16' 24'
PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR. SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4 : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.
17. NOT USED.
18. ELECTRICAL ROOM.
19. METAL CANOPY ABOVE.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 118-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT
C-29451
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RENEWAL DATE
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Fire Protection:	
Soils Engineer:	

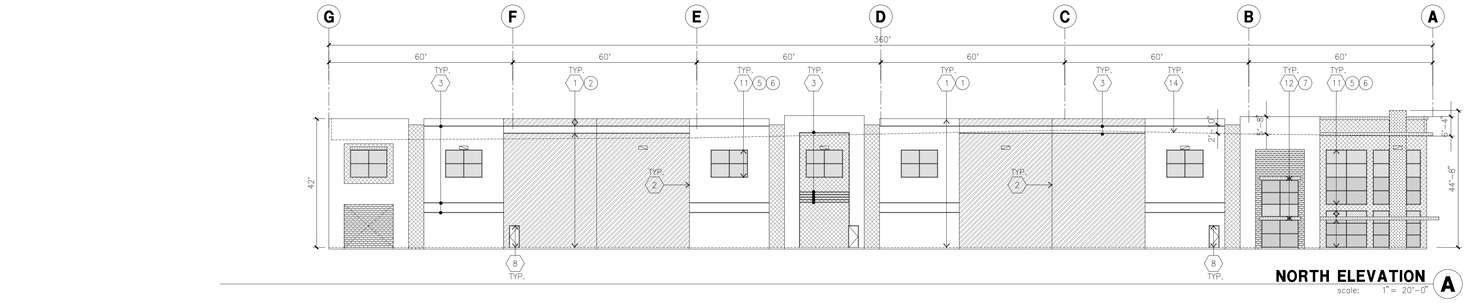
Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

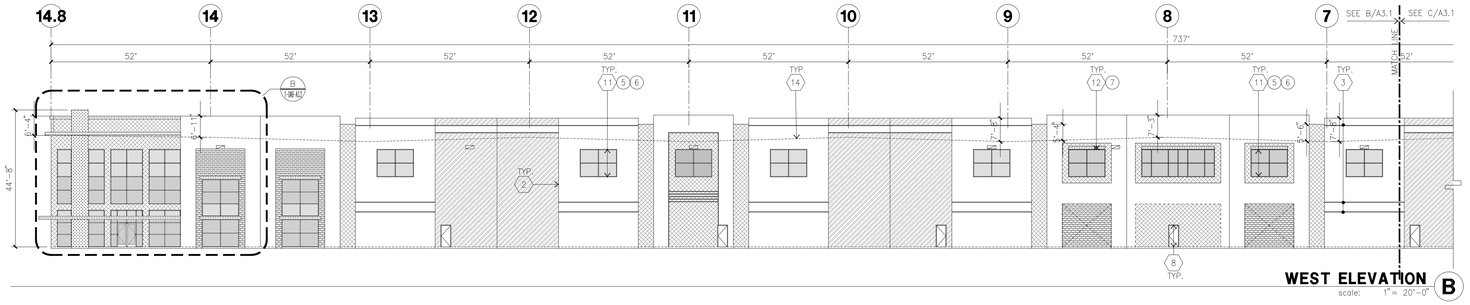
Sheet: BLDG.1

1-DAB-A2.1

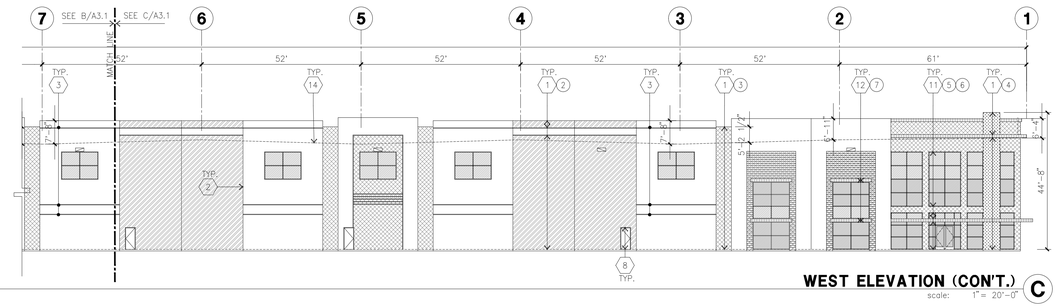
CAUTION : IF THIS SHEET IS NOT A 36" X 42" IT IS A REDUCED PRINT



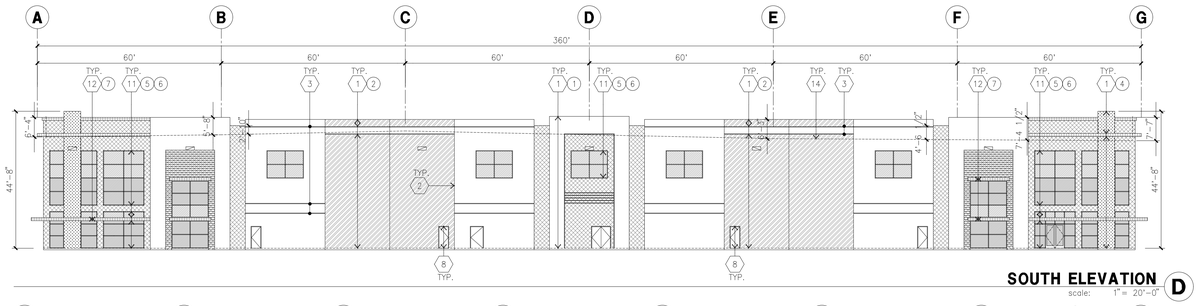
NORTH ELEVATION A
scale: 1" = 20'-0"



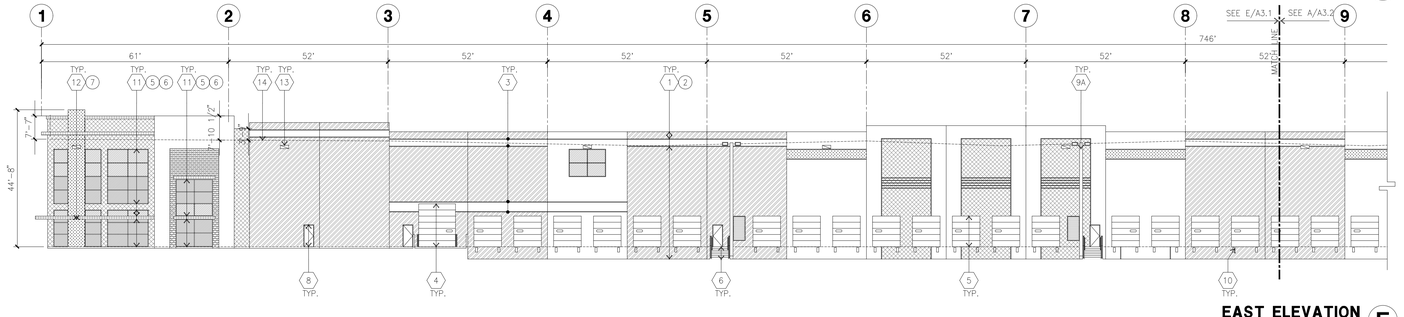
WEST ELEVATION B
scale: 1" = 20'-0"



WEST ELEVATION (CON'T.) C
scale: 1" = 20'-0"



SOUTH ELEVATION D
scale: 1" = 20'-0"



EAST ELEVATION E
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE 'C' DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL - ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30' A.F.F. 12"Wx3.3"Lx7-1/2"H
14. ROOF LINE BEYOND

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION; GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE 'C' WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATION

Project Number:	20176
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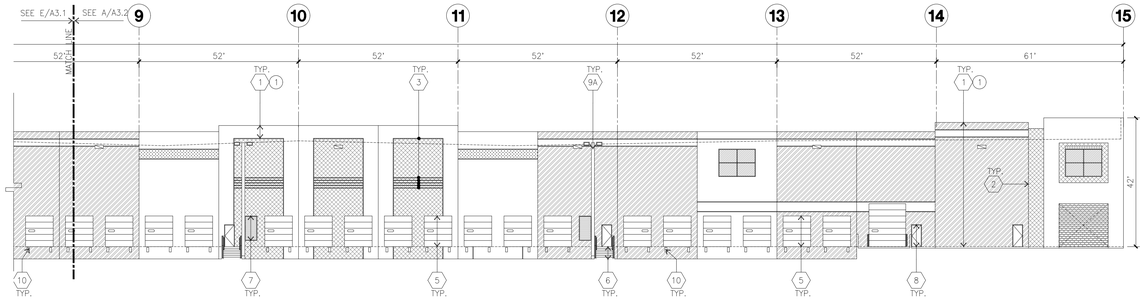
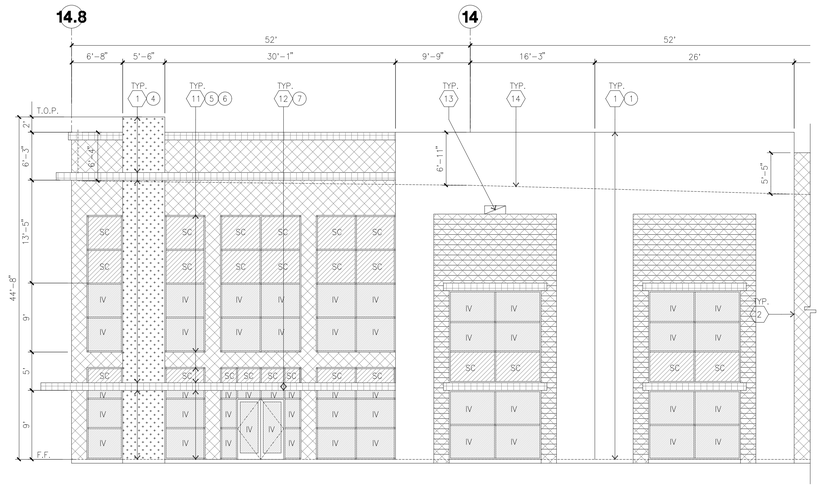


EAST ELEVATION (CON'T.) A

scale: 1" = 20'-0"



ENLARGED WEST ELEVATION B

scale: 1/8"=1'-0"

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Soils Engineer:	

Title: ELEVATION

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.1

1-DAB-A3.2

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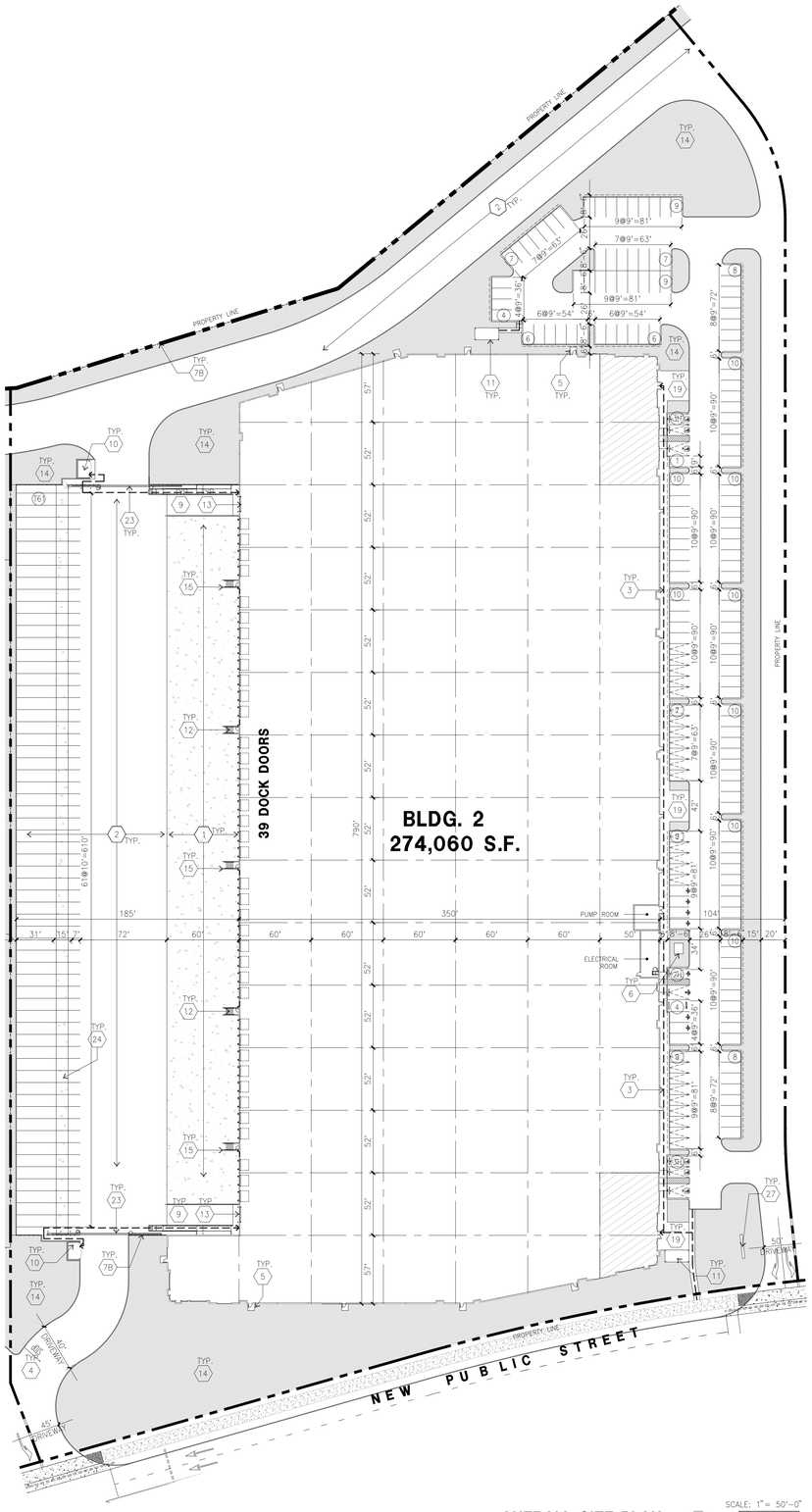

OVERALL SITE PLAN A
scale: 1" = 50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
PLAN NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOUSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT								
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT (Subejct to FAA AMSL limitations.)		258.67'	262.17'	268'	270'	253'	262'	267'			
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
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Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (M1-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

OFFICIAL USE ONLY

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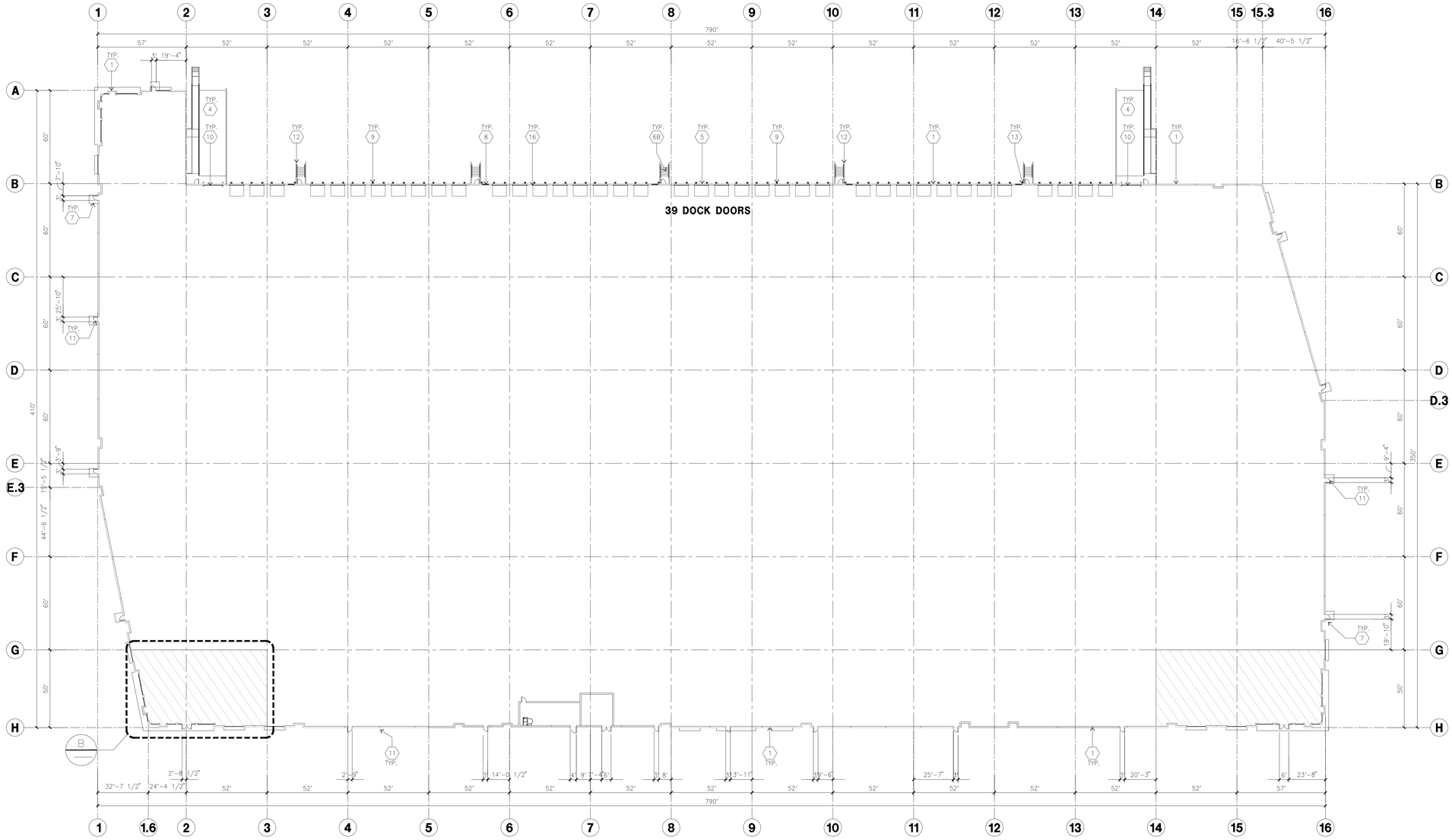
Title: OVERALL SITE PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

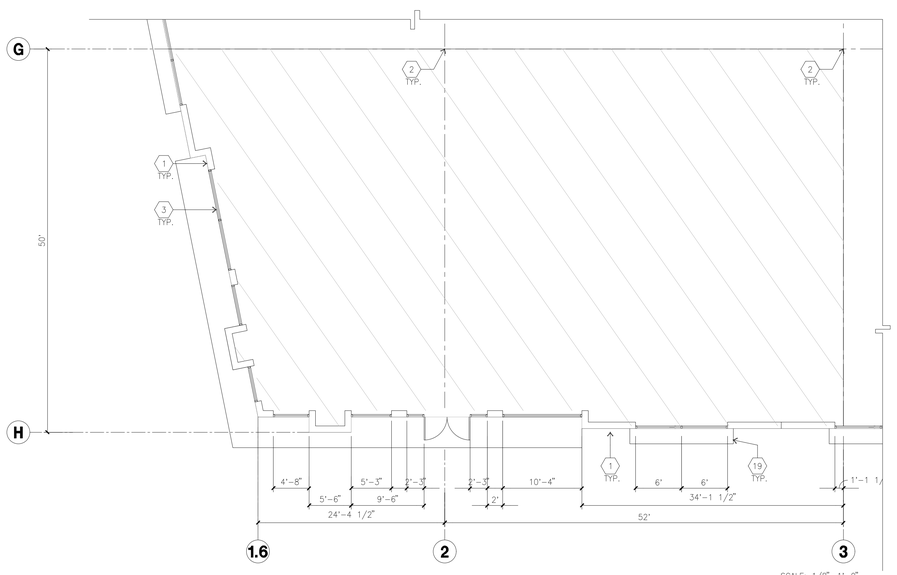
Sheet: BLDG.2

2-DAB-A1.1



OVERALL FLOOR PLAN A
scale: 1" = 30'-0"

SCALE: 1"=30'-0"
0 30' 60' 90'
PLAN NORTH



ENLARGED FLOOR PLAN B
scale: 1/8"=1'-0"

SCALE: 1/8"=1'-0"
0 8' 16' 24'
PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O., 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

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REGISTERED PROFESSIONAL ENGINEER
TORRIG NAMJOOSHIAN
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
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tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.2

2-DAB-A2.1

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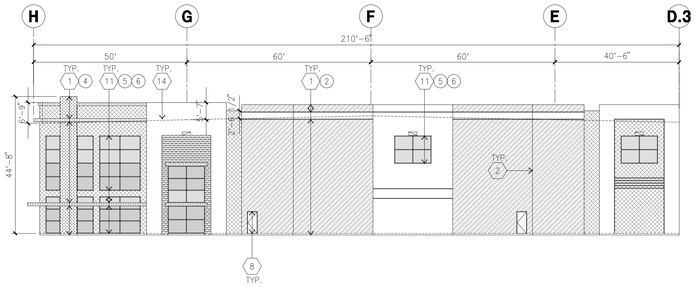
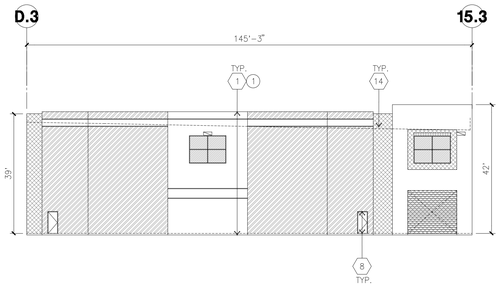


NORTH ELEVATION A
scale: 1" = 20'-0"



NORTHWEST ELEVATION B
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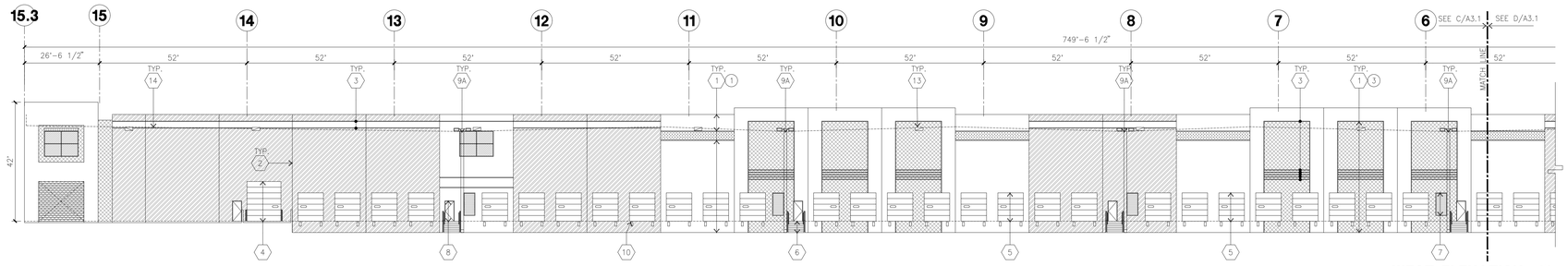
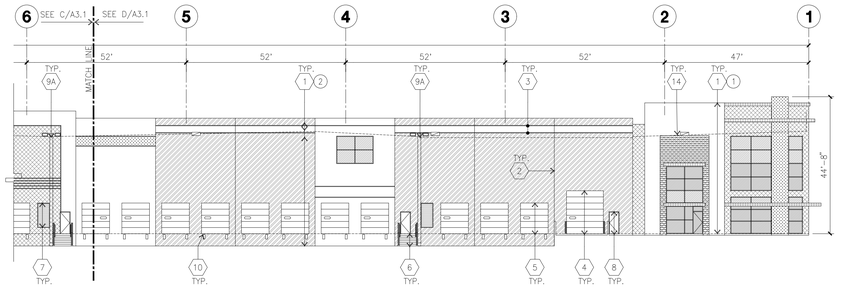
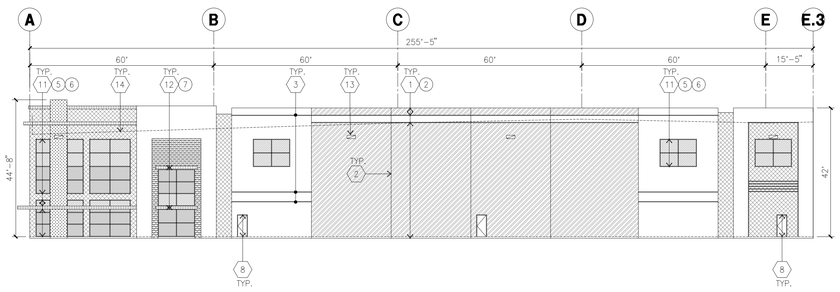


WEST ELEVATION C
scale: 1" = 20'-0"



WEST ELEVATION (CON'T.) D
scale: 1" = 20'-0"



SOUTH ELEVATION E
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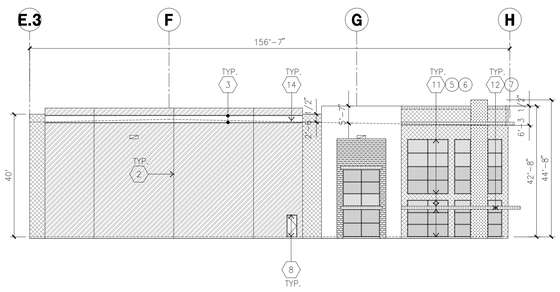
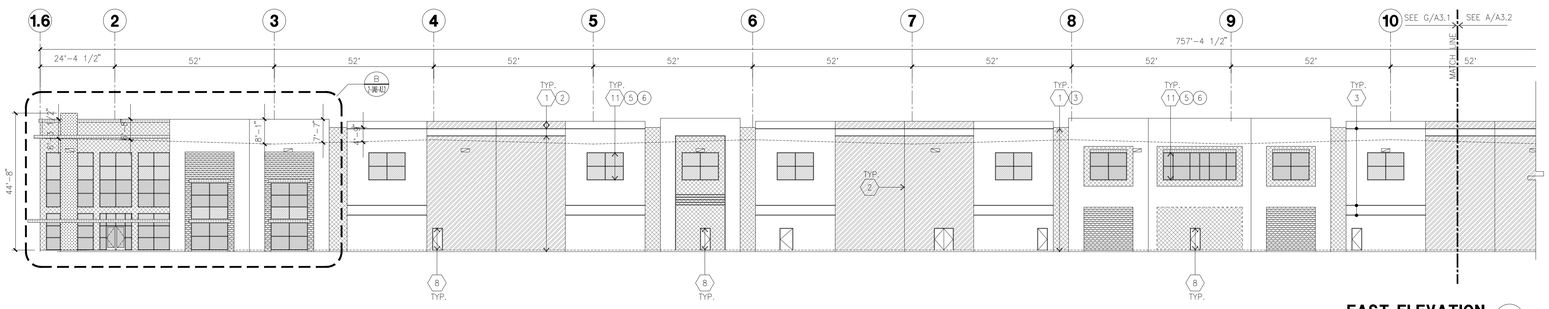


SOUTHEAST ELEVATION F
scale: 1" = 20'-0"



EAST ELEVATION G
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30" A.F.F. 12"W x 3.3"L x 7-1/2"H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT TORING NAM C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

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915 HIGHLAND POINTE DR. STE.250
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Plumbing:	-
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Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

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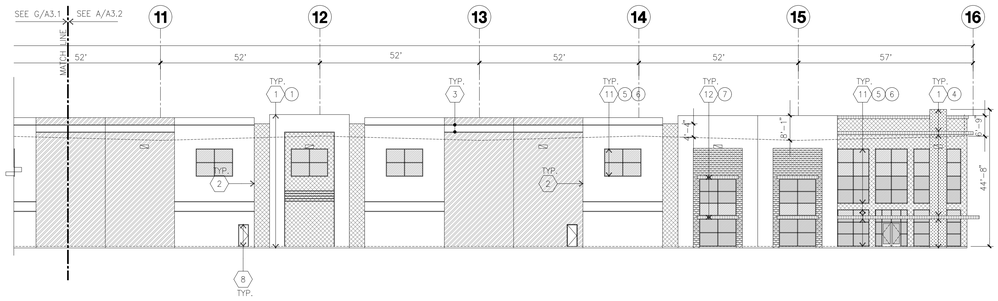
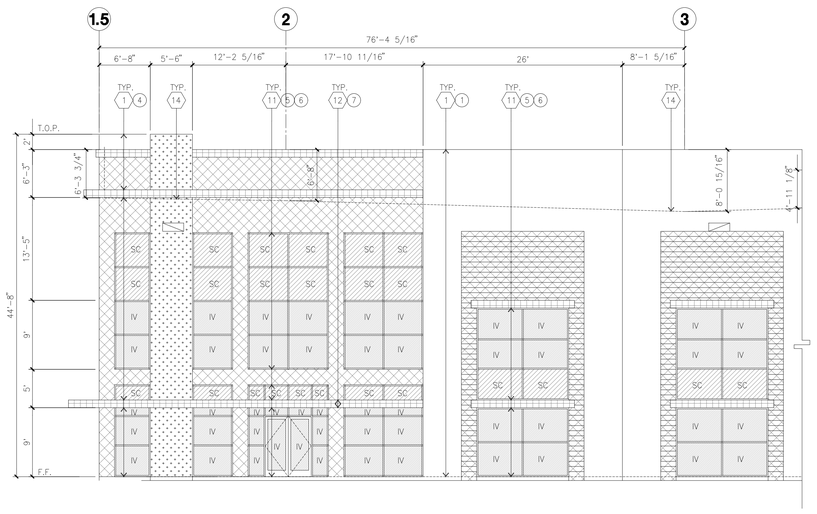


EAST ELEVATION (CON'T.) A
scale: 1" = 20'-0"



ENLARGED EAST ELEVATION B
scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

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9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.

10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
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14. ROOF LINE BEYOND

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6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

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SPANDREL GLASS WITH CONCRETE BEHIND

SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
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Landscape:	Green Design
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Soils Engineer:	

Title: ELEVATION

Project Number: 20176
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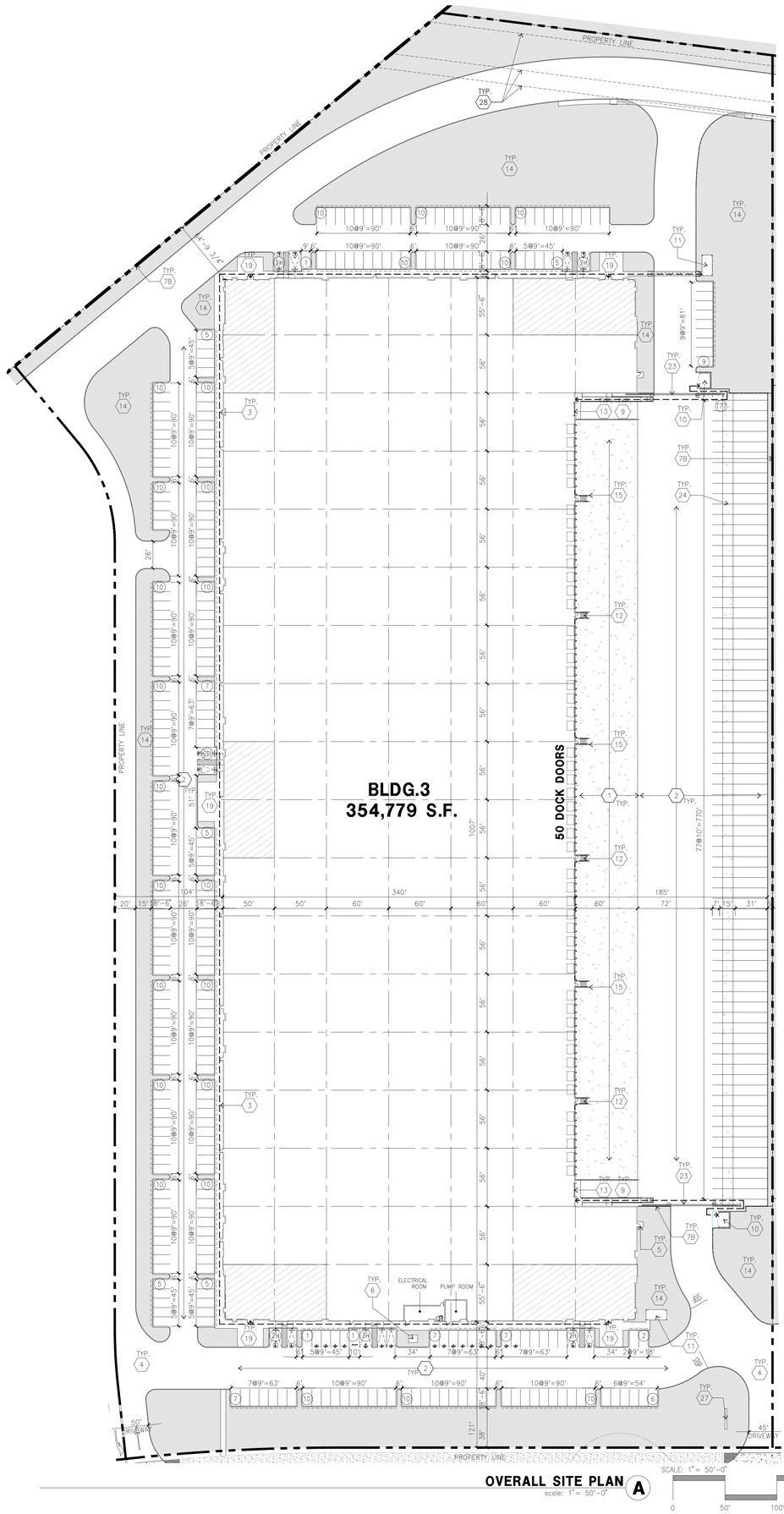

OVERALL SITE PLAN A

scale: 1" = 50'-0"

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOUSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "J" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT									
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT		258.67'	262.17'	268'	270'	253'	262'	267'			
(Subejct to FAA AMSL limitations.)											
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (MI-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

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LICENSED ARCHITECT TONG NAM C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

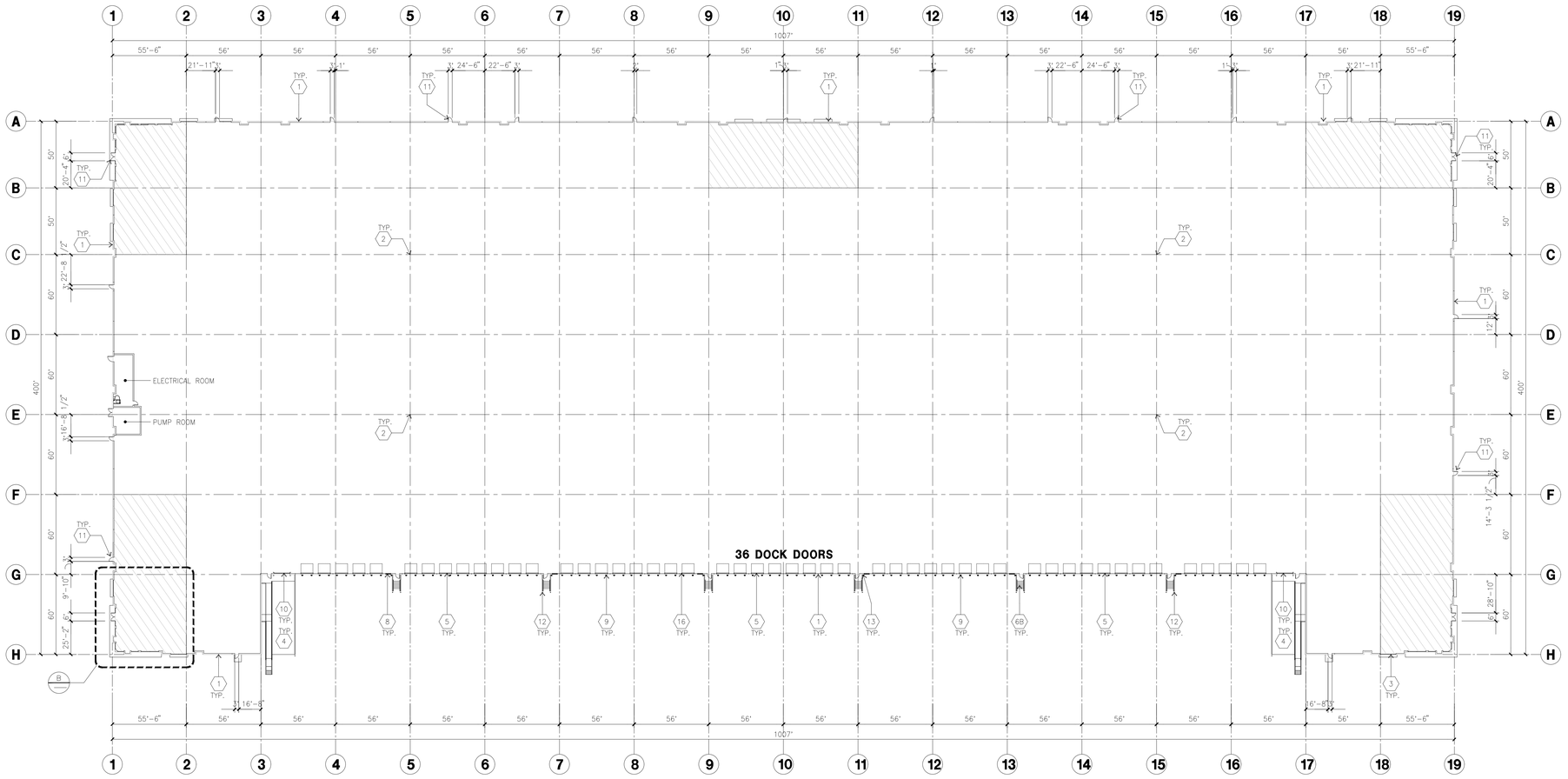
Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

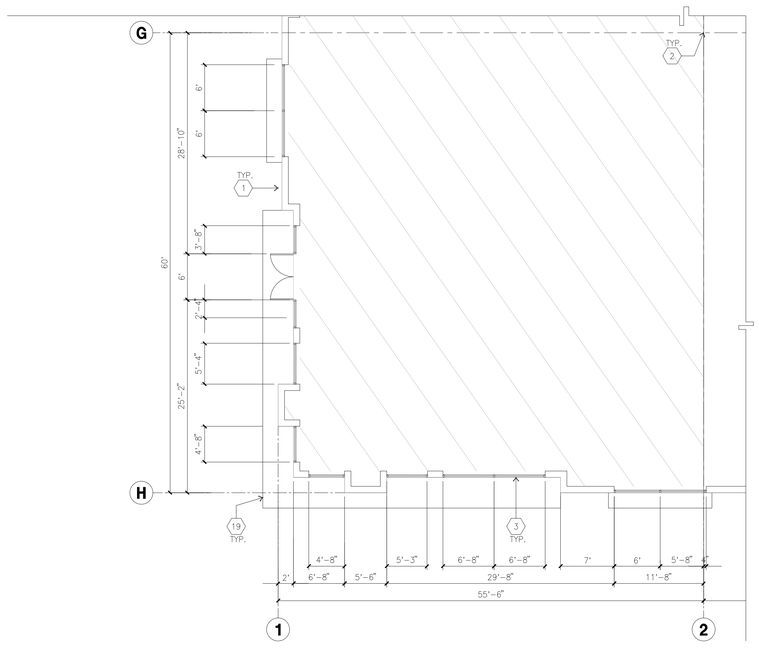
Sheet: BLDG.3

3-DAB-A1.1



OVERALL FLOOR PLAN A
scale: 1" = 40'-0"

SCALE: 1"=40'-0"
0 40' 80' 120'
PLAN NORTH



ENLARGED FLOOR PLAN B
scale: 1/8"=1'-0"

SCALE: 1/8"=1'-0"
0 8' 16' 24'
PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

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Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.3

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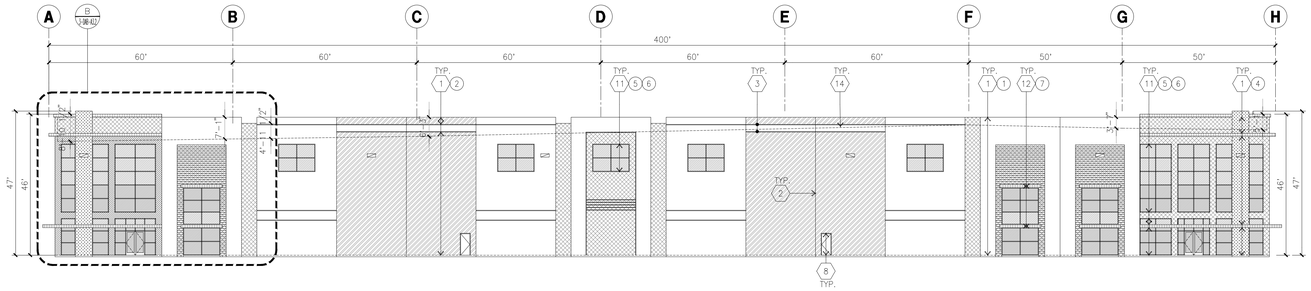
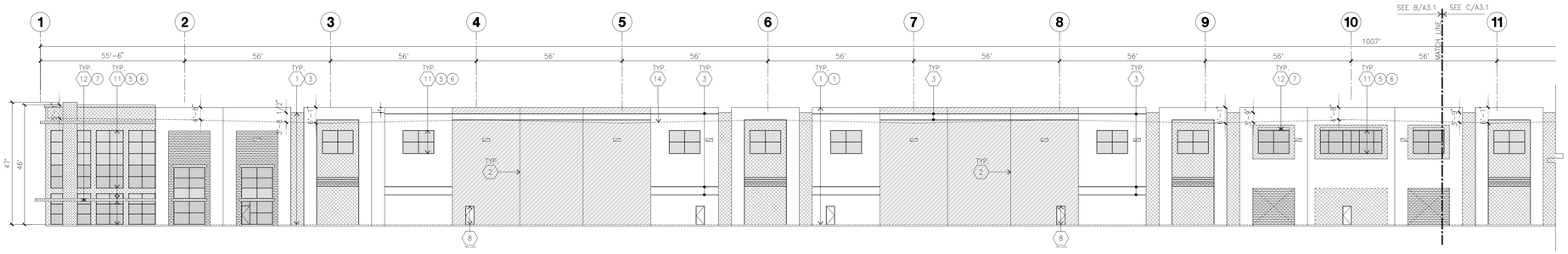
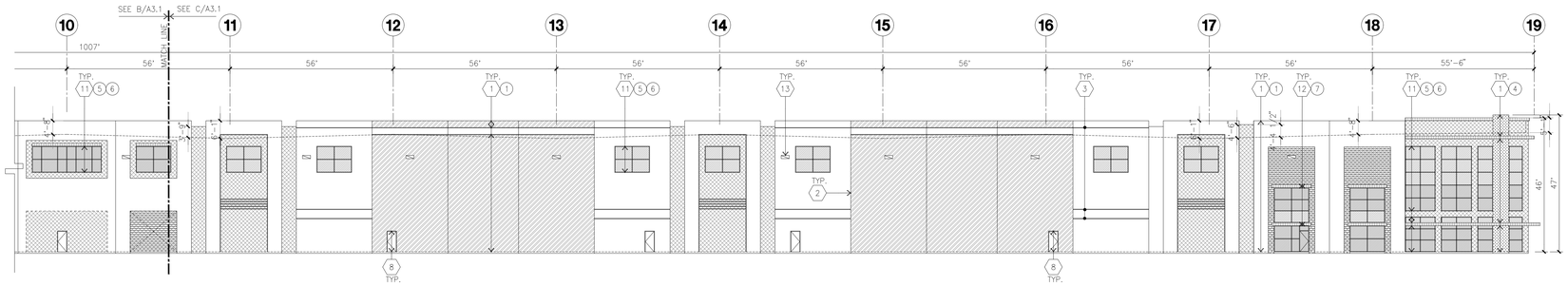


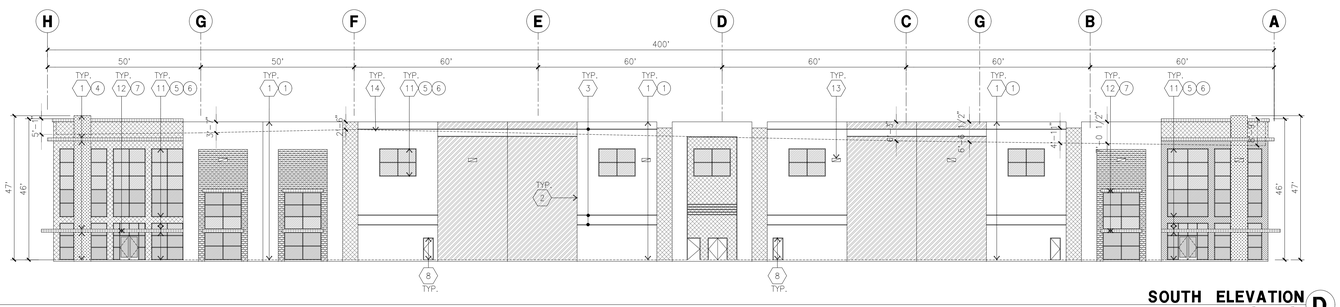
NORTH ELEVATION A
scale: 1" = 20'-0"



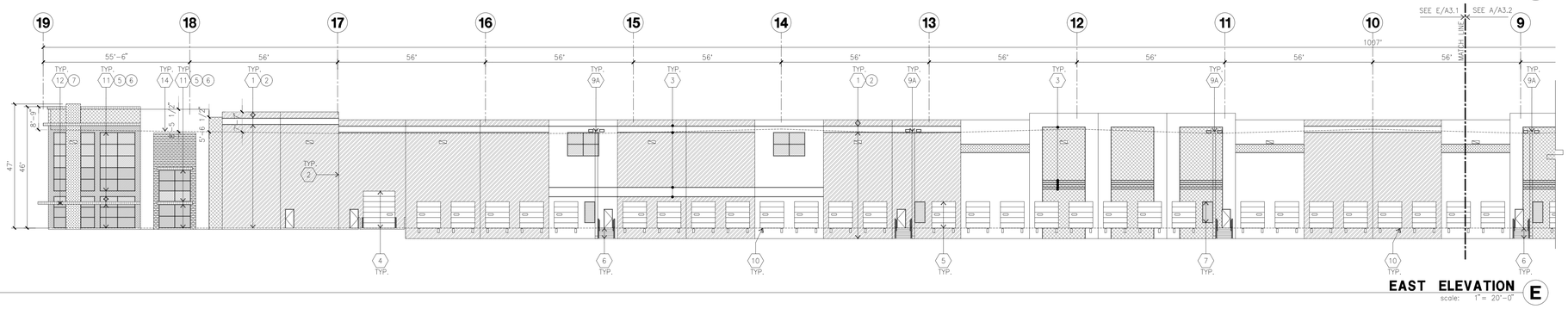
WEST ELEVATION B
scale: 1" = 20'-0"



WEST ELEVATION (CON'T.) C
scale: 1" = 20'-0"



SOUTH ELEVATION D
scale: 1" = 20'-0"



EAST ELEVATION E
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30" A.F.F. 12"Wx3.3"Lx7-1/2"H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE AND WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV — INSULATED VISION GLASS

SPANDREL GLASS WITH CONCRETE BEHIND

V — SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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Consultants:

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Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

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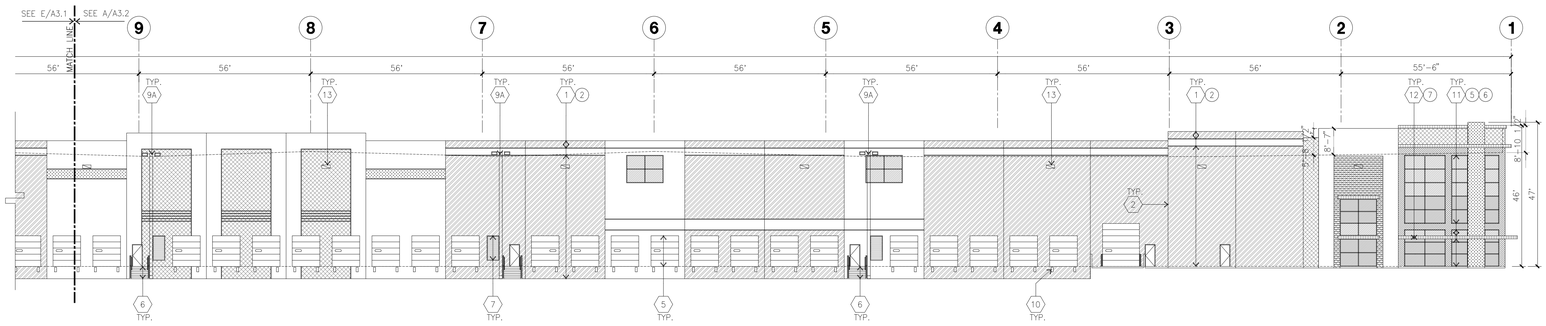
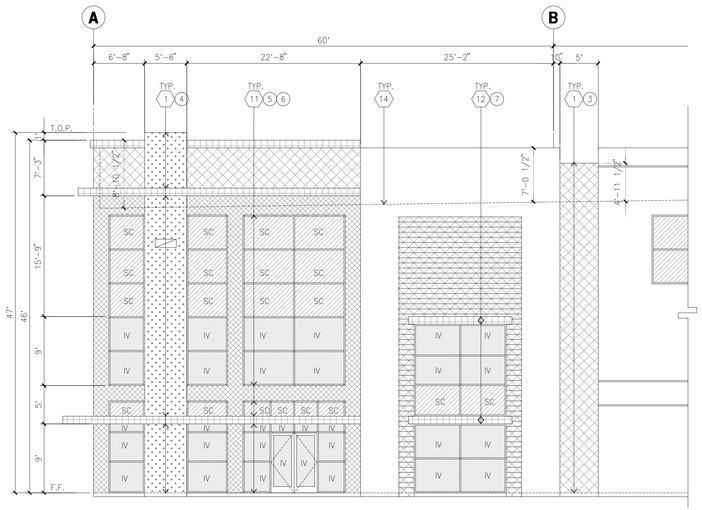


EAST ELEVATION (CON'T.) **A**

scale: 1" = 20'-0"



ENLARGED NORTH ELEVATION **B**

scale: 1/8" = 1'-0"

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Fire Protection:	
Soils Engineer:	

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Sheet: BLDG.3

3-DAB-A3.2

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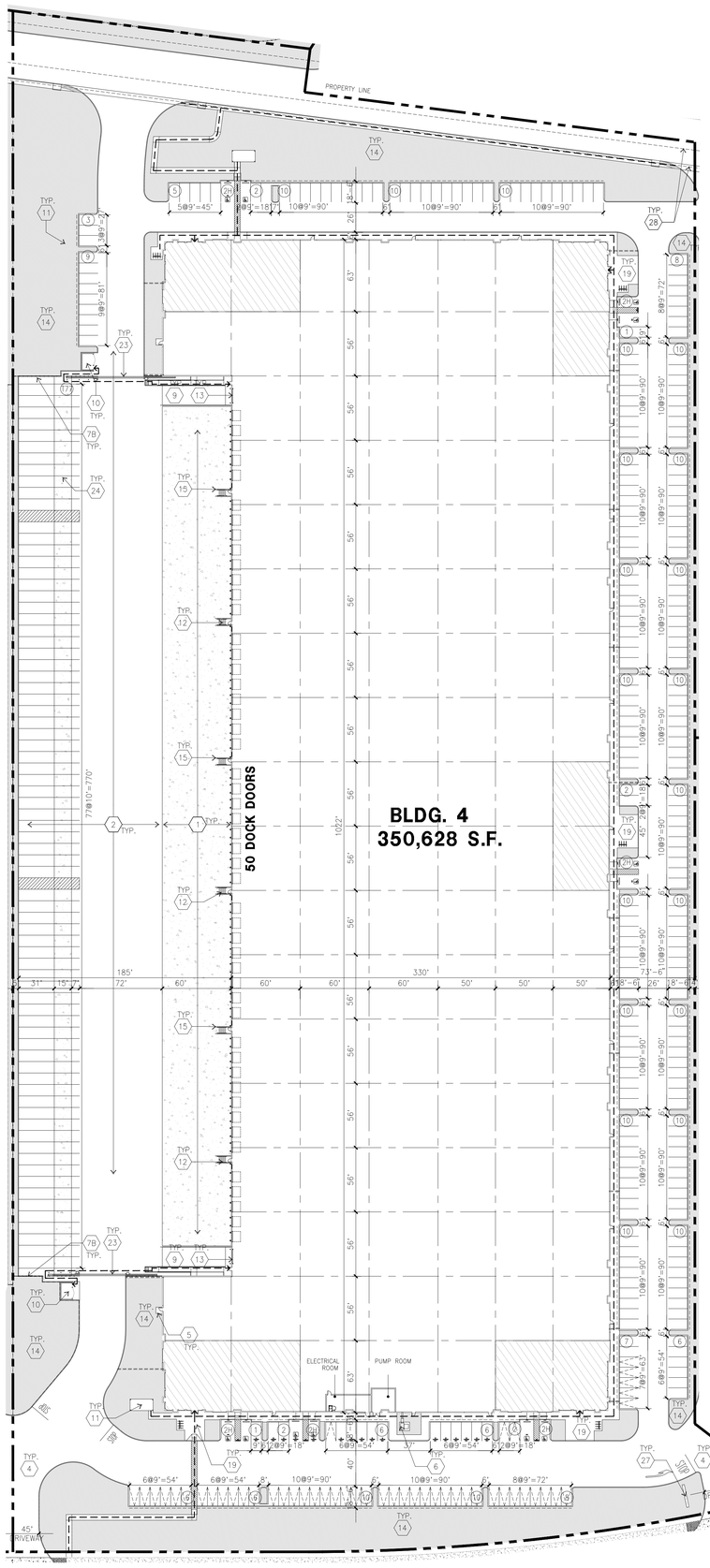

OVERALL SITE PLAN A
scale: 1" = 50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
PLAN NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "_" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT								
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT		258.67'	262.17'	268'	270'	253'	262'	267'			
(Subeject to FAA AMSL limitations.)											
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (M1-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

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LICENSED ARCHITECT TONG NAM C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

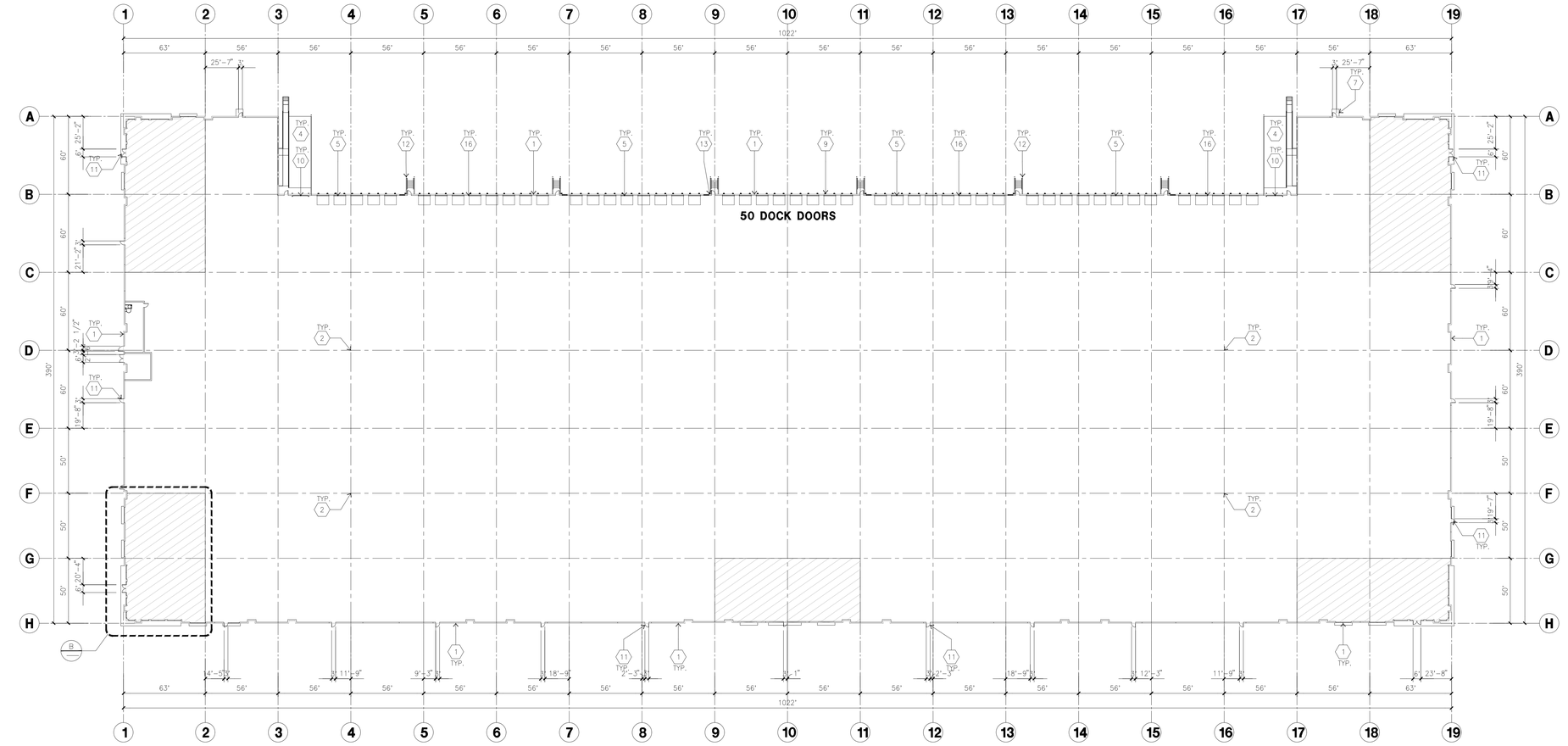
Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

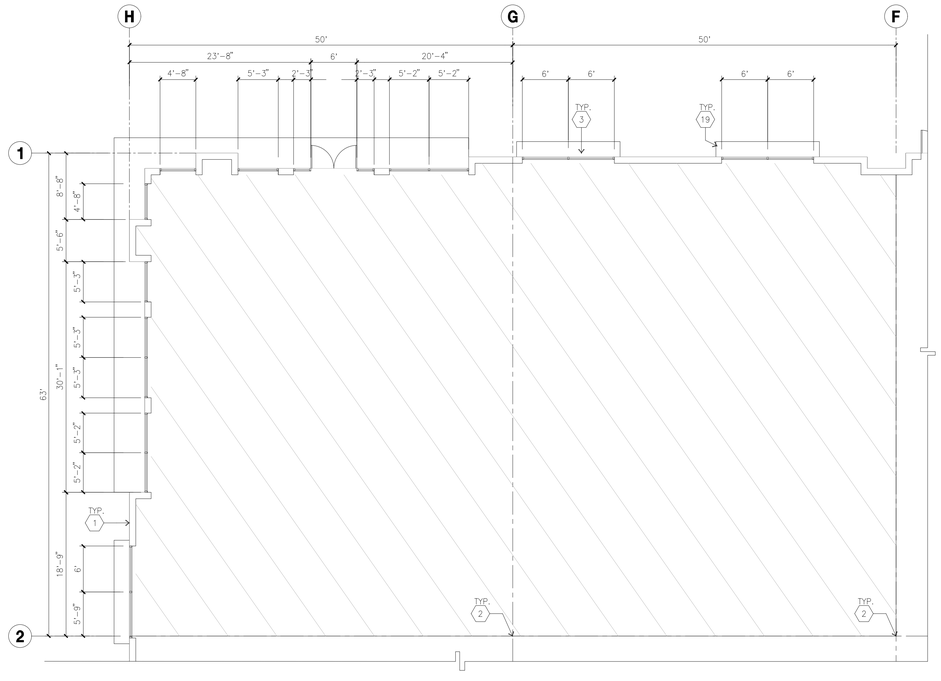
Sheet: BLDG.4

4-DAB-A1.1



OVERALL FLOOR PLAN A
scale: 1" = 40'-0"

SCALE: 1"=40'-0"
0 40' 80' 120'
PLAN NORTH



ENLARGED FLOOR PLAN B
scale: 1/8" = 1'-0"

SCALE: 1/8"=1'-0"
0 8' 16' 24'
PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

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LICENSED STRUCTURAL ENGINEER
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
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Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.4

4-DAB-A2.1

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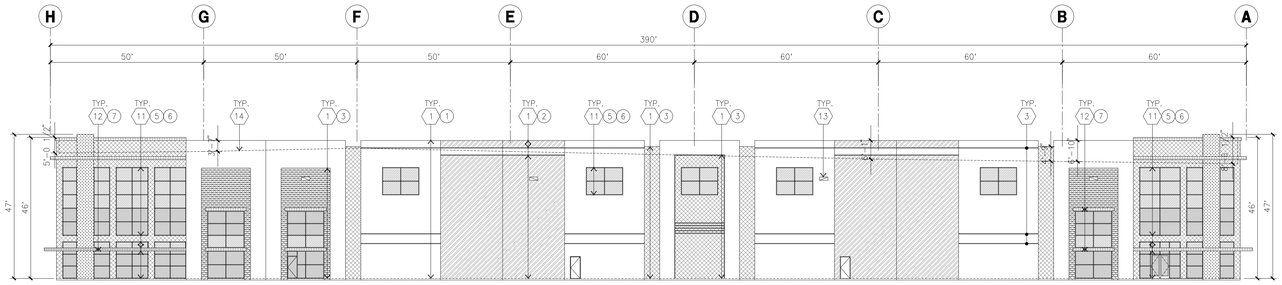

NORTH ELEVATION A
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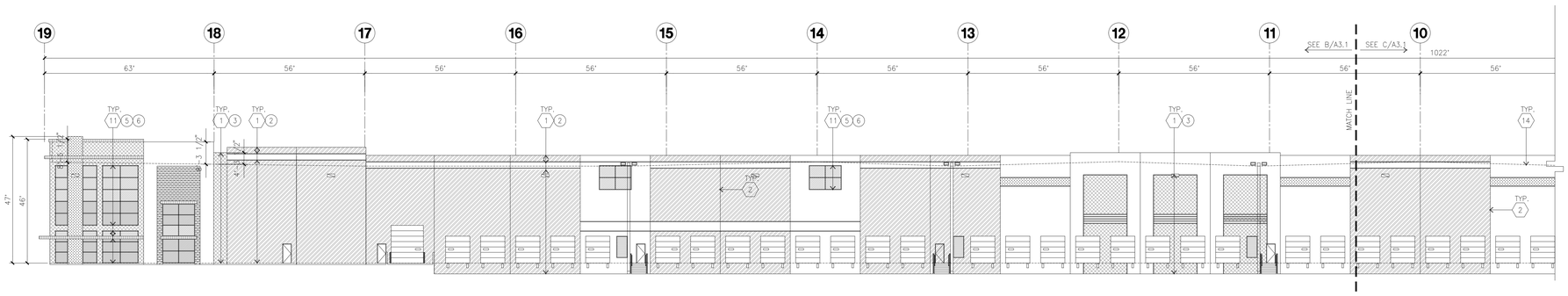

WEST ELEVATION B
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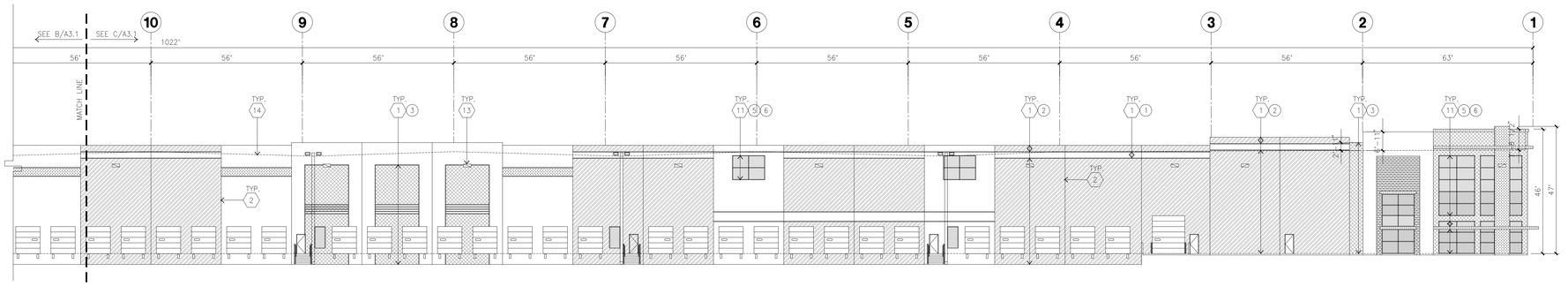
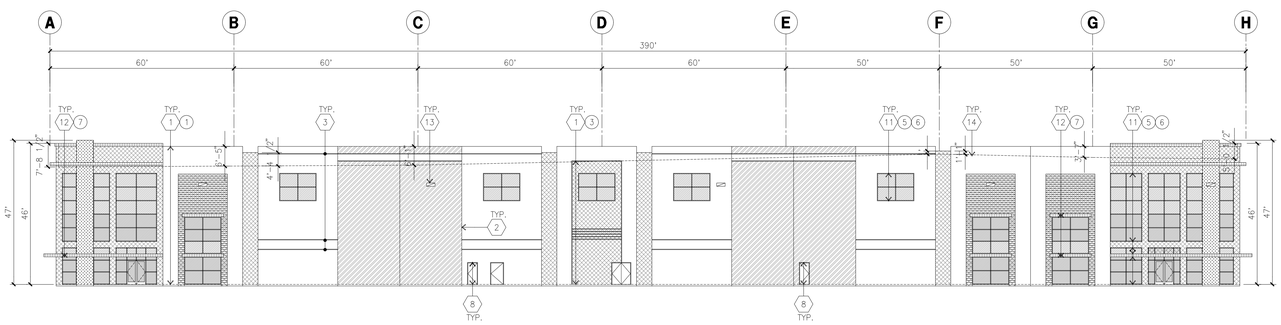


WEST ELEVATION C
scale: 1"=20'-0"



SOUTH ELEVATION D
scale: 1"=20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30' A.F.F. 12"Wx3.5"Lx7-1/2"H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE "C". WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV. INSULATED VISION GLASS
SC. SPANDREL GLASS WITH CONCRETE BEHIND
V. SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT
FORREST NAME
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center
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Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATIONS

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.4

4-DAB-A3.1

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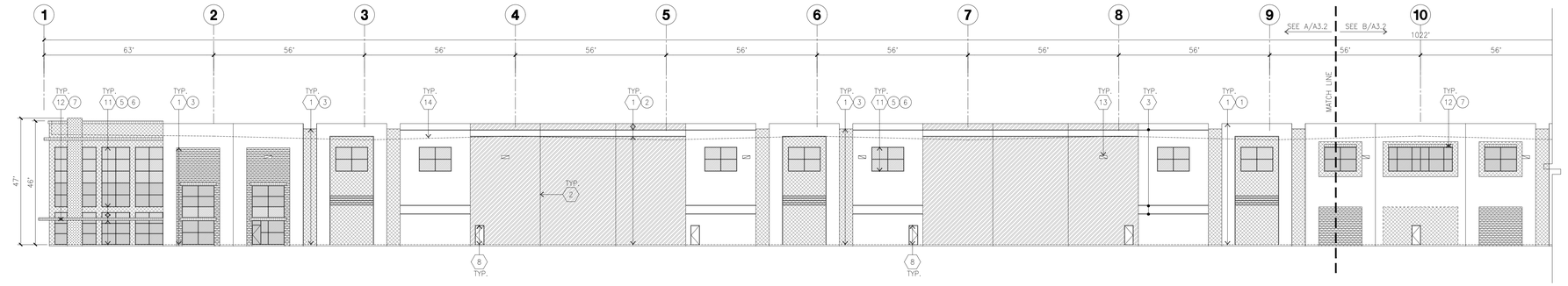

EAST ELEVATION A
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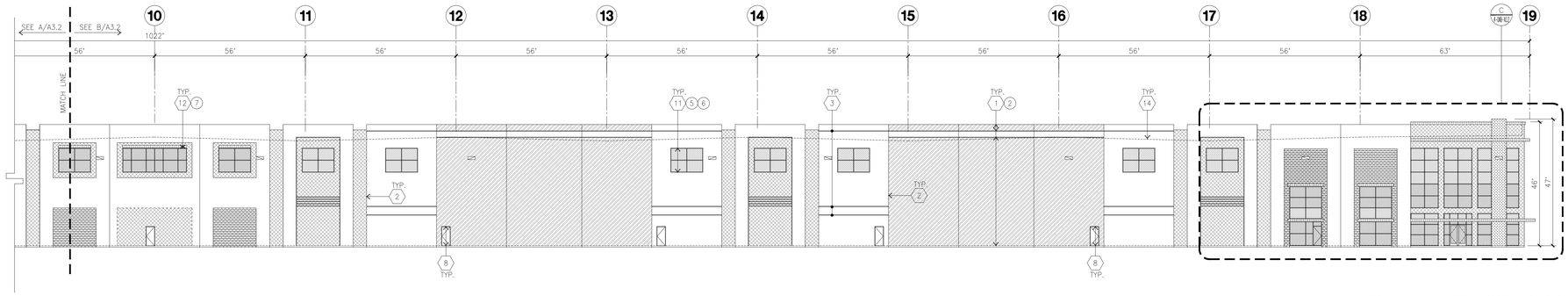

EAST ELEVATION (CONT.) B
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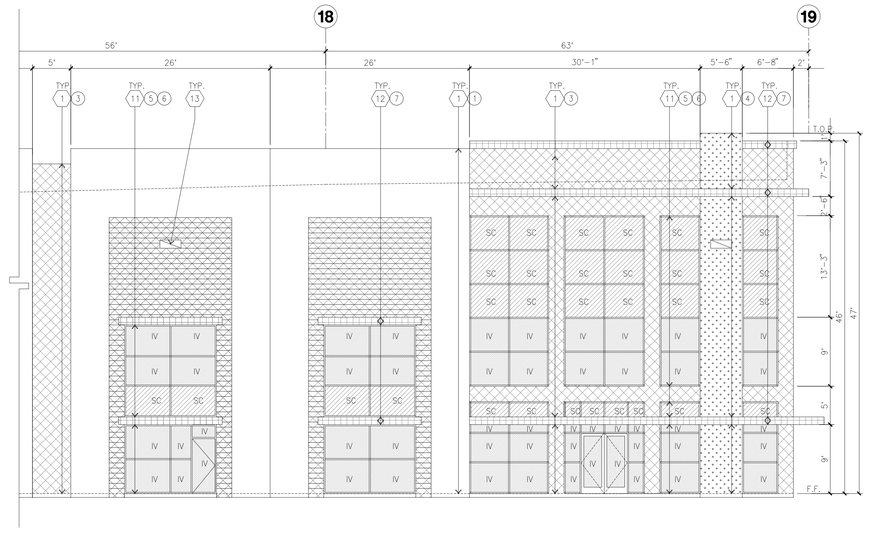

ENLARGED EAST ELEVATION C
scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30' A.F.F. 1'2" Wx3.5"Lx7-1/2" H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

SC SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT TONG NAM C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills
Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATIONS

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.4

4-DAB-A3.2

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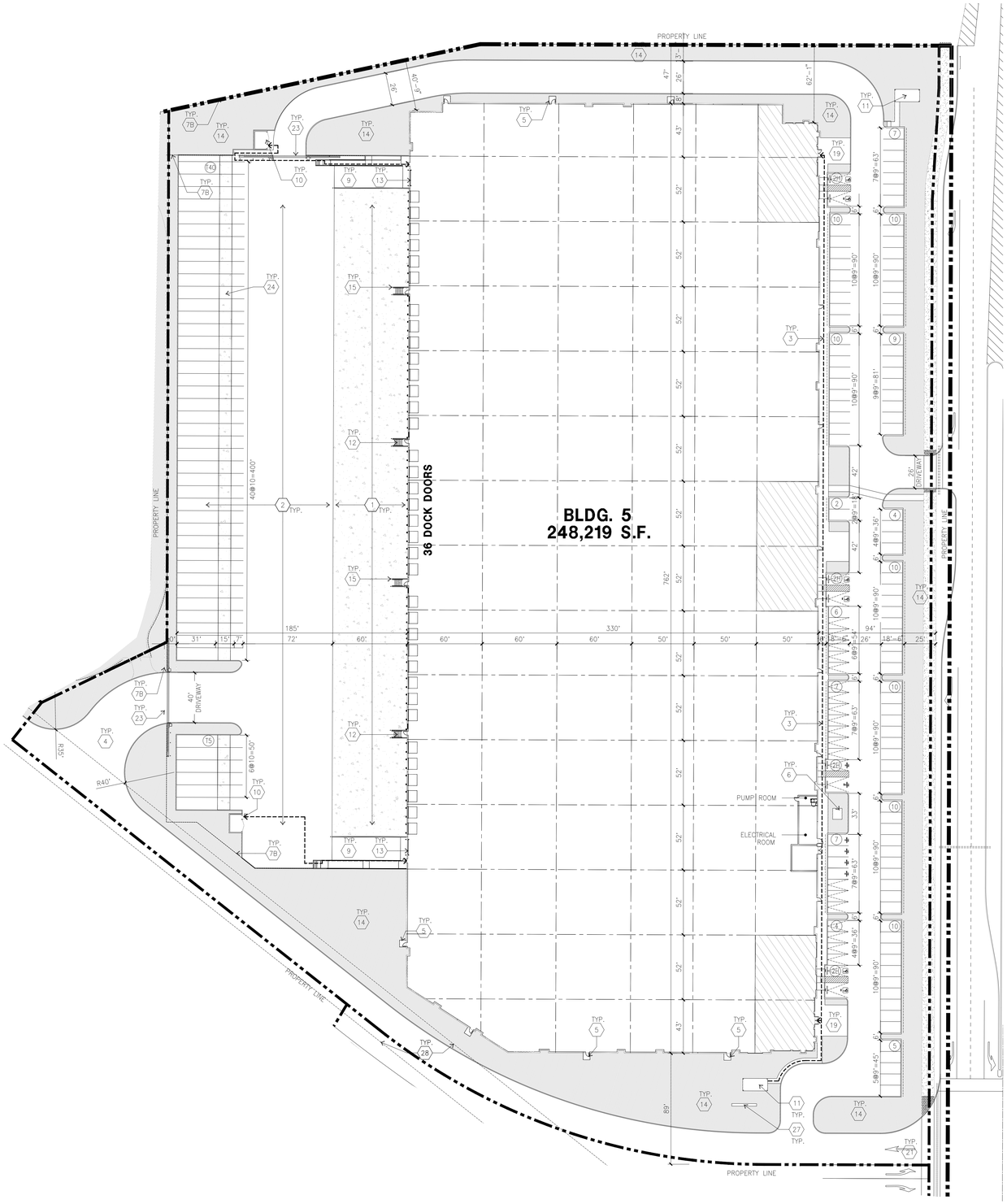

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOUSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "J" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT									
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	515,666	301,936	358,408	176,440	147,320	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.84	6.93	8.23	4.05	3.38	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT (Subject to FAA AMSL limitations.)		258.67'	262.17'	268'	270'	253'	262'	267'			
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (M1-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

OVERALL SITE PLAN A
scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
N PLAN NORTH

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT
TONG NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.5

5-DAB-A1.1

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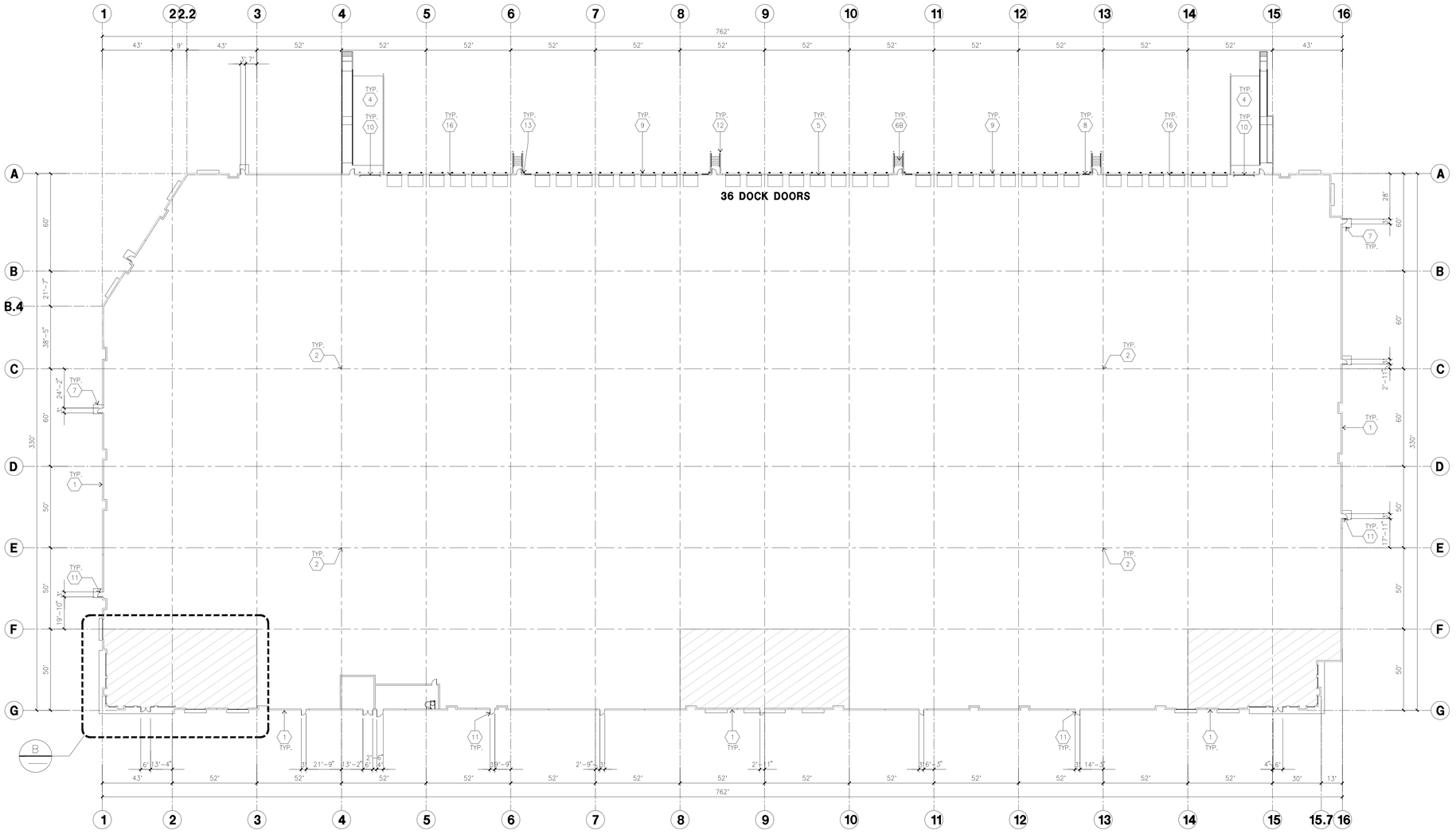
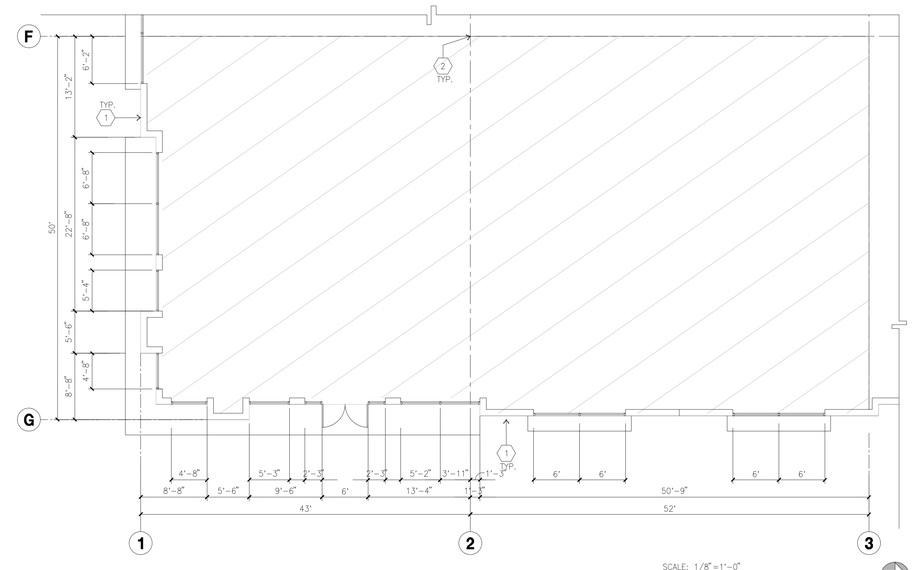


OVERALL FLOOR PLAN

scale: 1" = 30'-0" (A)

SCALE: 1"=30'-0"

0 30' 60' 90' TRUE NORTH



ENLARGED FLOOR PLAN

scale: 1/8"=1'-0" (B)

SCALE: 1/8"=1'-0"

0 8' 16' 24' TRUE NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4 : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/- A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE, COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

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Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.5

5-DAB-A2.1

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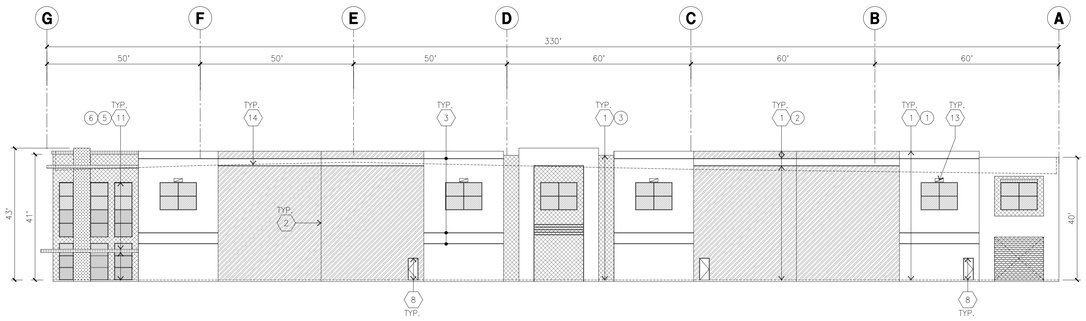
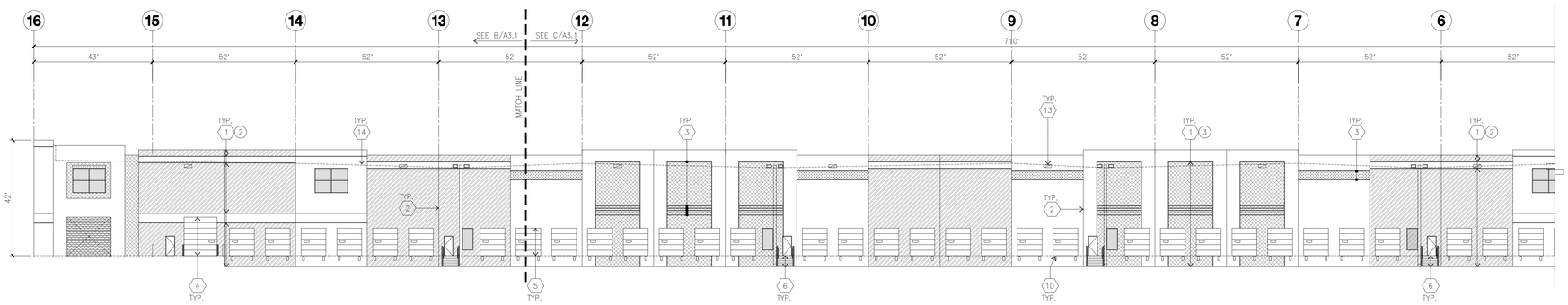


NORTH ELEVATION A
scale: 1"=20'-0"



WEST ELEVATION B
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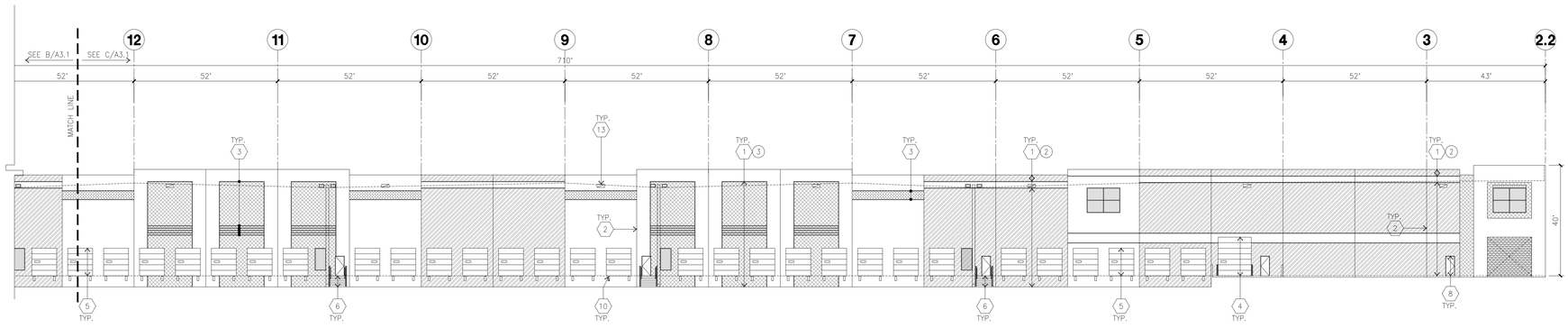
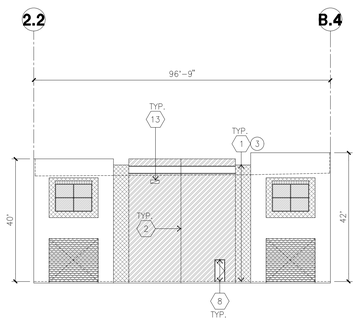
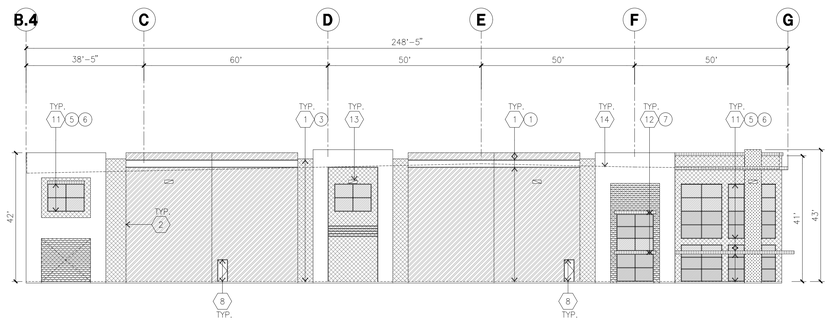


WEST ELEVATION (CONT.) C
scale: 1"=20'-0"



SOUTHWEST ELEVATION D
scale: 1"=20'-0"



SOUTH ELEVATION D
scale: 1"=20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30" A.F.F. 12"Wx3.5"Lx7-1/2"H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE "C". WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV. INSULATED VISION GLASS

SG SPANDREL GLASS WITH CONCRETE BEHIND

V. SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE, INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT FORREST NAME
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center
29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATIONS

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.5

5-DAB-A3.1

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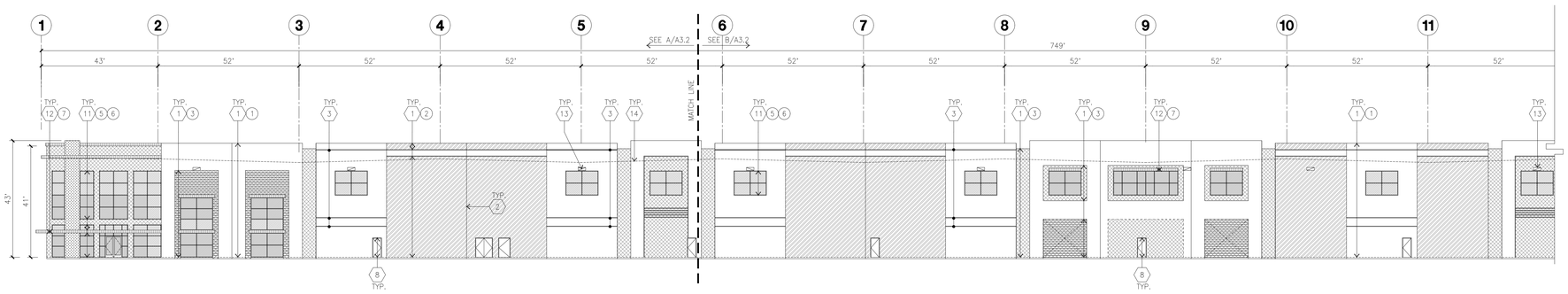
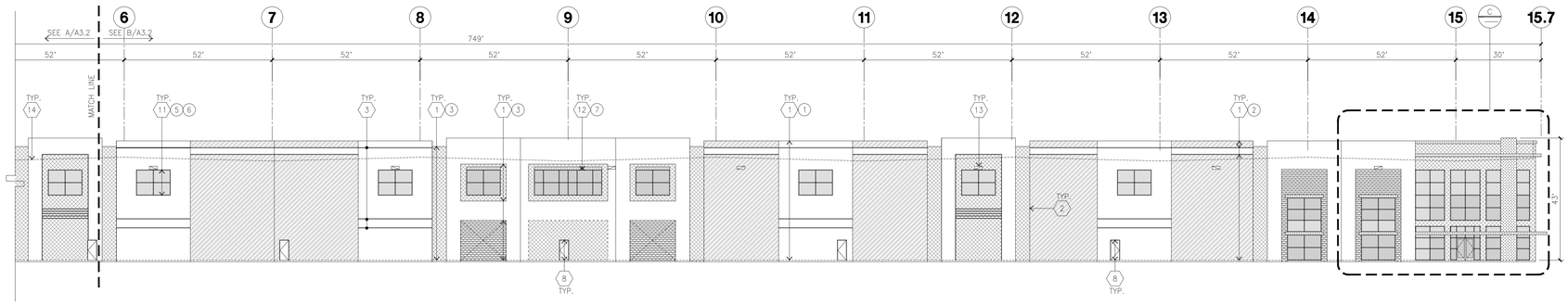
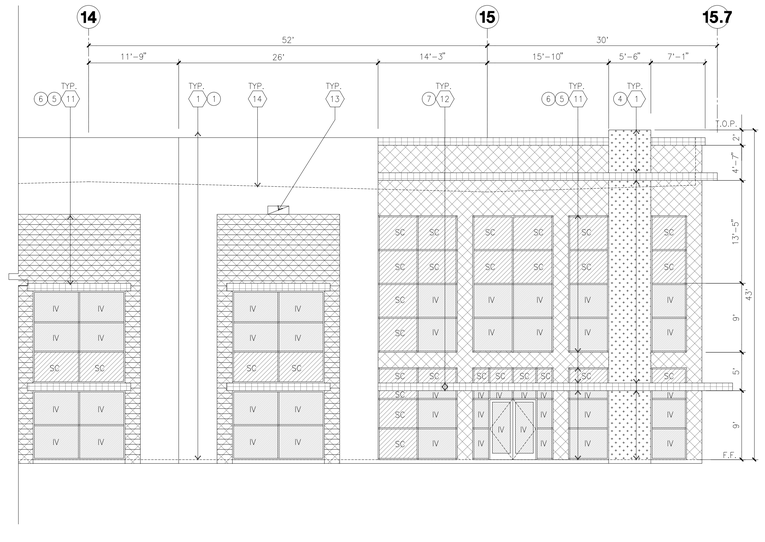


EAST ELEVATION A
scale: 1"=20'-0"



EAST ELEVATION (CONT.) B
scale: 1"=20'-0"



ENLARGED EAST ELEVATION C
scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30" A.F.F. 12"Wx3.3"Lx7-1/2"H
14. ROOF LINE BEYOND

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GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

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SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

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SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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email: hpa@hparchs.com

LICENSED ARCHITECT DONG NAM C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

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Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATIONS

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.5

5-DAB-A3.2

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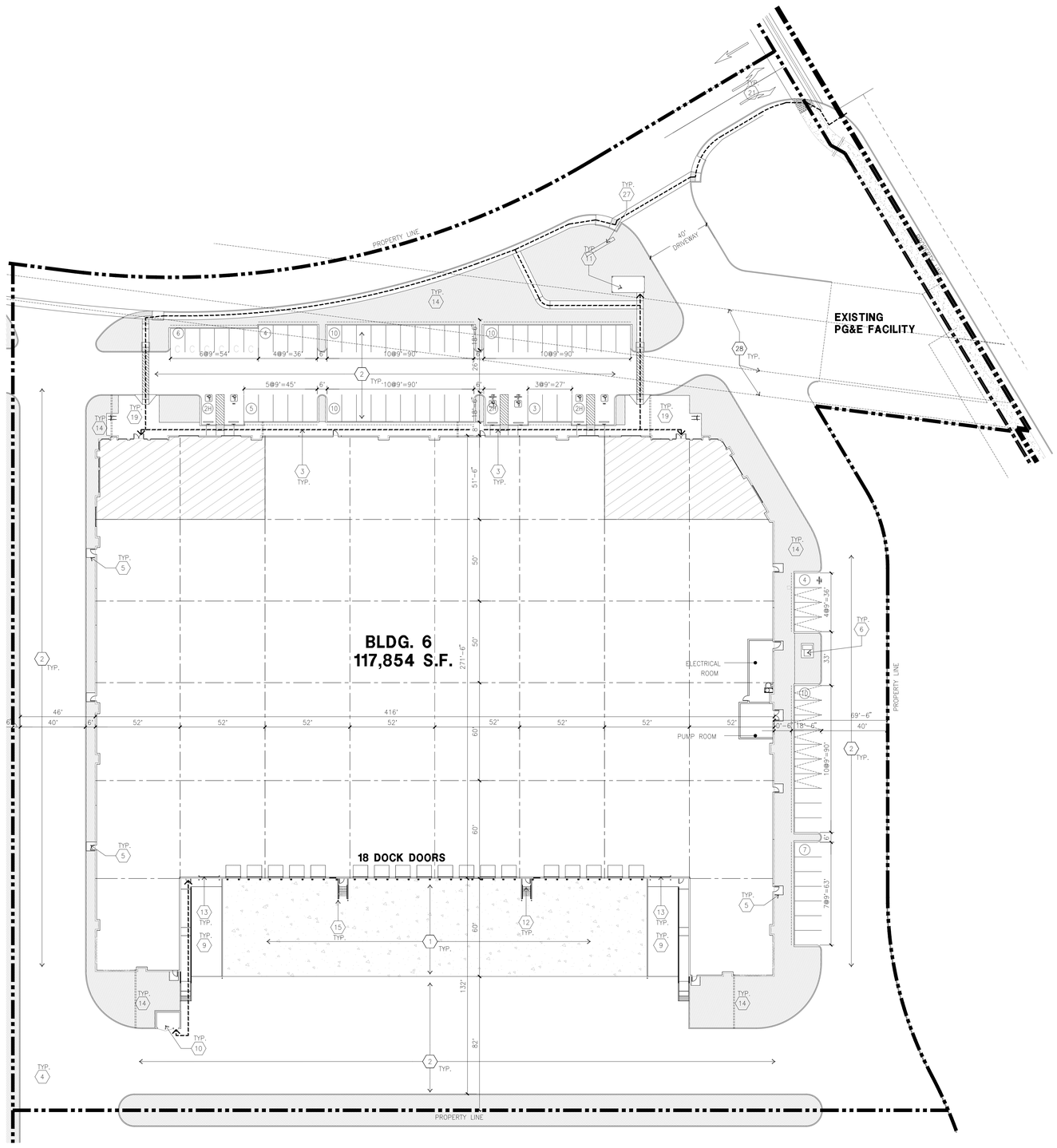

OVERALL SITE PLAN

scale: 1" = 30'-0"

SCALE: 1" = 30'-0"

0 30' 60' 90'

PLAN NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOUSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "J" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

TABULATION

		INITIAL PROJECT									
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT (Subejct to FAA AMSL limitations.)		258.67'	262.17'	268'	270'	253'	262'	267'			
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable without EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable with EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable without EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable with EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
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~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (MI-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

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email: hpa@hparchs.com

LICENSED ARCHITECT STATE OF CALIFORNIA C-29451 3-31-23 RENEWAL DATE

Owner:

RIDGELINE PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

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Tracy, CA

Consultants:

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Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.6

6-DAB-A1.1

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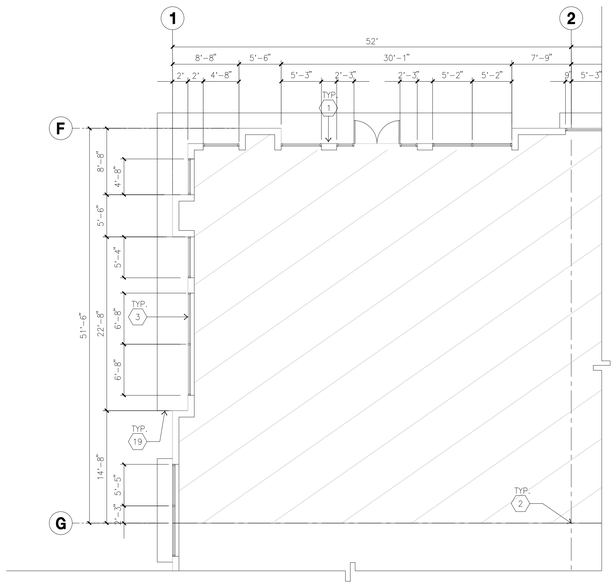


ENLARGED FLOOR PLAN B
scale: 1/8"=1'-0"

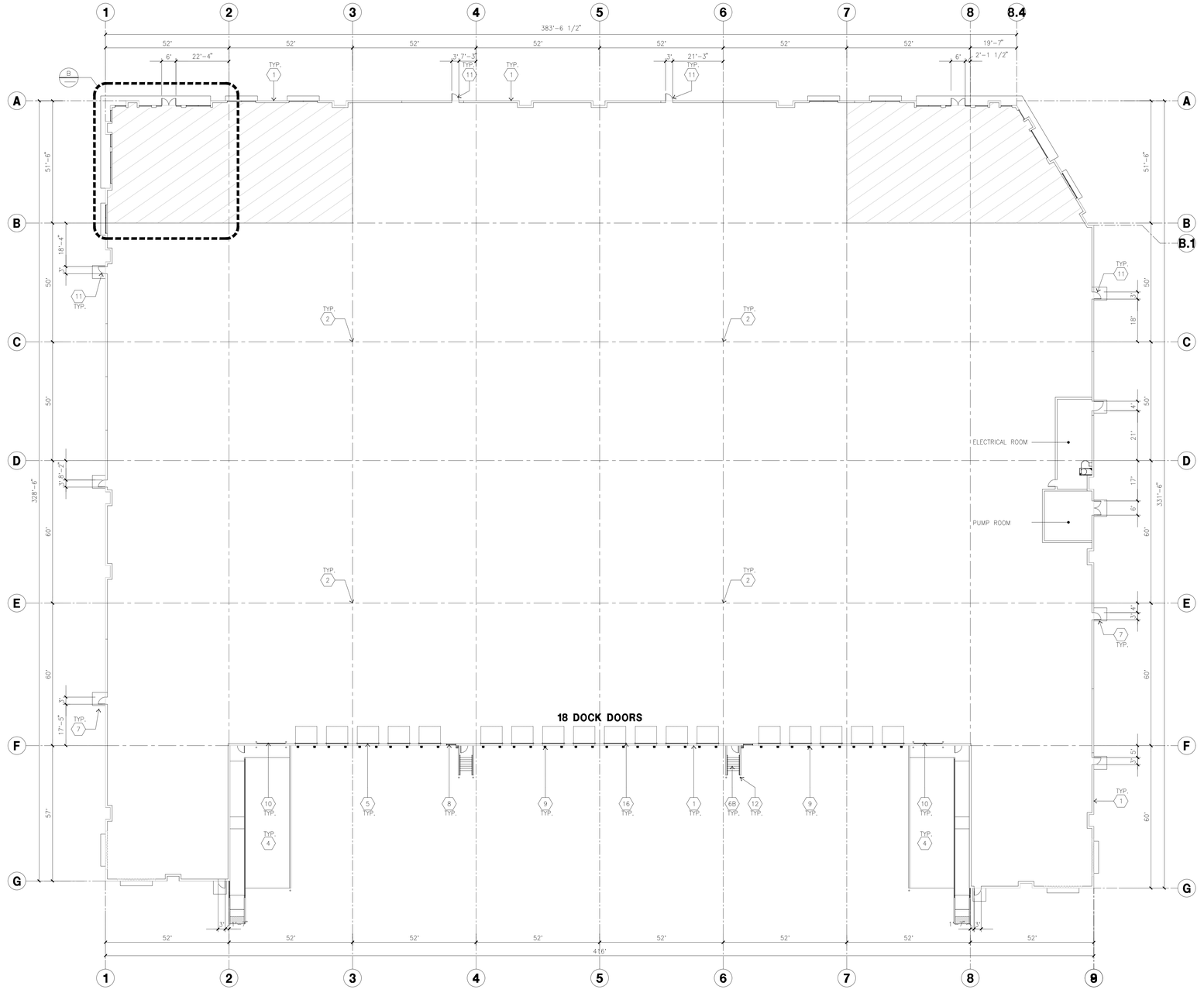
SCALE: 1/8"=1'-0"
0 8" 16" 24"
PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE



OVERALL FLOOR PLAN A
scale: 1"= 20'-0"

SCALE: 1"=20'-0"
0 20' 40' 60'
PLAN NORTH

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

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LICENSED STRUCTURAL ENGINEER
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

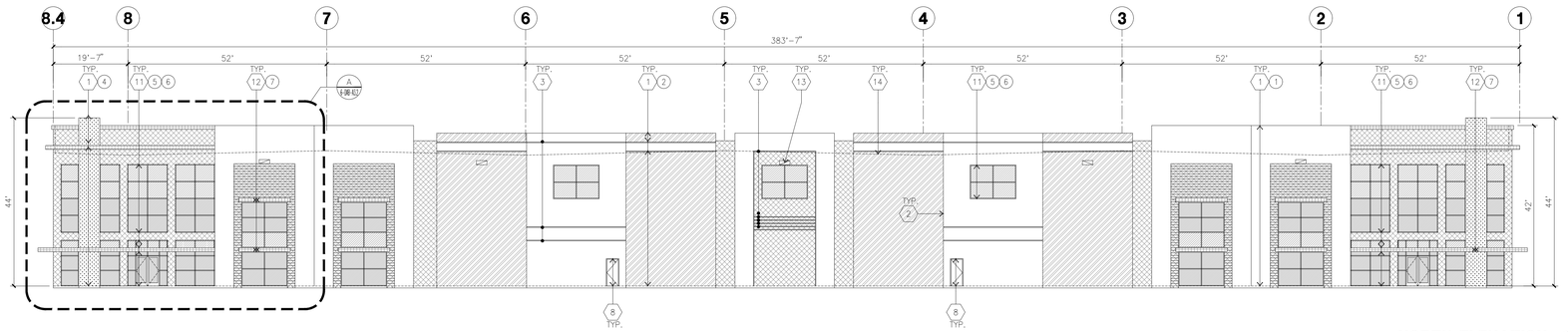
Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

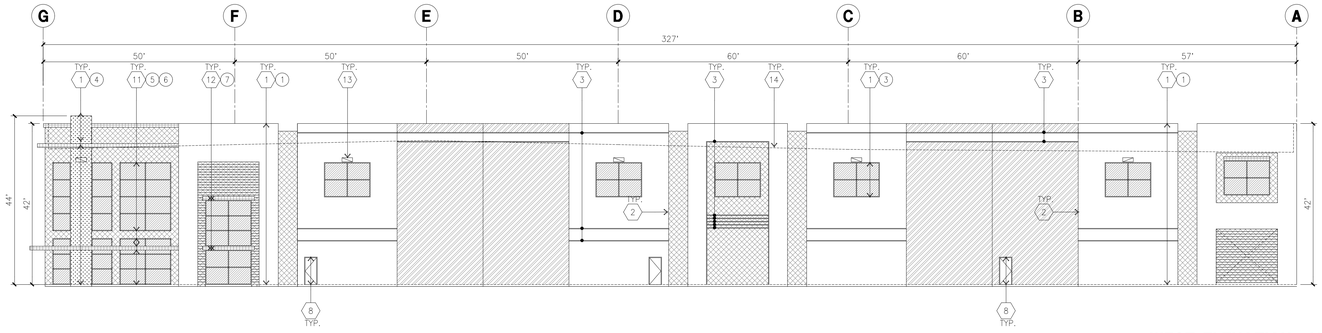
Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.6

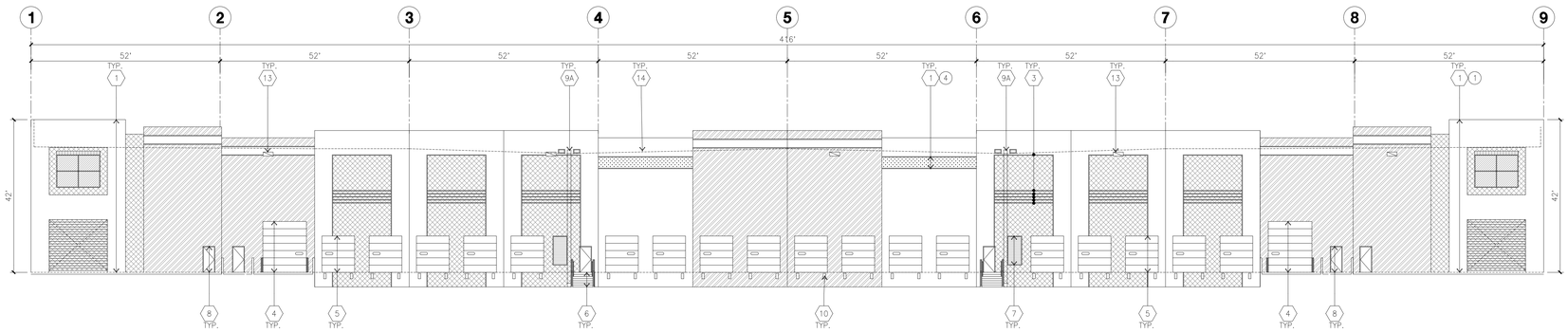
6-DAB-A2.1



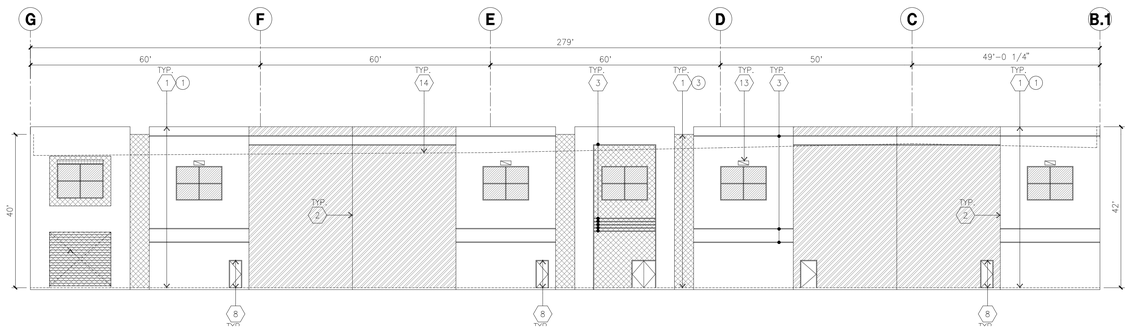
NORTH ELEVATION A
scale: 1" = 20'-0"



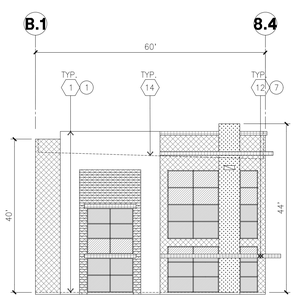
WEST ELEVATION B
scale: 1" = 20'-0"



SOUTH ELEVATION C
scale: 1" = 20'-0"



EAST ELEVATION D
scale: 1" = 20'-0"



NORTHEAST ELEVATION E
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30" A.F.F. 12"W x 3.5"L x 7-1/2"H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV — INSULATED VISION GLASS
SG — SPANDREL GLASS WITH CONCRETE BEHIND
V — SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT — DONG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

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Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATION

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
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Sheet: BLDG.6

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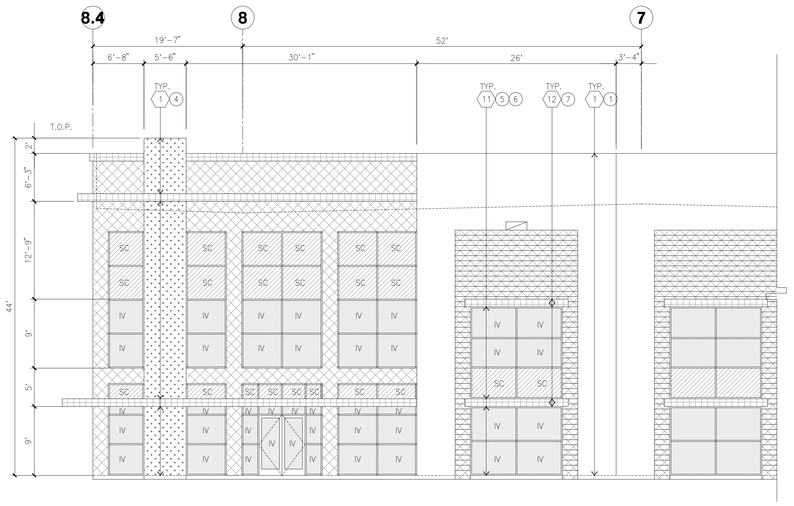

ENLARGED NORTH ELEVATION A
scale: 1/8" = 1'-0"

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Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

6-DAB-A3.2

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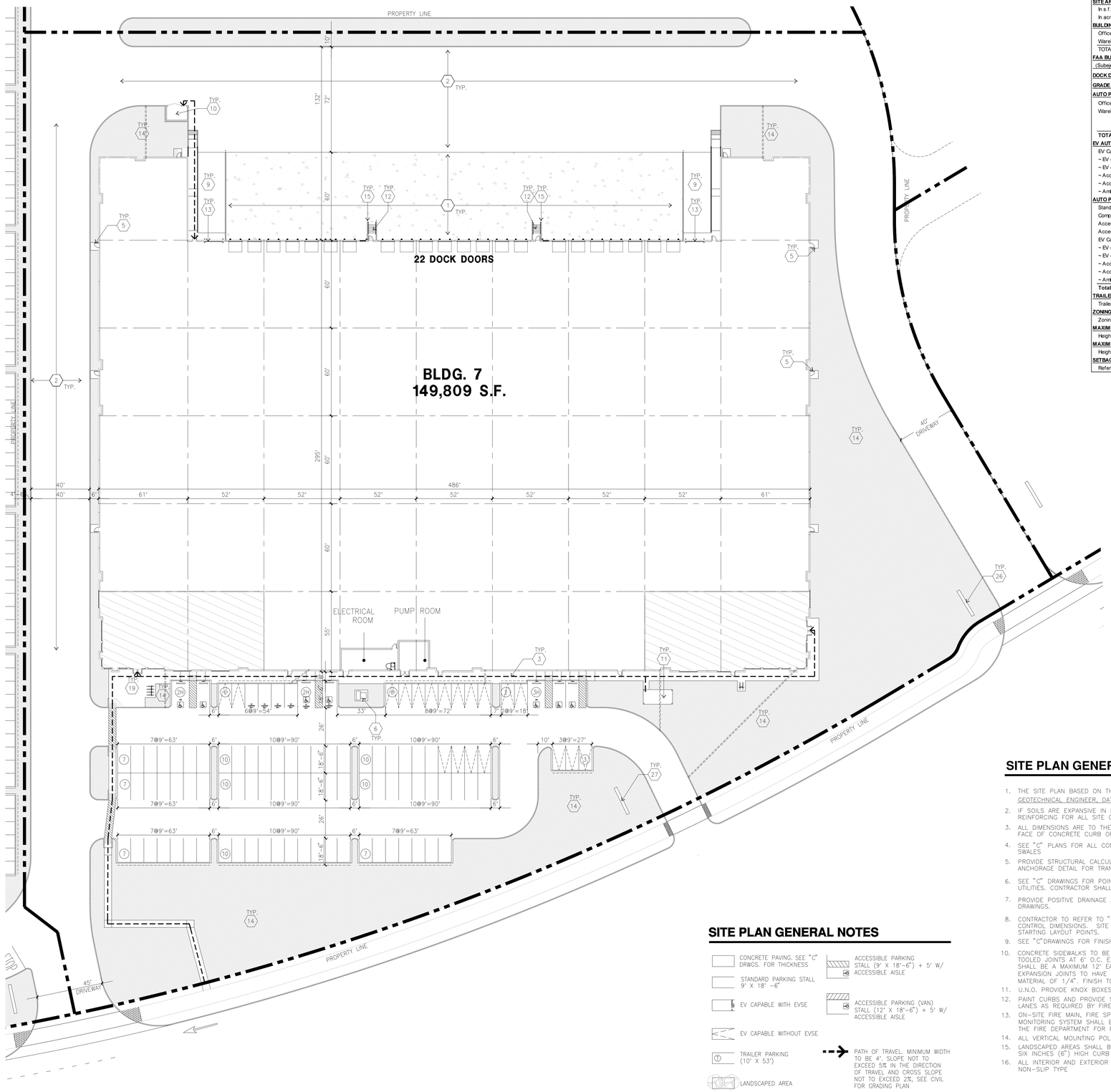

TABULATION

		INITIAL PROJECT									
		PARCL 1 BLDG. 1	PARCL 2 BLDG. 2	PARCL 3 BLDG. 3	PARCL 4 BLDG. 4	PARCL 5 BLDG. 5	PARCL 6 BLDG. 6	PARCL 7 BLDG. 7	PARCL 8 BASIN 1	PARCL 9 BASIN 2	TOTAL
SITE AREA											
In s.f.		529,654	612,335	839,453	759,372	516,978	301,936	358,408	176,440	146,008	4,240,584 s.f.
In acres		12.16	14.06	19.27	17.43	11.87	6.93	8.23	4.05	3.35	97.35 ac
BUILDING AREA											
Office		23,000	25,000	35,000	35,000	12,000	6,500	13,000			149,500 s.f.
Warehouse		210,070	249,060	319,779	315,628	236,219	111,354	136,809			1,578,919 s.f.
TOTAL		233,070	274,060	354,779	350,628	248,219	117,854	149,809			1,728,419 s.f.
FAA BUILDING HEIGHT (Subject to FAA AIMS, limitations.)		258.67'	262.17'	268'	270'	253'	262'	267'			
DOCK DOOR PROVIDED		36	39	50	50	36	18	22			251
GRADE LEVEL DOOR PROVIDED		2	2	2	2	2	2	2			14
AUTO PARKING REQUIRED											
Office	@ 1/ 250 S.F.	92	100	140	140	48	26	52			598 Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20			140 Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10			70 Stalls
	Above 40K @ 1/4000 S.F.	43	52	70	69	49	18	24			325 Stalls
TOTAL		165	182	240	239	127	74	106			1133 Stalls
EV AUTO REQUIRED											
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
AUTO PARKING PROVIDED											
Standard (9' x 18'-6")		142	141	250	239	98	52	74			996 Stalls
Compact Parking (9' x 16'-6")		0	0	0	0	0	6	0			6 Stalls
Accessible Parking (9' x 18'-6" + 5' Aisle)		4	4	5	5	3	2	3			26 Stalls
Accessible Van Parking (12' x 18'-6" + 5' Aisle)		4	2	5	5	3	2	2			23 Stalls
EV Capable		35	35	65	63	25	13	25			261 Stalls
~ EV capable w ithout EVSE		[26]	[26]	[49]	[47]	[19]	[10]	[19]			
~ EV capable w ith EVSE		[7]	[7]	[14]	[14]	[4]	[1]	[4]			
~ Accessible EV Parking (9' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Accessible EV Van Parking (12' x 18'-6" + 5' Aisle)		[1]	[1]	[1]	[1]	[1]	[1]	[1]			
~ Ambulatory EV (10' x 18'-6")		[0]	[0]	[0]	[0]	[0]	[0]	[0]			
Total		185	182	325	312	129	75	104			1,312 Stalls
TRAILER PARKING PROVIDED											
Trailer (10' x 53')		56	61	77	75	45	0	0			314 Stalls
ZONING ORDINANCE FOR CITY											
Zoning Designation - Tracy Hills Specific Plan – Light Industrial Zone (M1-TH)											
MAXIMUM BUILDING HEIGHT ALLOWED											
Height - 47'											
MAXIMUM BUILDING HEIGHT PROVIDED											
Height		44'-8"	44'-8"	47'	47'	43'	44'	44'			
SETBACKS											
Refer to Tracy Hills specific plan.											

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. TRANSFORMER.
7A. NOT USED.
7B. 6' TALL BLACK METAL TUBULAR STEEL SECURITY FENCE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL.
10. TRASH ENCLOUSURE.
11. OUTDOOR BREKA AREA.
12. EXTERIOR CONCRETE STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. 3-WAY SIGNALIZED INTERSECTIONS.
22. NOT USED.
23. 6' TALL BLACK METAL TUBULAR STEEL SECURITY GATE.
24. CONCRETE DOLLY PAD.
25. NOT USED.
26. PROJECT ENTRY SIGN
27. PARK MONUMENT SIGN
28. PG&E EASEMENT

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING, SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18' -6"
- EV CAPABLE WITH EVSE
- EV CAPABLE WITHOUT EVSE
- TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- BICYCLE PARKING LONG-TERM / SHORT-TERM
- ACCESSIBLE PARKING STALL (9' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18'-6") + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL, MINIMUM WIDTH TO BE 4', SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%, SEE CIVIL FOR GRADING PLAN

OVERALL SITE PLAN (A)
scale: 1" = 30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

OFFICIAL USE ONLY

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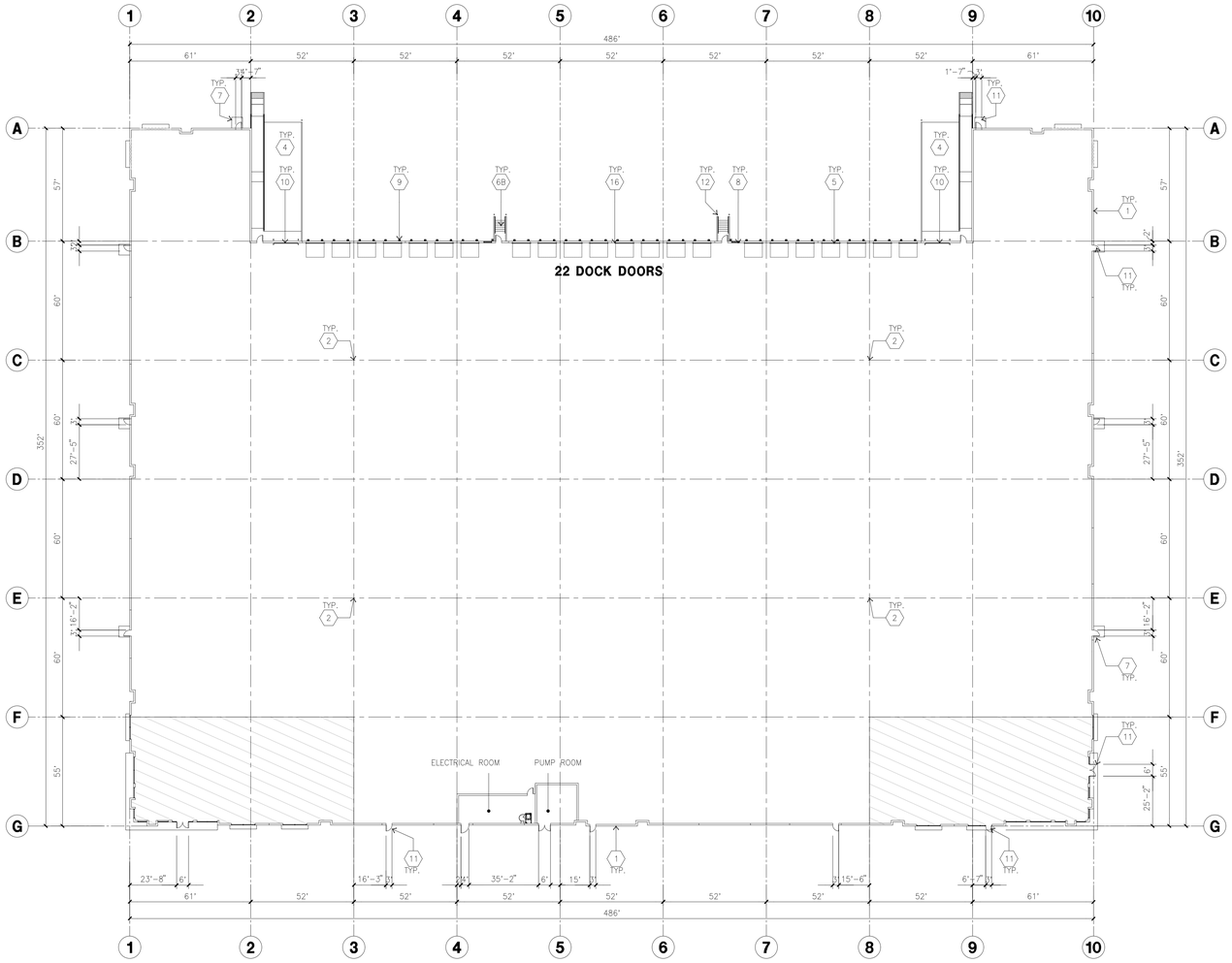
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL SITE PLAN

Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.7

7-DAB-A1.1



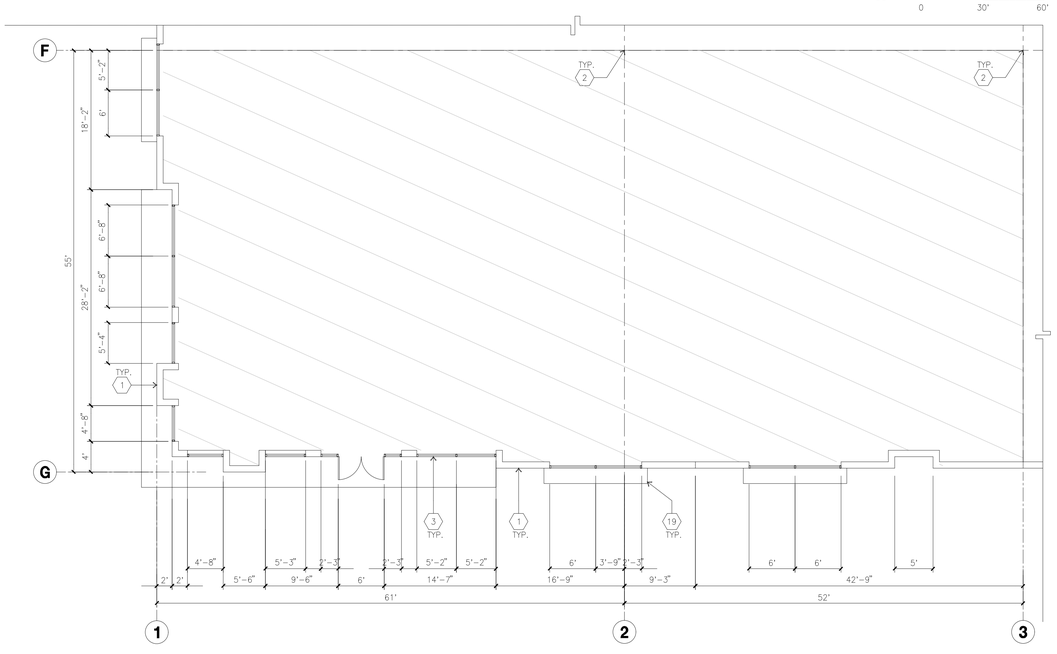
OVERALL FLOOR PLAN A

scale: 1" = 30'-0"

SCALE: 1"=30'-0"

0 30' 60' 90'

PLAN NORTH



ENLARGED FLOOR PLAN B

scale: 1/8" = 1'-0"

SCALE: 1/8"=1'-0"

0 8' 16' 24'

PLAN NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 9' X 10' DOCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
6A. EXTERIOR METAL STEEL STAIR.
6B. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
8. 4'X8' METAL LOUVER.
9. DOCK DOOR BUMPER.
10. 12' X 14' DRIVE THRU, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST CITY REQUIRED WIND SPEED.
12. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 48"H.
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
14. INTERIOR ROOF DRAIN & OVERFLOW SCUPPERS.
15. INTERIOR ROOF DRAIN WITH PIPED OVERFLOW.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 125' +/-. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS. INSURE HEAT AND SMOKE VENTS AS REQ'D COMPLY WITH TABLE 910.3 CBC
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
5. THE BUILDING FLOOR SLAB IS FLAT/SLOPED, SEE CIVIL.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
7. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
8. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
9. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
10. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
11. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
12. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
13. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
14. PROVIDE FIRE EXTINGUISHERS AT LOCATIONS DETERMINED BY FIRE DEPARTMENT.
15. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
16. AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL ON ALL ACCESSIBLE ENTRANCES PER CBC 11B-216.6
17. ALL INTERIOR AND EXTERIOR WALKING SURFACES TO BE NON-SLIP TYPE

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LICENSED STRUCTURAL ENGINEER C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

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tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: OVERALL FLOOR PLAN

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet: BLDG.7

7-DAB-A2.1

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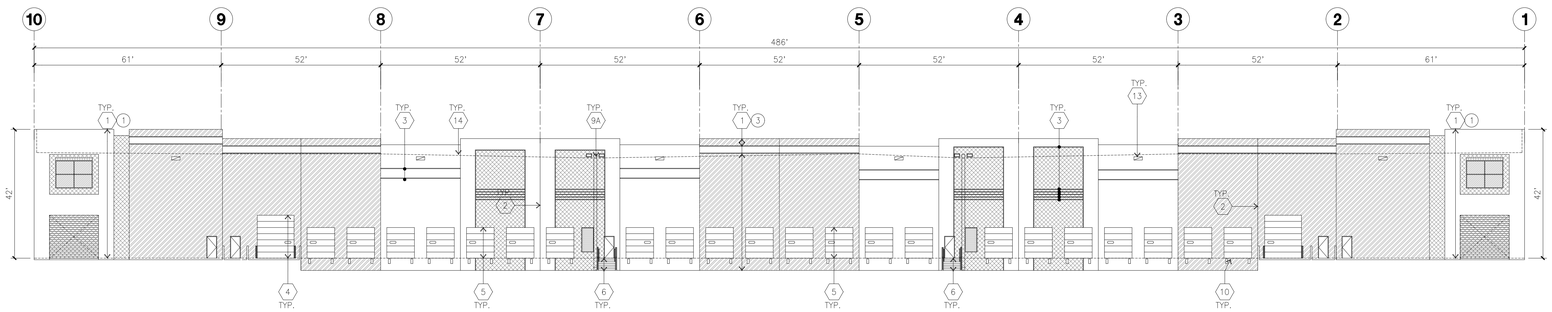

NORTH ELEVATION A
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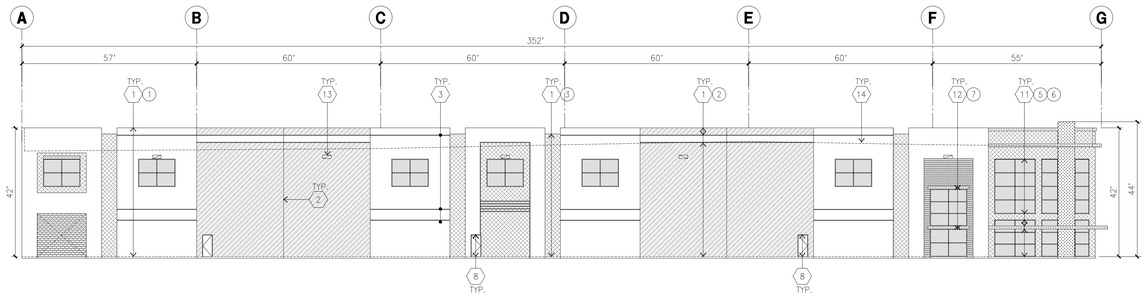
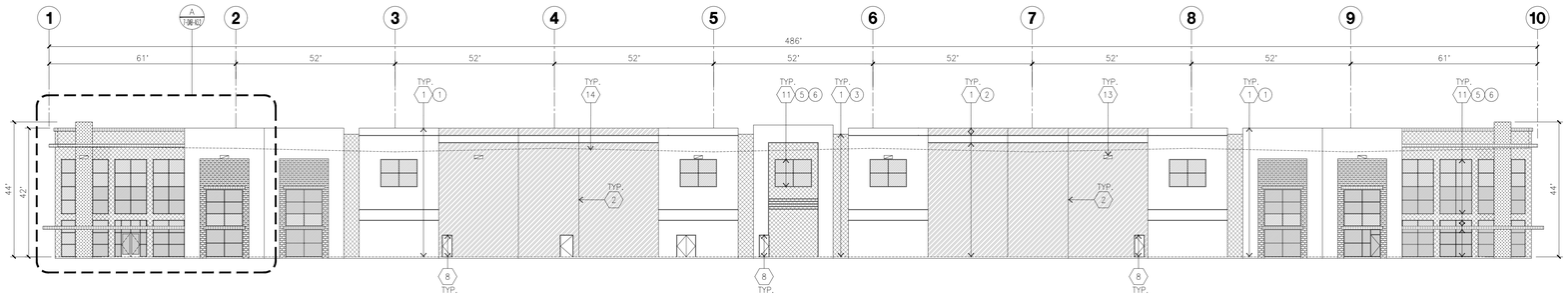
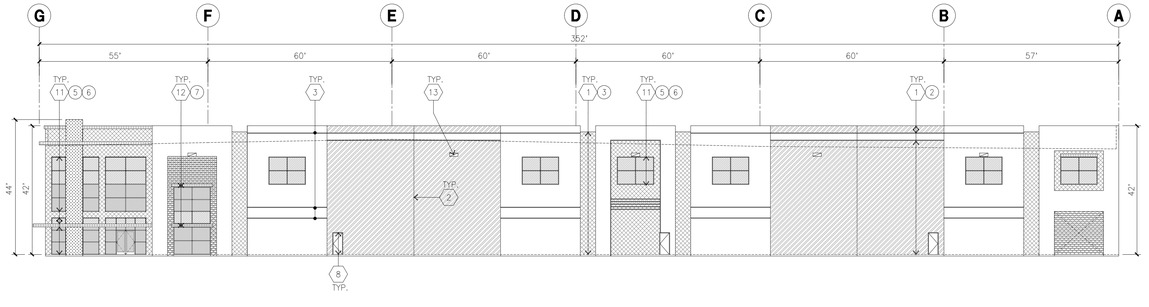


WEST ELEVATION B
scale: 1"=20'-0"



SOUTH ELEVATION C
scale: 1"=20'-0"



EAST ELEVATION D
scale: 1"=20'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "G" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. EXTERIOR METAL STEEL STAIR.
7. METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9A. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
9B. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
10. DOCK BUMPER.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
12. METAL TUBE STEEL CANOPY
13. WALL MOUNTED LED LIGHTING FIXTURE AT 30' A.F.F. 1'-2" W x 3.5" L x 7-1/2" H
14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST CITY REQUIRED WIND SPEED, EXPOSURE 'C' WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANEL W/ SELECTED COLORS. LOCATION TO BE SELECTED BY ARCHITECT. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR. RAILINGS TO MATCH BUILDING COLOR.
M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : FRAZEE 001 WHITE
2. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3171W SILVER LINING
3. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3173M EXCALIBUR
4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
5. MULLIONS COLOR : CLEAR ANODIZED ALUMINUM
6. GLAZING COLOR : BLUE REFLECTIVE GLAZING
7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV. INSULATED VISION GLASS
SPANDREL GLASS WITH CONCRETE BEHIND
V. SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.35 VLT: 58%
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT
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Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: ELEVATIONS

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021
Revision:	

Sheet: BLDG.7

7-DAB-A3.1

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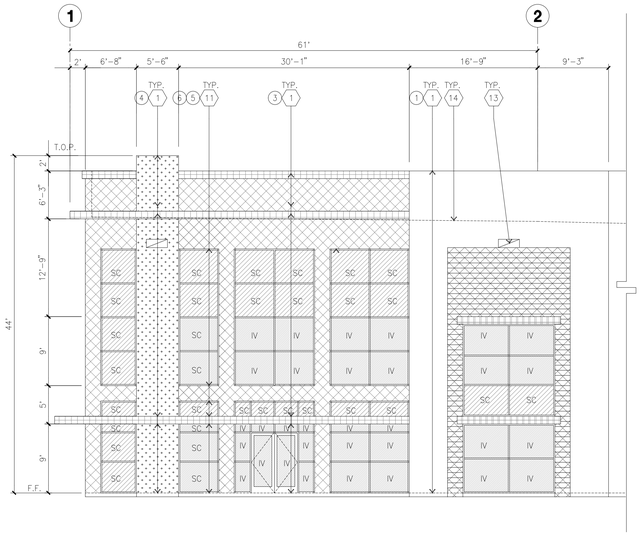

ENLARGED SOUTH ELEVATION A
scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

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9C. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPER.
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12. METAL TUBE STEEL CANOPY
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14. ROOF LINE BEYOND

GENERAL NOTES - ELEVATIONS

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M. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

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4. CONCRETE TILT-UP PANEL. COLOR : FRAZEE CL3174D ABALON
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7. CANOPY MATERIAL : SHERWIN-WILLIAMS METALLICS TO MATCH FRAZEE 001 WHITE (CLEAR COAT)
8. DOOR COLORS : MATCH BUILDING COLOR

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

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SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" ATLANTICA + 1/4" SUNGATE 400 CLEAR
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1/4" CLEAR WITH ATLANTIC WATERS OPACICOAT PAINTED ON REFLECTIVE.
INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" ATLANTICA

MULLIONS : ANODIZED CLEAR.

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LICENSED ARCHITECT
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

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915 HIGHLAND POINTE DR. STE.250
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tel: 916-284-3245

Project:

Tracy Hills Commerce Center
29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

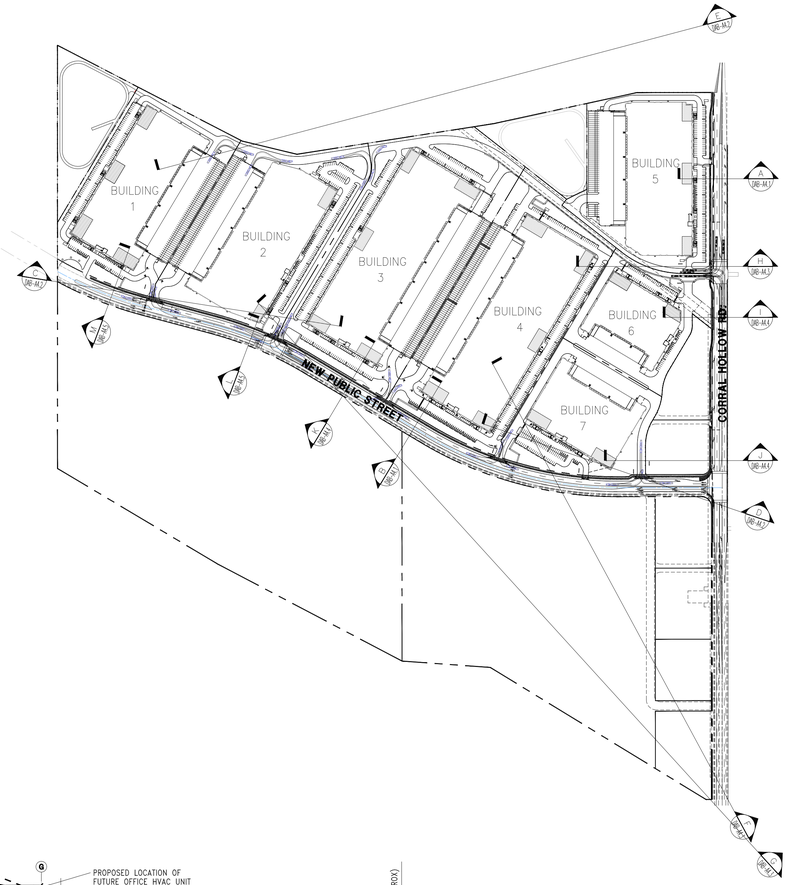
Title: ELEVATIONS

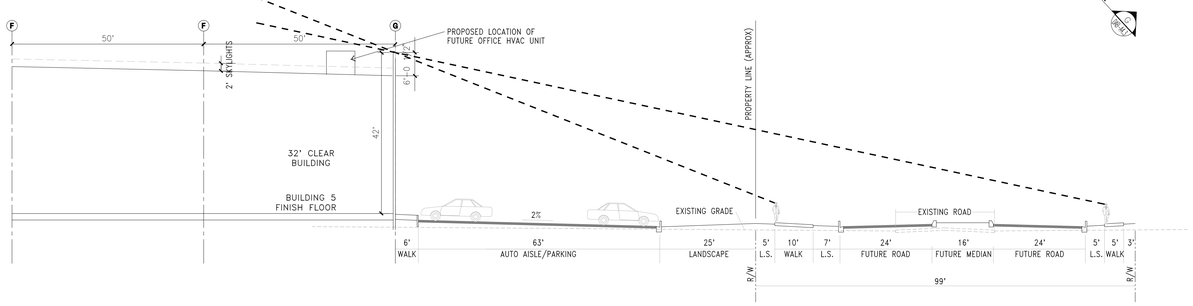
Project Number: 20176
Drawn by: TSP
Date: 12/20/2021
Revision:

Sheet: BLDG.7

7-DAB-A3.2

KEYMAP





LINE OF SITE AT CORRAL HOLLOW ROAD A
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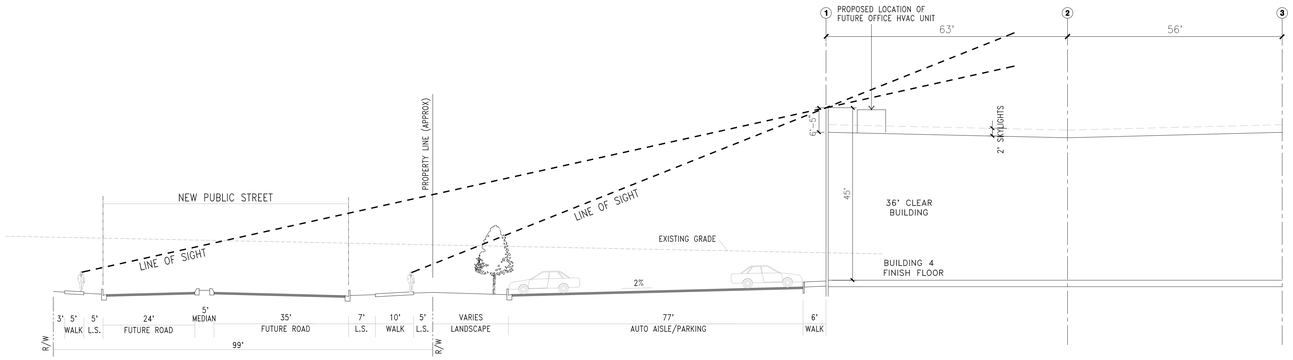

LINE OF SITE AT NEW PUBLIC STREET B
scale: 1/16" =1'-0"

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Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: SIGHT LINES SECTION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet: DAB-A4.1

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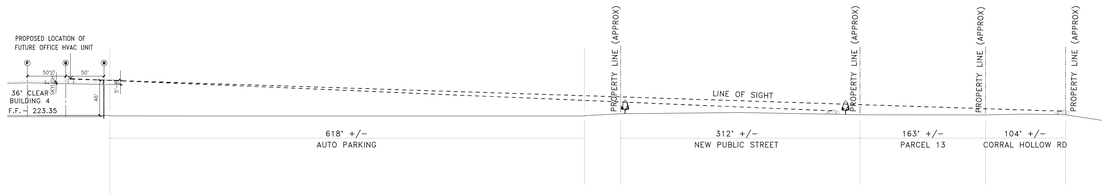
LINE OF SITE AT NEW PUBLIC STREET C
scale: 1"=80'-0"



LINE OF SITE AT CORRAL HOLLOW RD D
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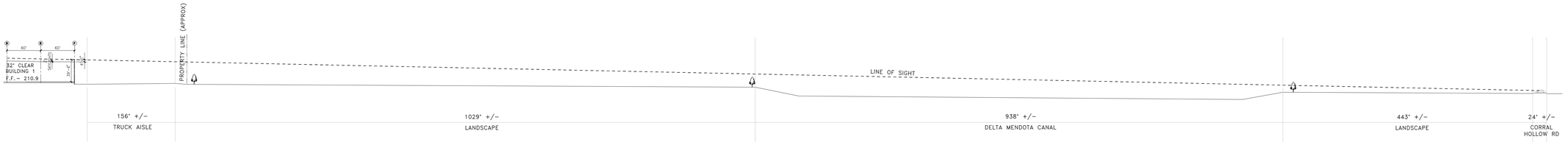

LINE OF SITE AT CORRAL HOLLOW RD E
scale: 1"=80'-0"

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Tracy Hills Commerce Center

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Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

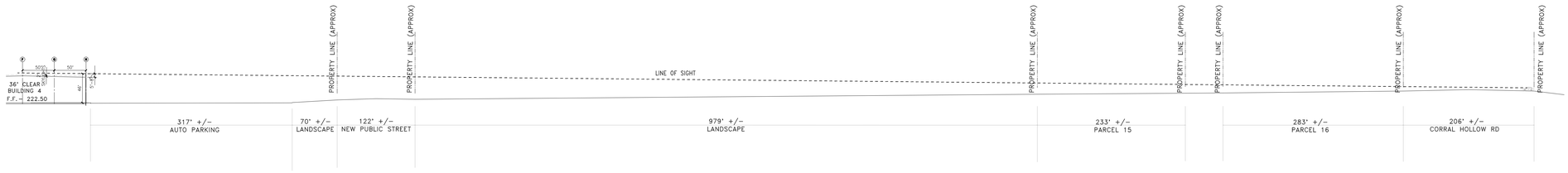
Title: SIGHT LINES SECTION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

DAB-A4.2



LINE OF SITE AT CORRAL HOLLOW ROAD F
scale: 1" = 80'-0"

LINE OF SITE AT CORRAL HOLLOW ROAD G
scale: 1" = 100'-0"

LINE OF SITE AT CORRAL HOLLOW ROAD H
scale: 1" = 30'-0"

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LICENSED ARCHITECT
GREGORY NAM
C-29451
3-31-23
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Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: SIGHT LINES SECTION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

DAB-A4.3

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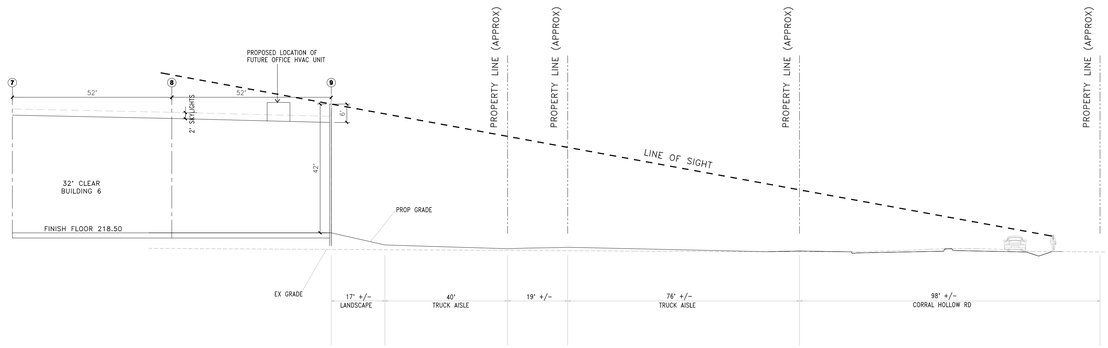
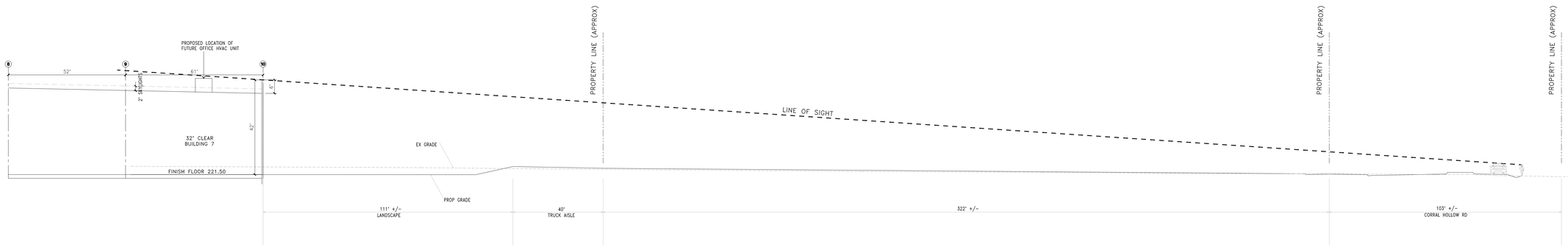
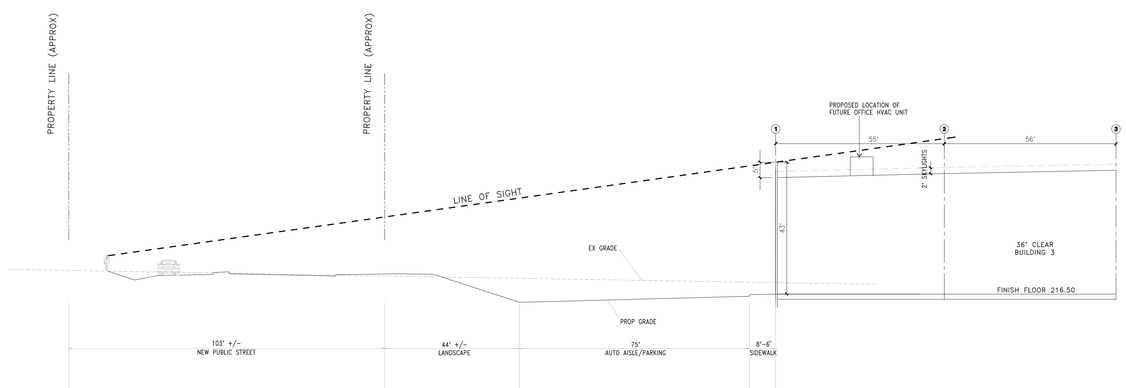


LINE OF SITE AT CORRAL HOLLOW ROAD (I)
scale: 1/20" =1'-0"



LINE OF SITE AT CORRAL HOLLOW ROAD (J)
scale: 1/20" =1'-0"



LINE OF SITE AT NEW PUBLIC STREET (K)
scale: 1/20" =1'-0"

HPA
architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

LICENSED ARCHITECT
TODD NAMIOT
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE
PROPERTY GROUP

915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: SIGHT LINES SECTION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

DAB-A4.4

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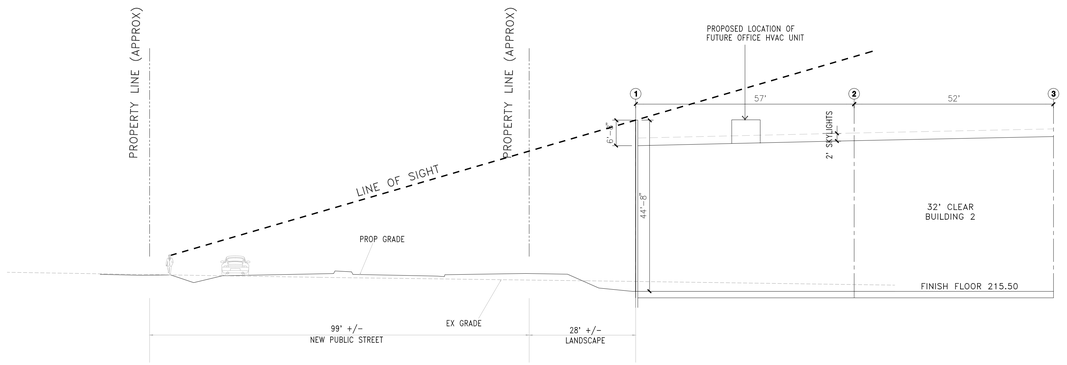

LINE OF SITE AT NEW PUBLIC STREET (L)
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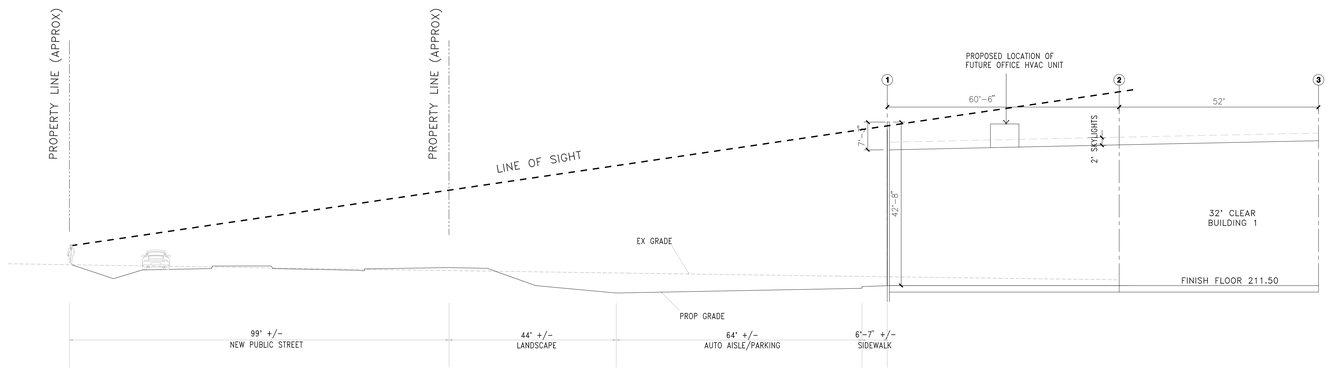

LINE OF SITE AT NEW PUBLIC STREET (M)
scale: 1/16" =1'-0"

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ENS TONG NAM ARCHITECT
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

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ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills
Commerce Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: SIGHT LINES SECTION

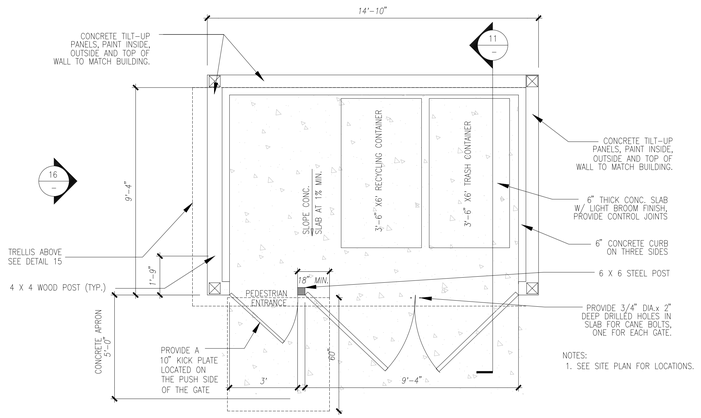
Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

DAB-A4.5

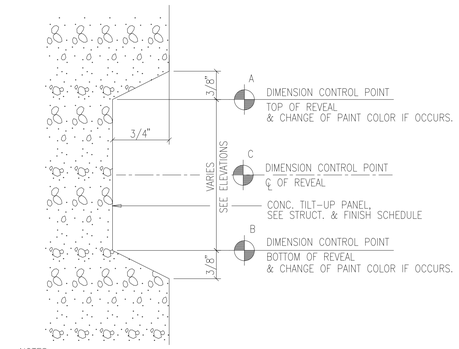
CAUTION - IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT



TRASH ENCLOSURE PLAN

SCALE: N.T.S.

9



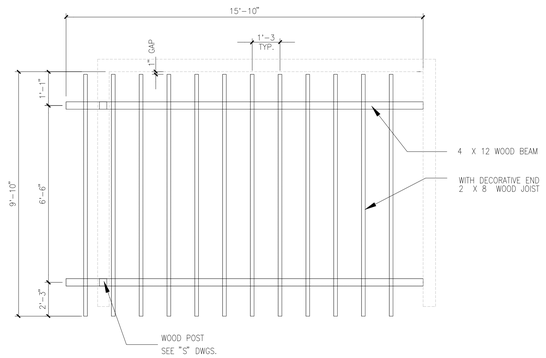
NOTES:

1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL

SCALE: N.T.S

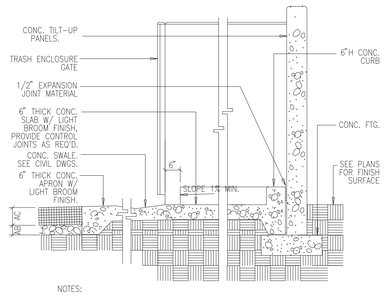
2



TRASH ENCLOSURE ROOF PLAN

N.T.S

10



NOTES:

1. SEE SOILS REPORT FOR BELOW SLAB PREPARATIONS AND STEEL REINFORCEMENT RECOMMENDATIONS.

TRASH ENCLOSURE SECTION

SCALE: 1/2" = 1'-0"

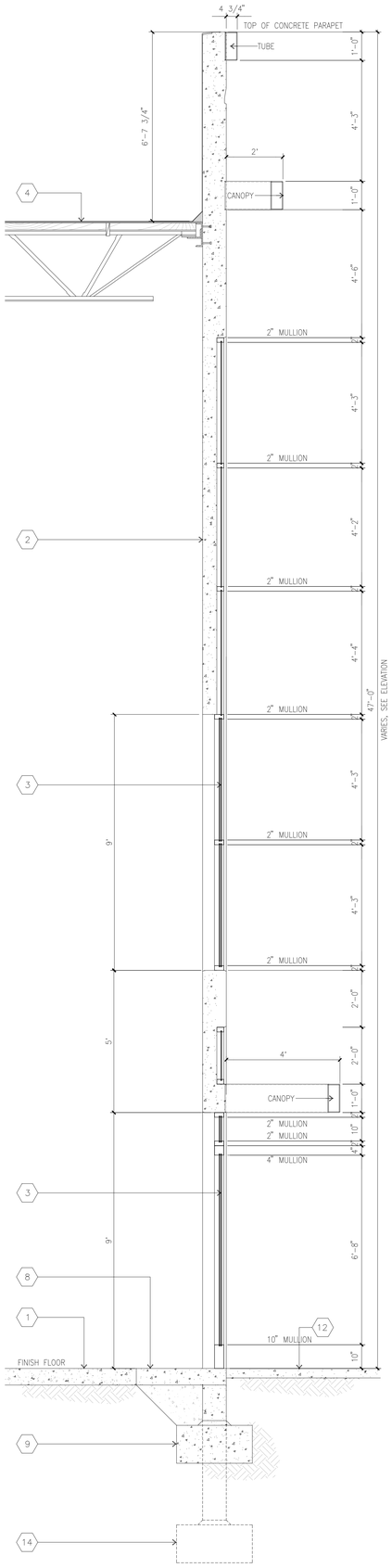
11

KEYNOTES-SECTIONS

1. CONCRETE SLAB – SEE FINISH SCHEDULE FOR FLOOR FINISH AND SEE STRUCTURAL DRAWINGS
2. CONCRETE TILT-UP PANEL – SEE STRUCURAL DRAWINGS, ELEVATIONS AND EXTERIOR FINISH AND SCHEDULE.
3. STOREFRONT AND GLASS – SEE ELEVATIONS
4. BUILT-UP ROOFING ON PANELIZED ROOF FRAMING SYSTEM. SEE STRUCTURAL DRAWINGS AND SPECS.
5. CONCRETE POUR STRIP – SEE STRUCTURAL DRAWINGS
6. FOOTING AT NON-DOCK HIGH CONDITION SEE STRUCTURAL DRAWINGS
7. CONCRETE WALK OR STOOP PER PLANS
8. FOOTING AT DOCK HIGH CONDITIONS SEE STRUCTURAL DRAWINGS

KEYNOTES-TRASH ENCLOSURE

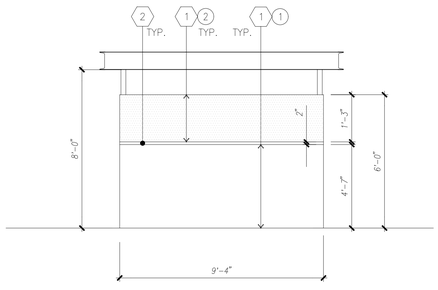
1. CONCRETE TILT-UP PANEL
2. PANEL REVEAL PAINTED TO MATCH BUILDING.



SECTION @ MAIN ENTRY

SCALE: 1/2" = 1'-0"

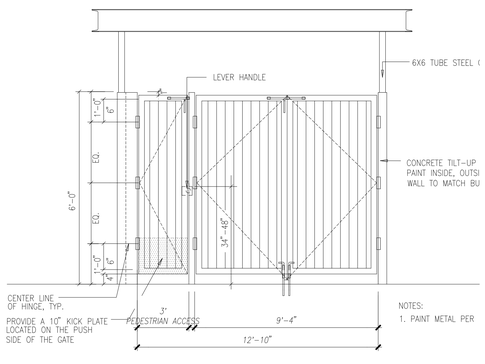
1



TRASH ENCLOSURE ELEVATION

N.T.S

12



TRASH ENCLOSURE GATE ELEVATION

02820-SGATE-ELEV2

8

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email: hpa@hparchs.com

LICENSED ARCHITECT
TODD NAME
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RIDGELINE PROPERTY GROUP

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ROSEVILLE, CA 95678
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Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title: SECTION

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet: DAB-AD.1

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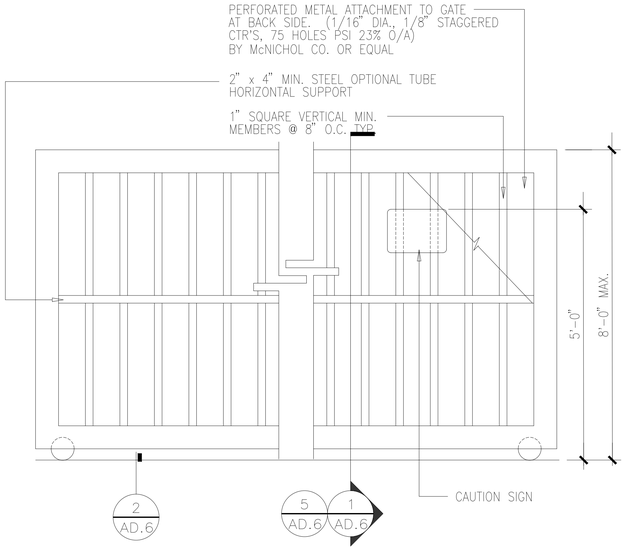
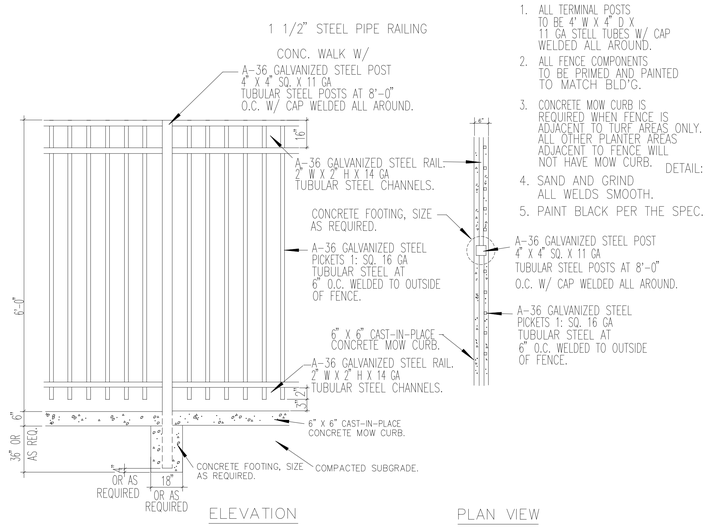


NOTES:

1. SAND AND GRIND ALL WELDS SMOOTH. PRIME AND PAINT TO BLACK
2. SEE SCREEN WALL ELEVATION FOR HEIGHT.
3. EXTERIOR GATES SHALL BE ABLE TO HAVE BUS PAD LOCK FIRE DEPARTMENT PAD LOCK.

METAL GATE 2

SCALE: N.T.S



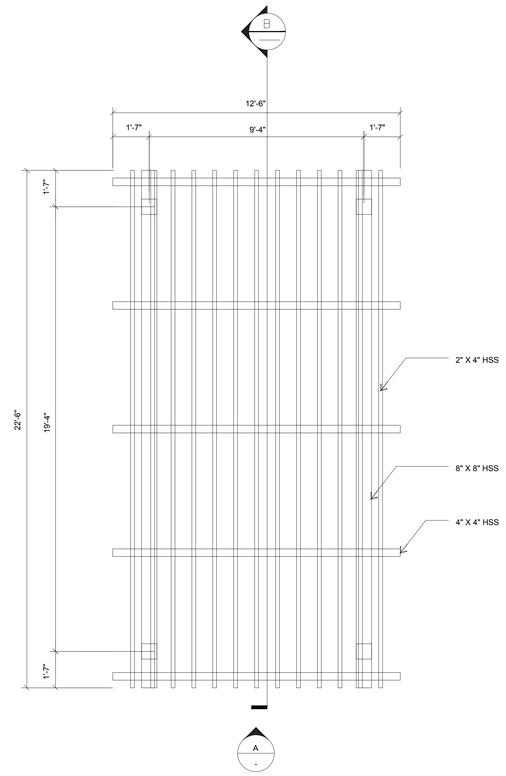
NOTES:

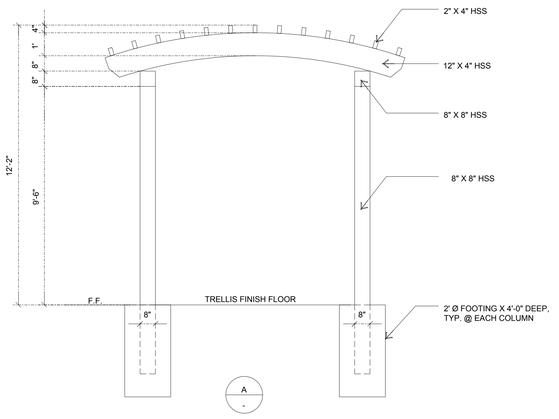
1. ALL TERMINAL POSTS TO BE 4" W X 4" D X 11 GA STELL TUBES W/ CAP WELDED ALL AROUND.
2. ALL FENCE COMPONENTS TO BE PRIMED AND PAINTED TO MATCH BLD'G.
3. CONCRETE MOW CURB IS REQUIRED WHEN FENCE IS ADJACENT TO TURF AREAS ONLY. ALL OTHER PLANTER AREAS ADJACENT TO FENCE WILL NOT HAVE MOW CURB.
4. SAND AND GRIND ALL WELDS SMOOTH.
5. PAINT BLACK PER THE SPEC.

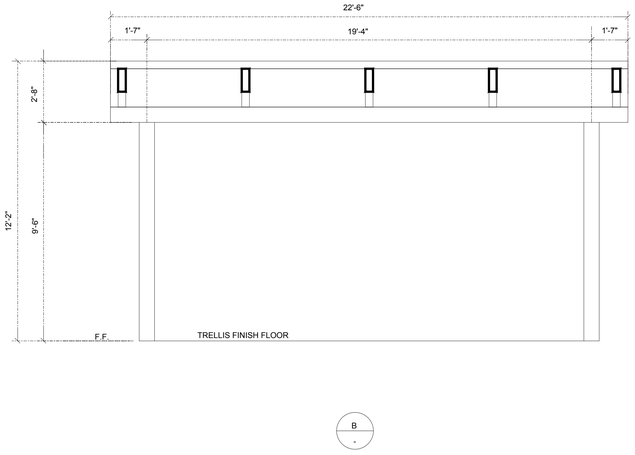
DETAIL:

WROUGHT IRON FENCE 3

SCALE: N.T.S







OUTDOOR BREAK AREA 1

SCALE: N.T.S

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email: hpa@hparchs.com

LICENSED ARCHITECT TORRIG NAMJOSHI C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

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Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title:
OUTDOOR BREAK AREA DETAILS

Project Number:	20176
Drawn by:	TSP
Date:	12/20/2021

Revision:

Sheet:

DAB-AD.2

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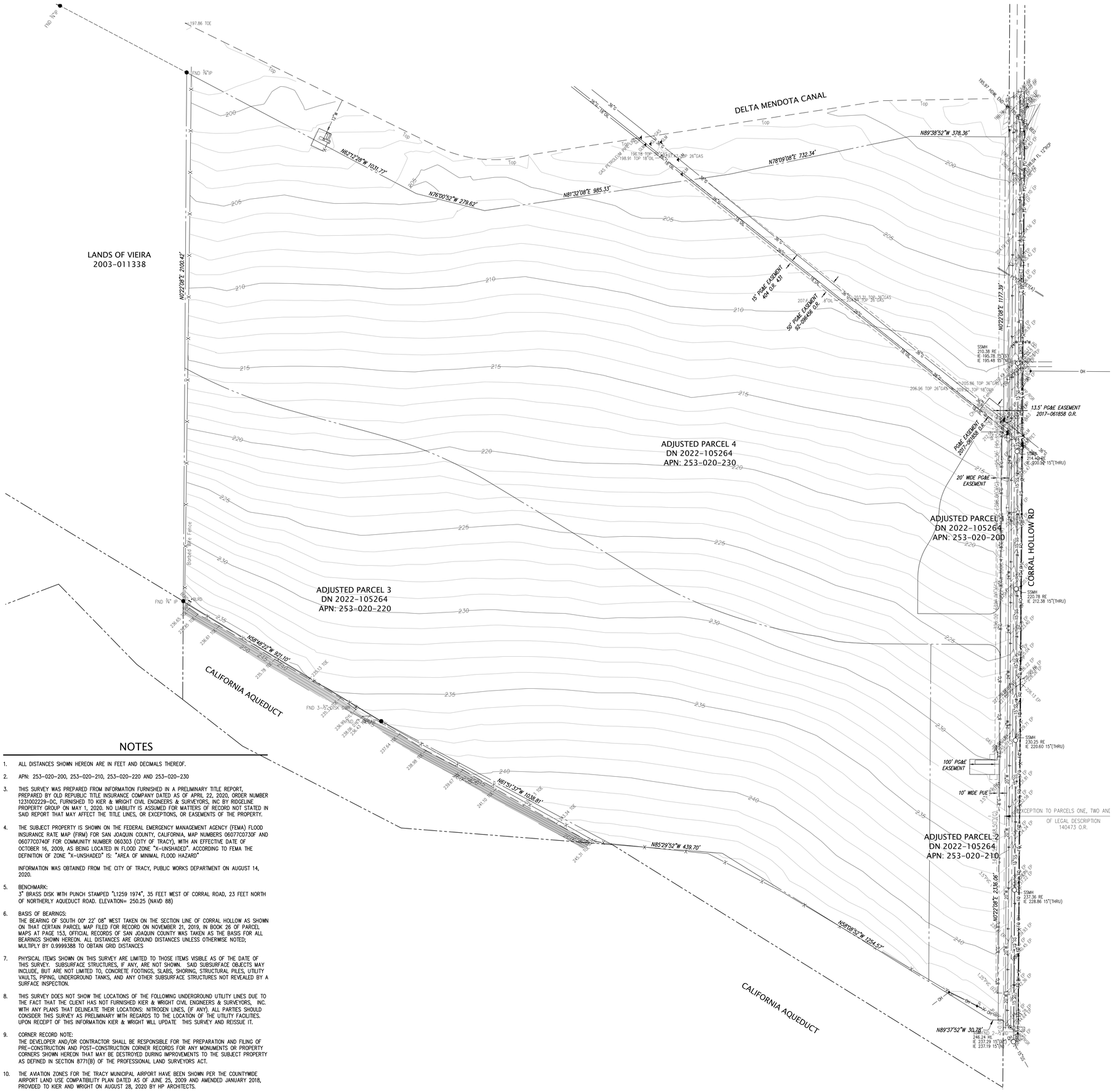


LEGEND

ASPHALT BERM
BUILDING LINE
BARRICADE
CAST IRON PIPE
CENTERLINE
CONCRETE/BLOCK/RETAINING WALL
CONCRETE CURB
CONCRETE CURB & GUTTER
CONTOUR LINE
DRIVEWAY
EASEMENT LINE
EDGE OF PAVEMENT
EDGE OF WATER-FLOWLINE
ELECTRIC LINE
FIBER OPTICS LINE
FIRE SERVICE & VALVE
GAS LINE-VALVE & METER
GUARD RAIL
HIGH PRESSURE GAS LINE
HIGH PRESSURE OIL LINE
IRRIGATION WATER LINE
JOINT TRENCH
LOT LINE
MONUMENT/MONUMENT LINE
ABBUTER'S RIGHTS RELINQUISHED
OIL LINE
OVERHEAD POWER LINE
PROPERTY LINE
RAILROAD TRACKS
RECLAIMED WATER LINE & VALVE
SANITARY SEWER-MANHOLE & CLEANOUT
SANITARY SEWER OVER 24"DIAMETER
SANITARY SEWER FORCE MAIN
SIDEWALK
SPOT ELEVATION
STORM DRAIN-MANHOLE & CATCH BASIN
STORM DRAIN OVER 24"DIAMETER
STORM DRAIN FORCE MAIN
STREET LIGHT CONDUIT LINE
TELEPHONE LINE
TRAFFIC SIGNAL CONDUIT LINE
TELEVISION LINE
UNKNOWN UTILITY LINE
WATER LINE & VALVE
WATER LINE OVER 24"DIAMETER
BACKFLOW PREVENTION DEVICE
BENCHMARK/TEMPORARY BENCHMARK
ELECTROLIER
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
GUY ANCHOR
GAS METER
POWER POLE/JOINT POLE
TRAFFIC SIGNAL POLE
TRAFFIC SIGN
TREE
UTILITY BOX
UTILITY LINE MARKER
WATER VALVE

ABBREVIATIONS

(A)	ABANDONED
AD	AREA DRAIN
AP	ANGLE POINT
BFP	BACK FLOW PREVENTER
BLRD	BOLLARD
BSCK	BACK-SIGHT CHECK
BW	BACK OF WALK
C	CONCRETE
CATV	CABLE VAULT
CB	CATCH BASIN
E	EAST
EB	ELECTRIC BOX
ELEC	ELECTRICAL LINE
EMH	ELECTRICAL MANHOLE
EP	EDGE OF PAVEMENT
EV	ELECTRICAL VAULT
FC	FACE OF CURB
FD	FOUND
FH	FIRE HYDRANT
FL	FLOW LINE
GA	GUY ANCHOR
GAS	GAS LINE
GB	GRADE BREAK
GLM	GAS LINE MARKER
GM	GAS MARKER/METER
GRN	GROUND
IE	INVERT ELEVATION
JP	JOINT POWER POLE
LIP	LIP OF GUTTER
MGR	METAL GUARD RAIL
MH	MANHOLE
MON	MONUMENT
N	NORTH
OLM	PETRO. OIL MARKER
OR	OFFICIAL RECORDS
P	PAVEMENT
(P)	PER PLAN
PED	PEDESTAL
POC	POINT OF CONNECTION
PP	POWER POLE
PVC	POLYVINYL CHLORIDE
RE	RIM ELEVATION
R/W	RIGHT OF WAY
S	SOUTH
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TOE	GRADE BREAK LINE TOE
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
W	WEST
WB	WATER BOX
WM	WATER METER
WV	WATER VALVE

NOTES

1. ALL DISTANCES SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
2. APN: 253-020-200, 253-020-210, 253-020-220 AND 253-020-230
3. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE INSURANCE COMPANY DATED AS OF APRIL 22, 2020, ORDER NUMBER 1231002229-DC, FURNISHED TO KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC BY RIDGELINE PROPERTY GROUP ON MAY 1, 2020. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
4. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR SAN JOAQUIN COUNTY, CALIFORNIA, MAP NUMBERS 06077C0730F AND 06077C0740F FOR COMMUNITY NUMBER 060303 (CITY OF TRACY), WITH AN EFFECTIVE DATE OF OCTOBER 16, 2009, AS BEING LOCATED IN FLOOD ZONE "X-UNSHADED". ACCORDING TO FEMA THE DEFINITION OF ZONE "X-UNSHADED" IS: "AREA OF MINIMAL FLOOD HAZARD"

   INFORMATION WAS OBTAINED FROM THE CITY OF TRACY, PUBLIC WORKS DEPARTMENT ON AUGUST 14, 2020.
5. BENCHMARK:
   3" BRASS DISK WITH PUNCH STAMPED "L1259 1974", 35 FEET WEST OF CORRAL ROAD, 23 FEET NORTH OF NORTHERLY AQUEDUCT ROAD. ELEVATION= 250.25 (NAVD 88)
6. BASIS OF BEARINGS:
   THE BEARING OF SOUTH 00° 22' 08" WEST TAKEN ON THE SECTION LINE OF CORRAL HOLLOW AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON. ALL DISTANCES ARE GROUND DISTANCES UNLESS OTHERWISE NOTED; MULTIPLY BY 0.9999388 TO OBTAIN GRID DISTANCES
7. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY. SUBSURFACE STRUCTURES, IF ANY, ARE NOT SHOWN. SAID SUBSURFACE OBJECTS MAY INCLUDE, BUT ARE NOT LIMITED TO, CONCRETE FOOTINGS, SLABS, SHORING, STRUCTURAL PILES, UTILITY VAULTS, PIPING, UNDERGROUND TANKS, AND ANY OTHER SUBSURFACE STRUCTURES NOT REVEALED BY A SURFACE INSPECTION.
8. THIS SURVEY DOES NOT SHOW THE LOCATIONS OF THE FOLLOWING UNDERGROUND UTILITY LINES DUE TO THE FACT THAT THE CLIENT HAS NOT FURNISHED KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. WITH ANY PLANS THAT DELINEATE THEIR LOCATIONS: NITROGEN LINES, (IF ANY). ALL PARTIES SHOULD CONSIDER THIS SURVEY AS PRELIMINARY WITH REGARDS TO THE LOCATION OF THE UTILITY FACILITIES. UPON RECEIPT OF THIS INFORMATION KIER & WRIGHT WILL UPDATE THIS SURVEY AND REISSUE IT.
9. CORNER RECORD NOTE:
   THE DEVELOPER AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION AND FILING OF PRE-CONSTRUCTION AND POST-CONSTRUCTION CORNER RECORDS FOR ANY MONUMENTS OR PROPERTY CORNERS SHOWN HEREON THAT MAY BE DESTROYED DURING IMPROVEMENTS TO THE SUBJECT PROPERTY AS DEFINED IN SECTION 8771(B) OF THE PROFESSIONAL LAND SURVEYORS ACT.
10. THE AVIATION ZONES FOR THE TRACY MUNICIPAL AIRPORT HAVE BEEN SHOWN PER THE COUNTYWIDE AIRPORT LAND USE COMPATIBILITY PLAN DATED AS OF JUNE 25, 2009 AND AMENDED JANUARY 2018, PROVIDED TO KIER AND WRIGHT ON AUGUST 28, 2020 BY HP ARCHITECTS.

NO.	REVISION	BY
1	CITY RESUBMITTAL 6/18/2021	
2	CITY RESUBMITTAL 12/20/2021	
3	CITY RESUBMITTAL 4/8/2022	
4	CITY RESUBMITTAL 3/30/2023	
5	CITY RESUBMITTAL 5/17/2024	
6	CITY RESUBMITTAL 2/7/2025	
7	CITY RESUBMITTAL 3/18/2025	

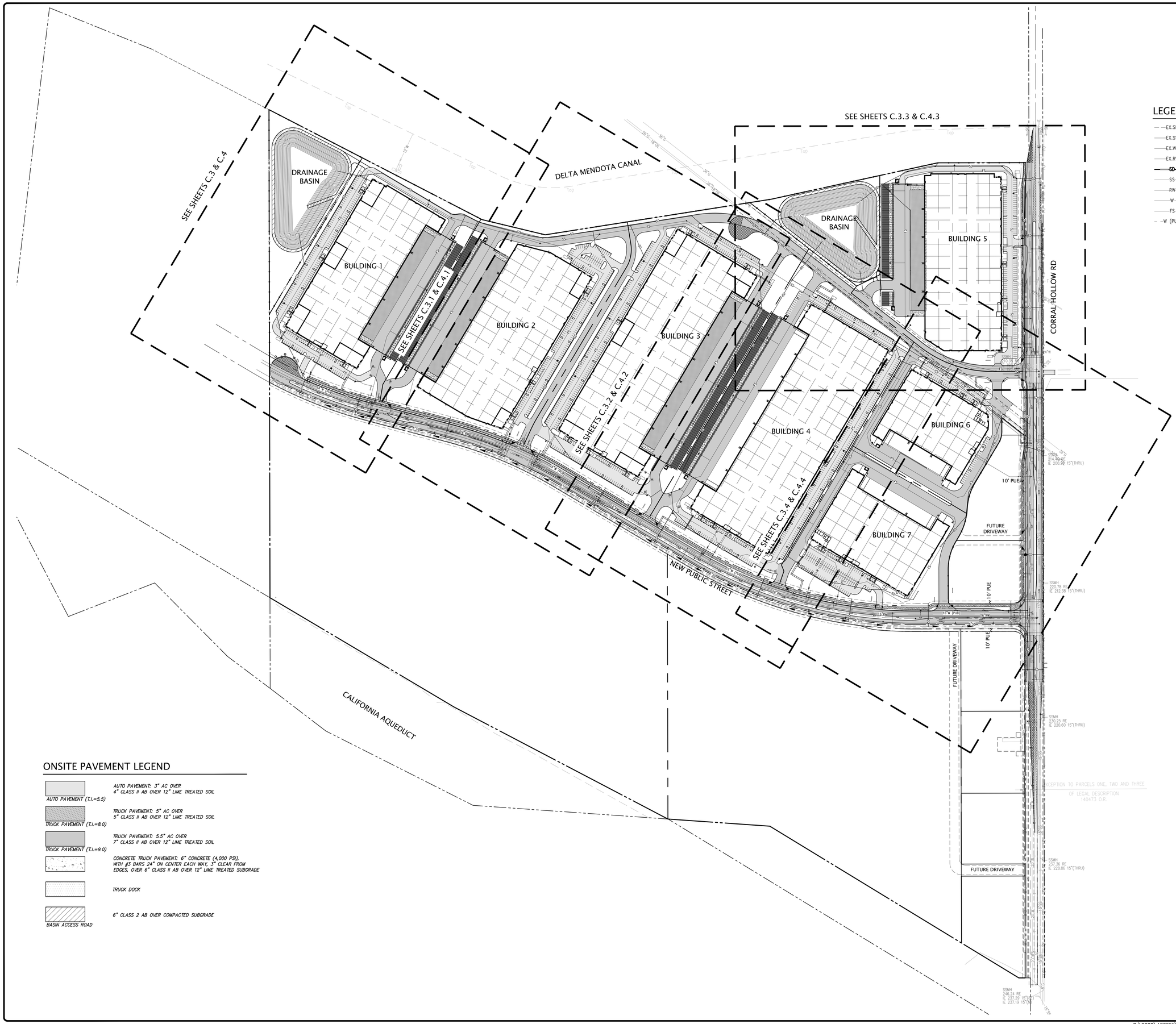
KIER+WRIGHT
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
CIVIL
STATE OF CALIFORNIA

TOPOGRAPHIC SURVEY
TRACY HILLS
CALIFORNIA
TRACY

DATE	03/15/2021
SCALE	1" = 150'
ENGINEER	M.F.B.
DRAFTER	-
JOB NO.	A20651
SHEET	C.1
OF	14 SHEETS

Z:\2020\A20651\DWG\TRACY HILLS-PG.dwg 3-18-25 11:52:18 AM rsalib



NO.	REVISION	BY
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3	CITY RESUBMITTAL 4/8/2022	
4	CITY RESUBMITTAL 3/30/2023	
5	CITY RESUBMITTAL 5/17/2024	
6	CITY RESUBMITTAL 2/7/2025	
7	CITY RESUBMITTAL 3/18/2025	

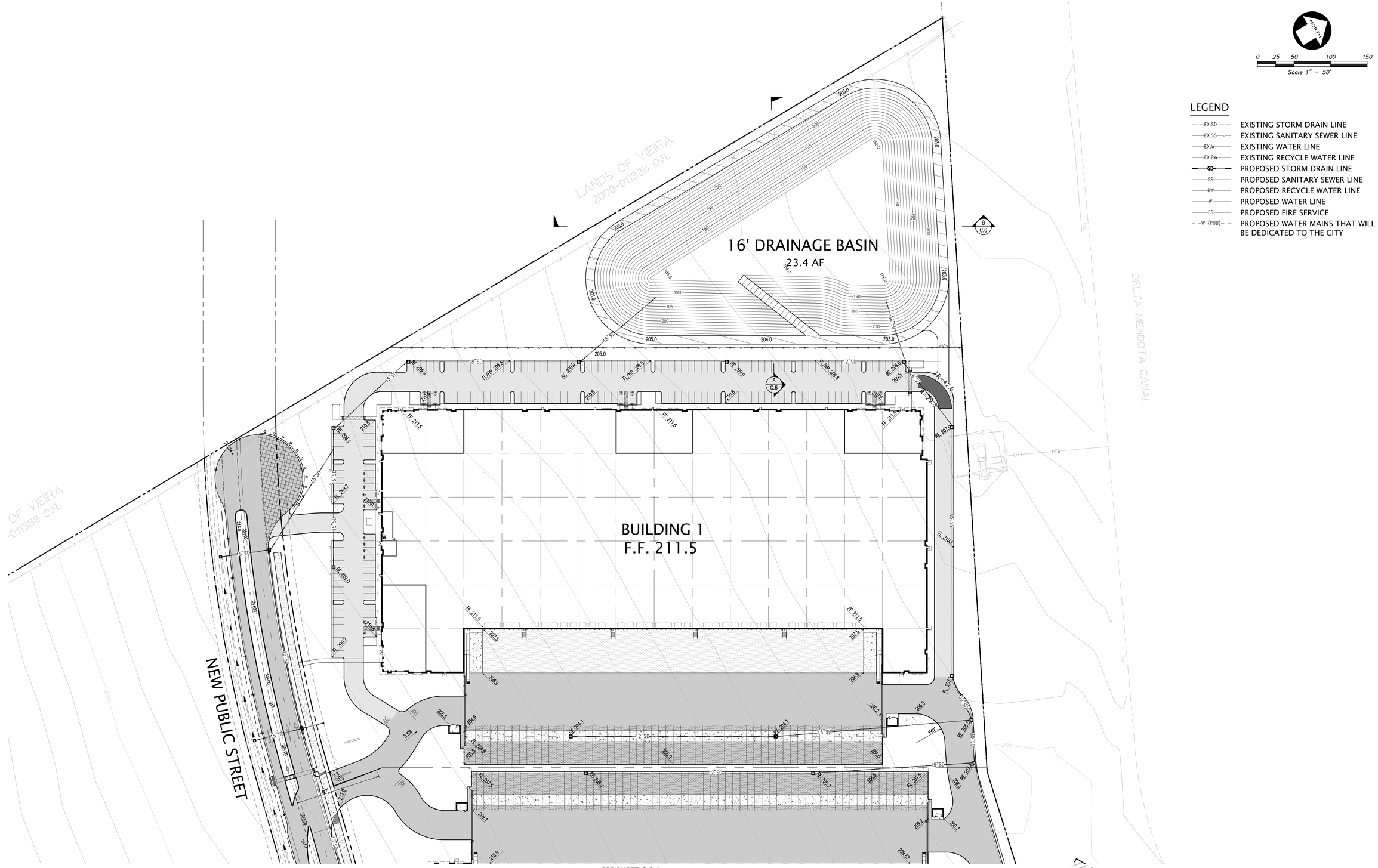
KIER+WRIGHT
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REGISTERED PROFESSIONAL ENGINEER MICHAEL F. BASSETTI No. 71814 CIVIL STATE OF CALIFORNIA

OVERALL SITE PLAN
TRACY HILLS
CALIFORNIA
TRACY

DATE	03/15/2021
SCALE	1" = 150'
ENGINEER	M.F.B.
DRAFTER	-
JOB NO.	A20651
SHEET	C.2
OF	14 SHEETS

Z:\2020\A20651\DWG\TRACY HILLS-PG.dwg 3-18-25 11:52:25 AM rsalib



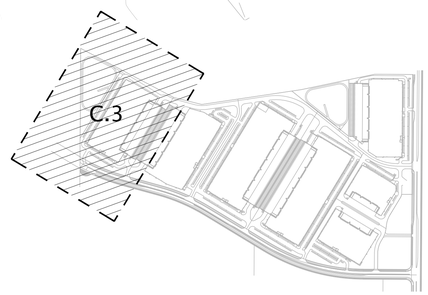
NORTH

0 25 50 100 150

Scale 1" = 50'

LEGEND

- EX.SD — EXISTING STORM DRAIN LINE
- EX.SS — EXISTING SANITARY SEWER LINE
- EX.W — EXISTING WATER LINE
- EX.RW — EXISTING RECYCLE WATER LINE
- SD — PROPOSED STORM DRAIN LINE
- SS — PROPOSED SANITARY SEWER LINE
- RW — PROPOSED RECYCLE WATER LINE
- W — PROPOSED WATER LINE
- FS — PROPOSED FIRE SERVICE
- W (PUB) — PROPOSED WATER MAINS THAT WILL BE DEDICATED TO THE CITY



NO.	REVISION	BY
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2	CITY RESUBMITTAL 12/20/2021	
3	CITY RESUBMITTAL 4/8/2022	
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6	CITY RESUBMITTAL 2/7/2025	
7	CITY RESUBMITTAL 3/18/2025	

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2850 Collier Canyon Road
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Phone (925) 245-8788
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REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTO
No. 71814
CIVIL
STATE OF CALIFORNIA

PRELIMINARY GRADING & DRAINAGE PLAN
TRACY HILLS
CALIFORNIA
TRACY

DATE	03/15/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	–
JOB NO.	A20651
SHEET	C.3
OF	14 SHEETS

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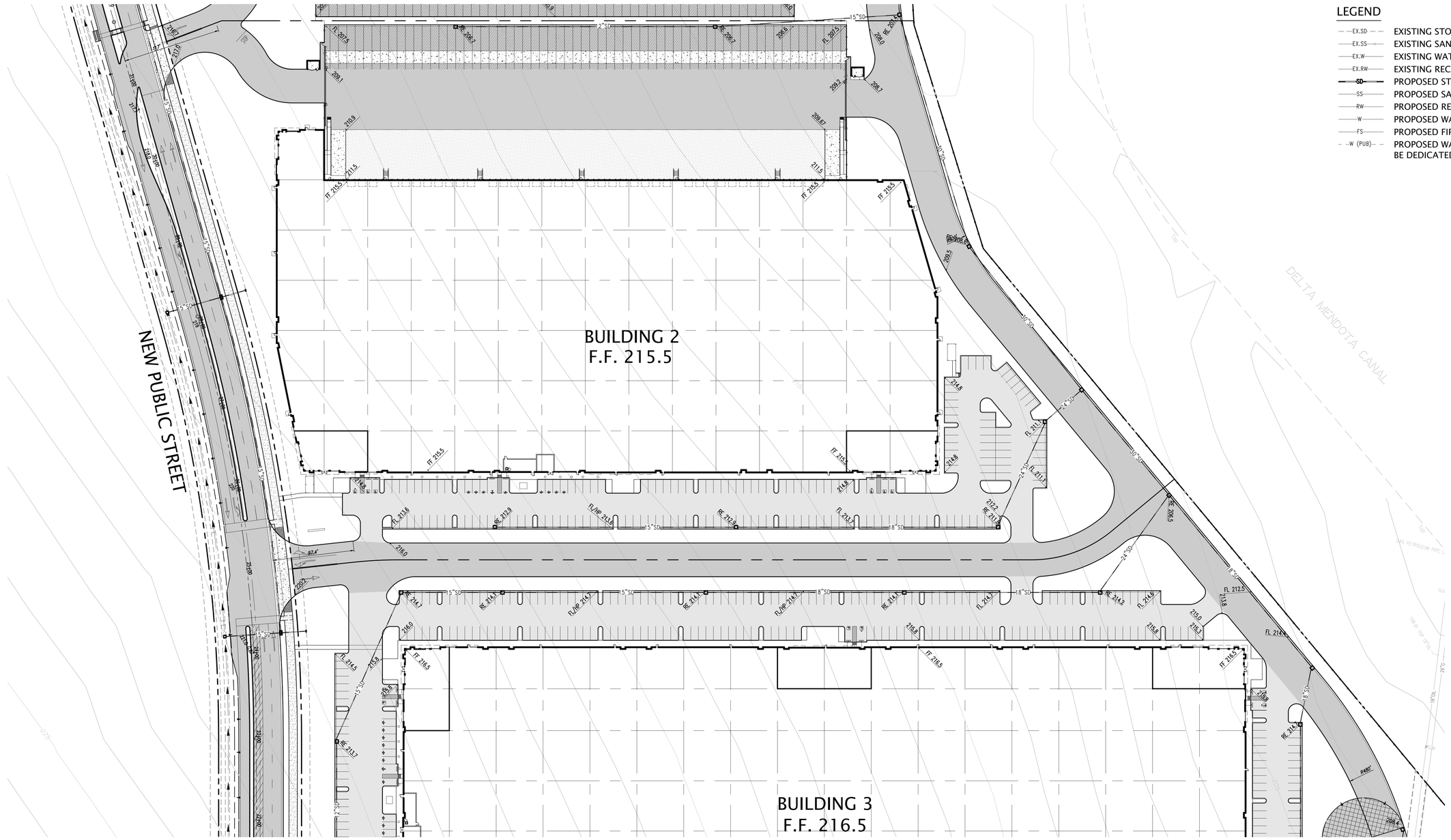

SEE SHEET C.3.2

LEGEND

- EX.SD — EXISTING STORM DRAIN LINE
- EX.SS — EXISTING SANITARY SEWER LINE
- EX.W — EXISTING WATER LINE
- EX.RW — EXISTING RECYCLE WATER LINE
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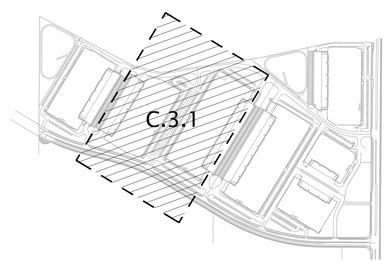

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SEE SHEET C.3.1

NEW PUBLIC STREET

BUILDING 3
F.F. 216.5

BUILDING 4
F.F. 220.5

BUILDING 7
F.F. 221.5

BUILDING 6
F.F. 218.5

SEE SHEET C.3.3

SEE SHEET C.3.4

NORTH

0 25 50 100 150
Scale 1" = 50'

LEGEND

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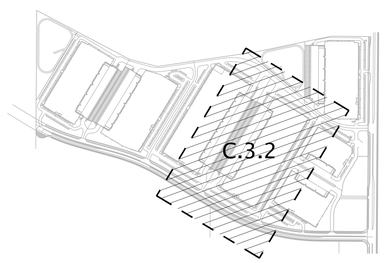

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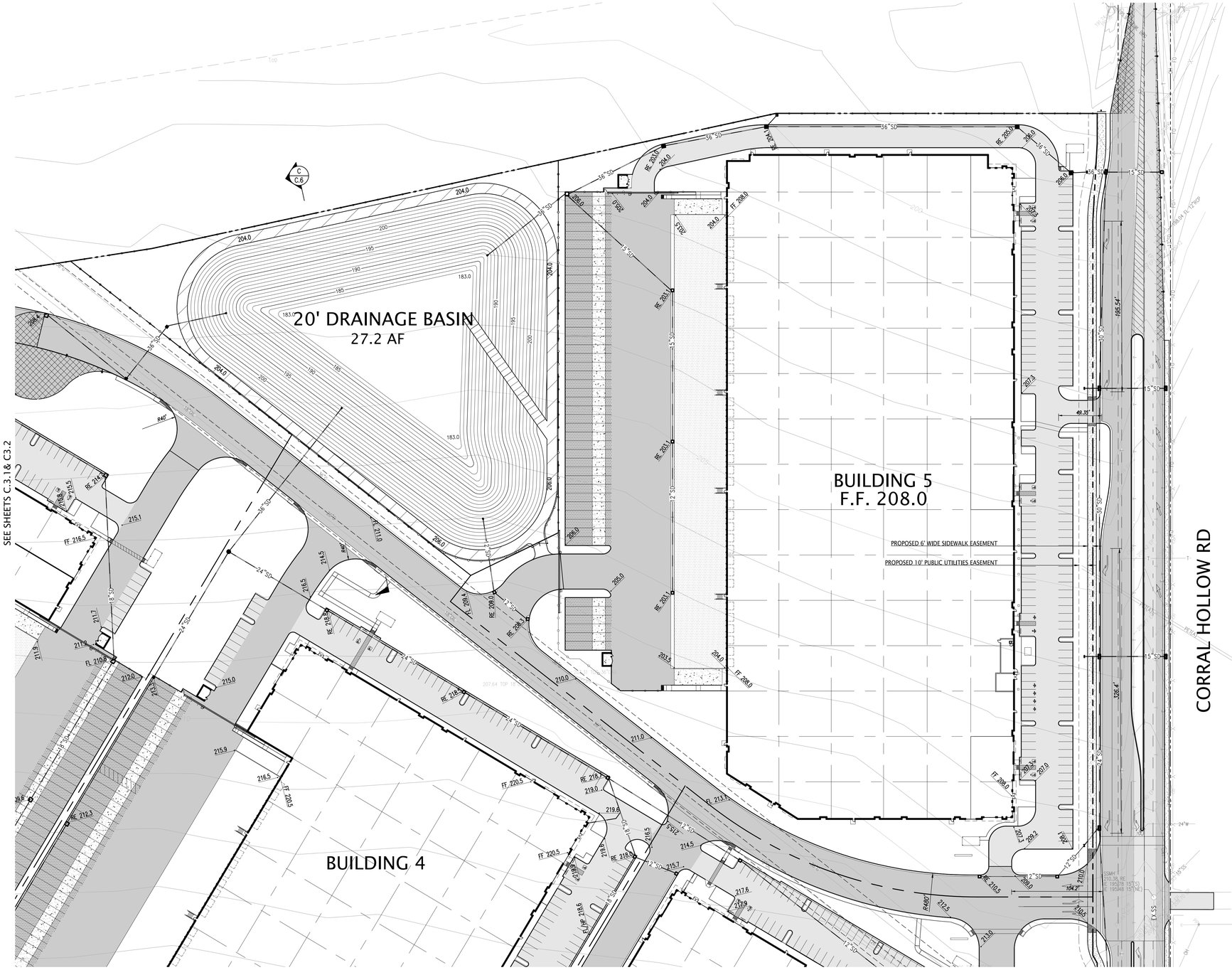

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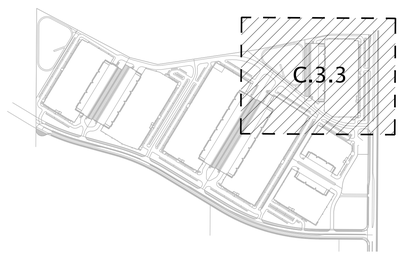

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SHEET	C.3.3
OF	14 SHEETS

SEE SHEET C.3.2

BUILDING 7
F.F. 221.5

BUILDING 6
F.F. 218.5

SEE SHEET C.3.3

NEW PUBLIC STREET

CORRAL HOLLOW RD

PROPOSED 6' WIDE SIDEWALK EASEMENT

PROPOSED 10' PUBLIC UTILITIES EASEMENT

0 25 50 100 150
Scale 1" = 50'

NORTH

LEGEND

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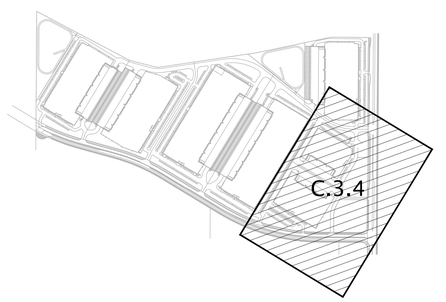

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TRACY CALIFORNIA

DATE	03/15/2021
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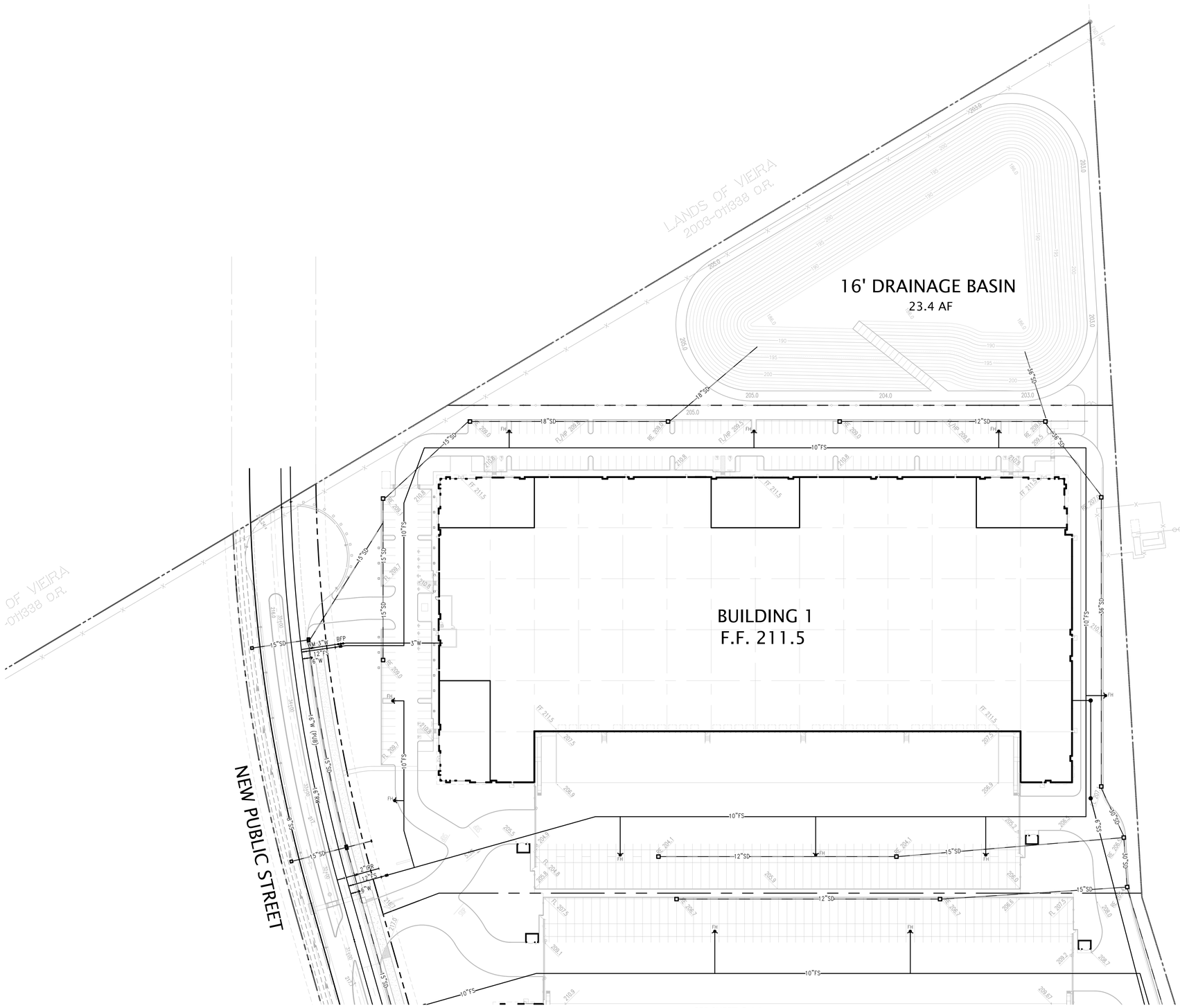
JOB NO.	A20651
SHEET	C.3.4
OF	14 SHEETS



NORTH

0 25 50 100 150

Scale 1" = 50'

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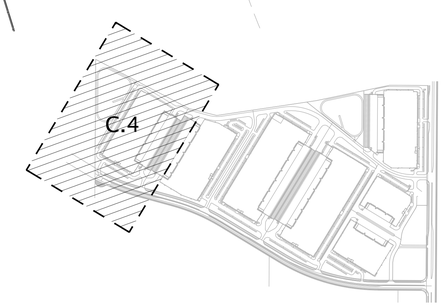
TRACY CALIFORNIA



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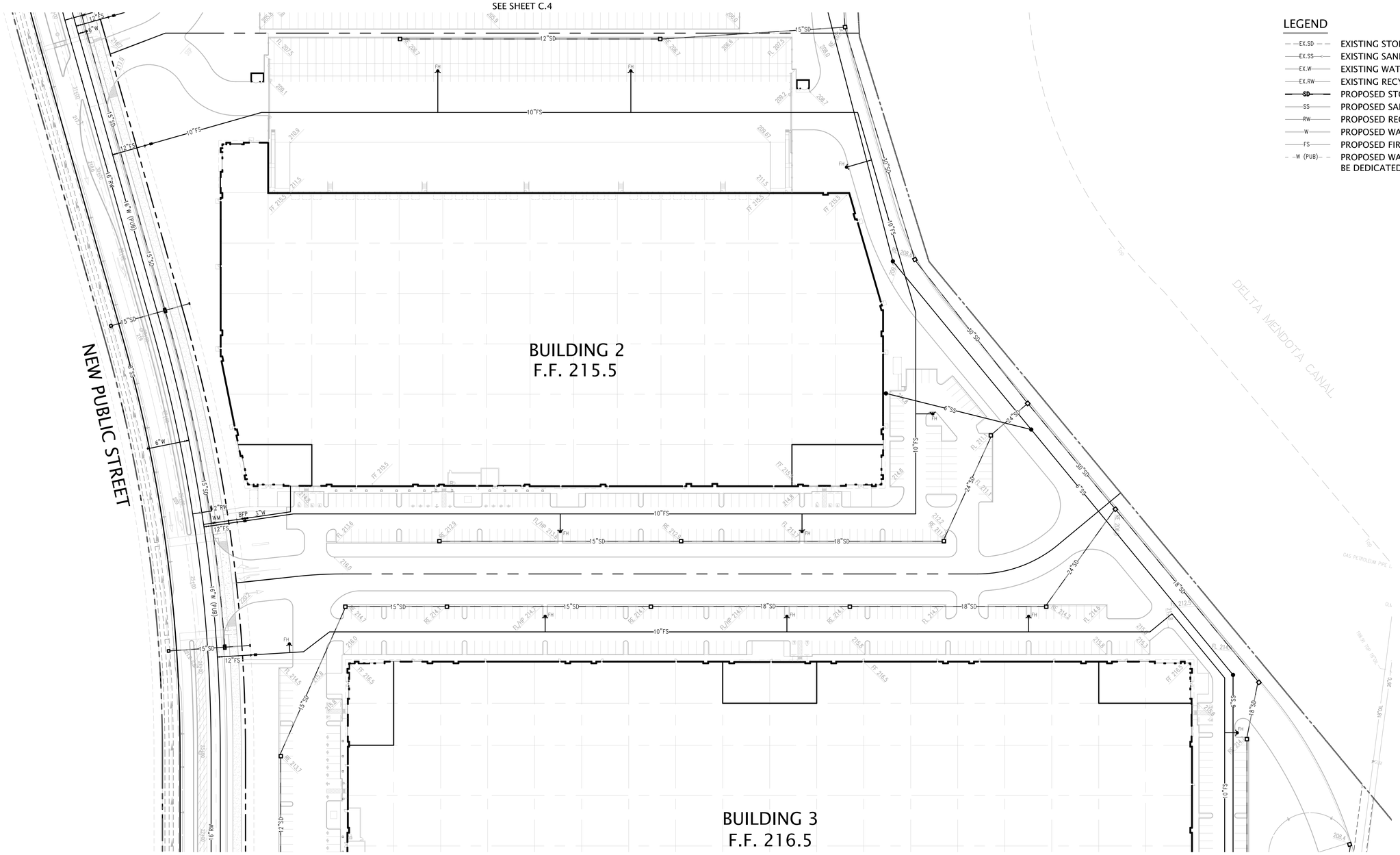

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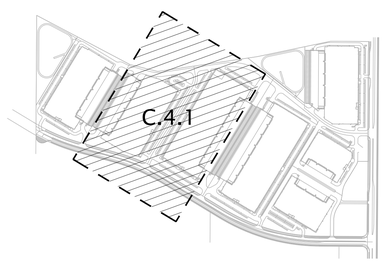

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TRACY CALIFORNIA

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Z:\2020\A20651\DWG\TRACY HILLS-PG.dwg 3-18-25 11:53:34 AM rsalib

SEE SHEET C.4.1

NEW PUBLIC STREET

BUILDING 3
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BUILDING 4
F.F. 220.5

BUILDING 7
F.F. 221.5

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F.F. 218.5

SEE SHEET C.4.3

SEE SHEET C.4.4

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0 25 50 100 150

Scale 1" = 50'

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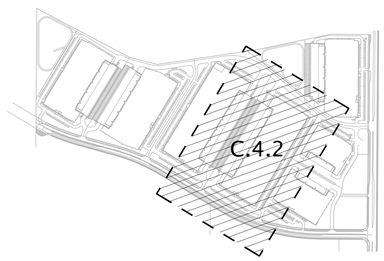

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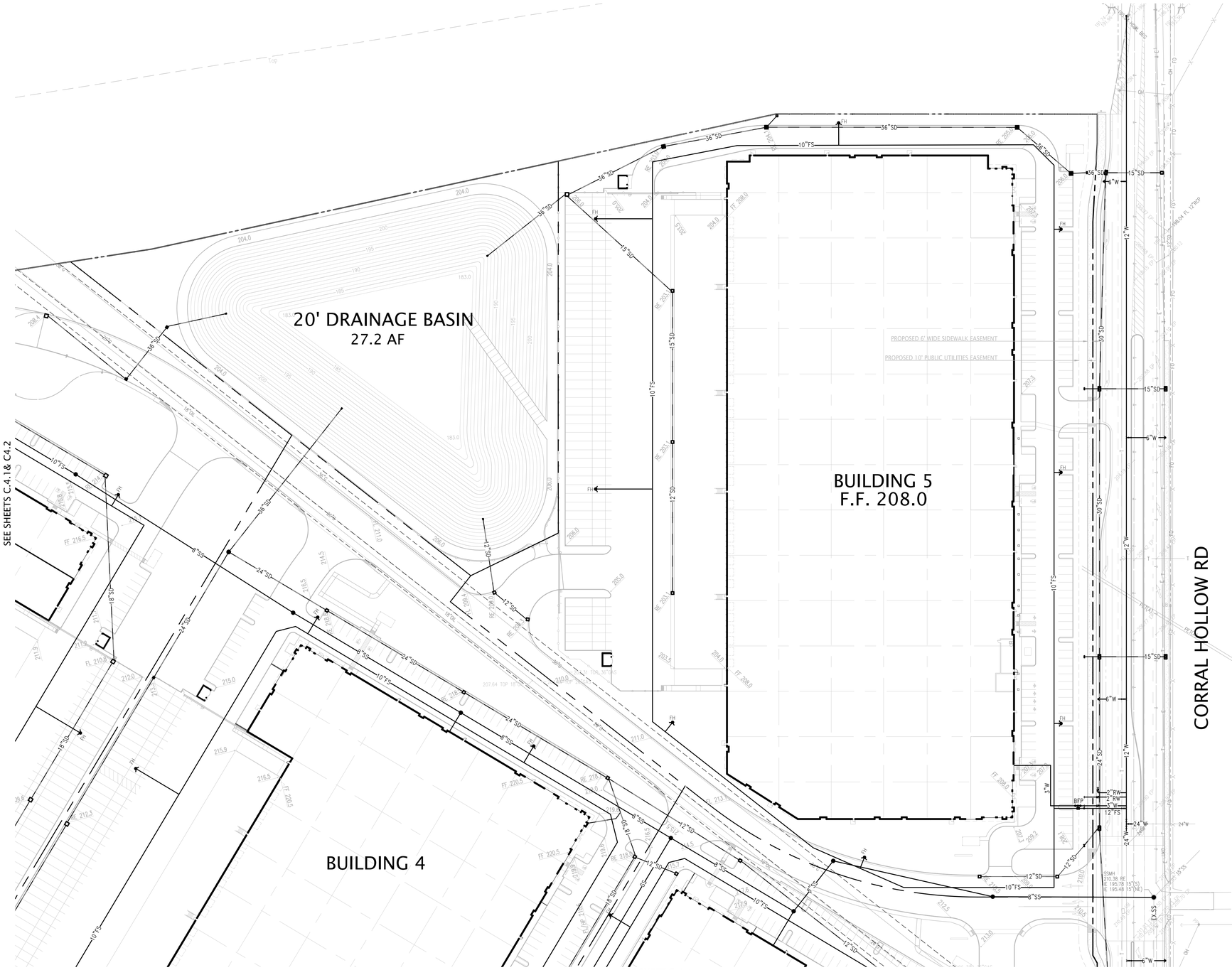

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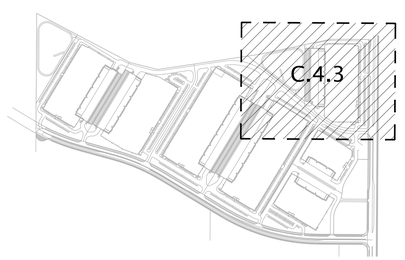

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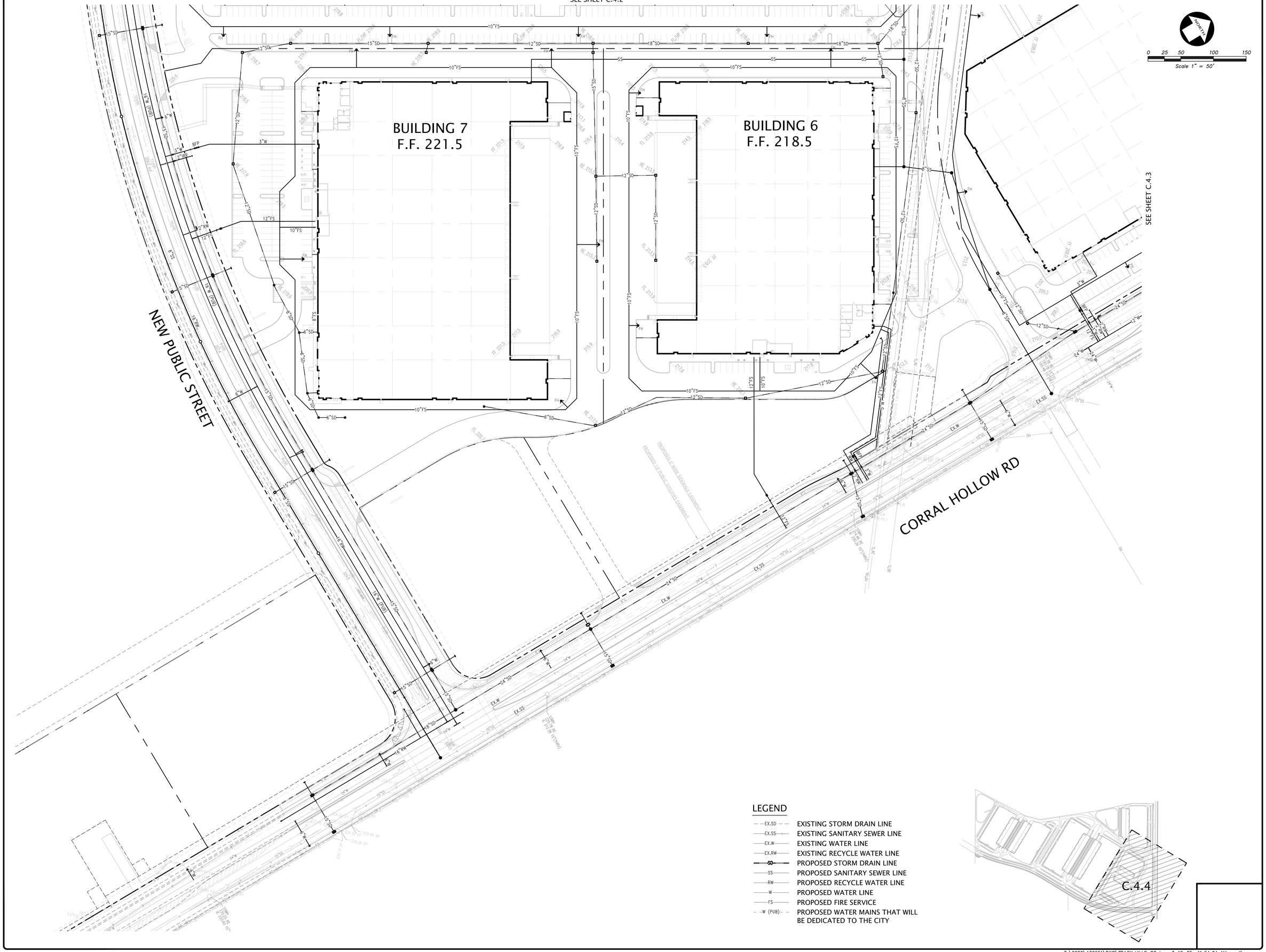

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0 75 150 300 450

Scale 1" = 150'

DRAINAGE BASIN 1 INFORMATION

MAX. WATER SURFACE ELEVATION	202.0 FT
AREA @ TOP OF SLOPE (ELEV. 203.0)	109,900 SF
AREA @ MAX. WATER SURFACE (ELEV. 202.0)	104,600 SF
AREA @ BOTTOM OF BASIN (ELEV. 186.0)	37,200 SF
AREA @ SIDE SLOPES	67,400 SF
RETENTION BASIN VOLUME REQUIRED	25.2 AF
VOLUME @ MAX. WATER ELEVATION	25.4 AF
PERCOLATION RATE (GEOTECHNICAL REPORT)	20 in/hr
PERCOLATION RATE FACTOR OF SAFETY	2 in/hr
RESULTANT PERCOLATION RATE	10 in/hr

BASIN DRAINAGE TIME=VOLUME @ MAX WATER SURFACE ELEV/PERCOLATION RATE/SIDE SLOPE AREA = 25.4 AF/(10 in/hr)/71,100 SF
BASIN DRAINAGE TIME 0 days, 19 hrs

DRAINAGE BASIN 2 INFORMATION

MAX. WATER SURFACE ELEVATION	203.0 FT
AREA @ TOP OF SLOPE (ELEV. 204.0)	115,739 SF
AREA @ MAX. WATER SURFACE (ELEV. 203.0)	106,518 SF
AREA @ BOTTOM OF BASIN (ELEV. 183.0)	22,968 SF
AREA @ SIDE SLOPES	83,550 SF
RETENTION BASIN VOLUME REQUIRED	27.27 AF
VOLUME @ MAX. WATER ELEVATION	29.73 AF
PERCOLATION RATE (GEOTECHNICAL REPORT)	20 IN/HR
PERCOLATION RATE FACTOR OF SAFETY	2 IN/HR
RESULTANT PERCOLATION RATE	10 IN/HR

BASIN DRAINAGE TIME=VOLUME @ MAX WATER SURFACE ELEV/PERCOLATION RATE/SIDE SLOPE AREA = 29.73/(10 in/hr)/83,550 SF
BASIN DRAINAGE TIME 0 day, 18.6 HRS

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NO.	REVISION	BY
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PRELIMINARY DRAINAGE BASIN SIZING
TRACY HILLS
TRACY CALIFORNIA

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DRAFTER	-
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OF	14 SHEETS

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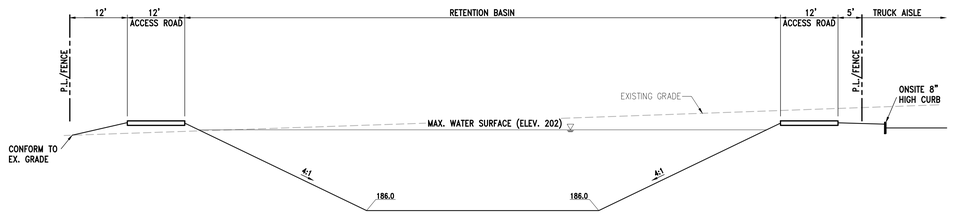
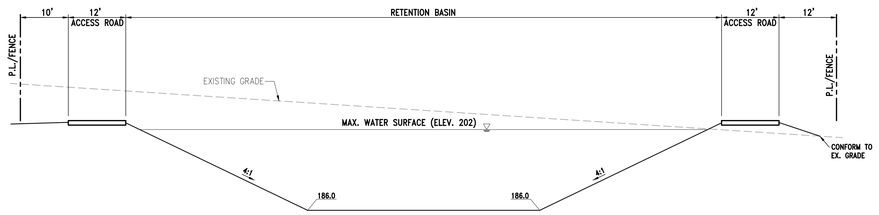


SECTION A-A DRAINAGE BASIN

N. T. S.

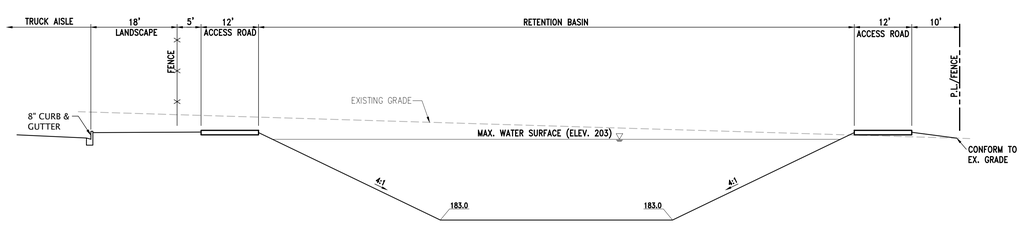
A



SECTION B-B DRAINAGE BASIN

N. T. S.

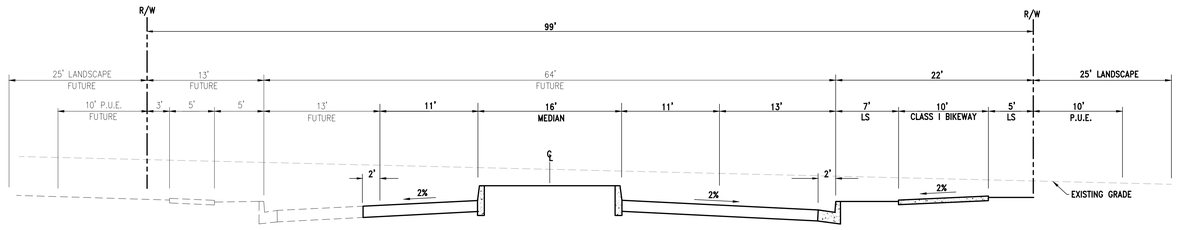
B



SECTION C-C DRAINAGE BASIN

N. T. S.

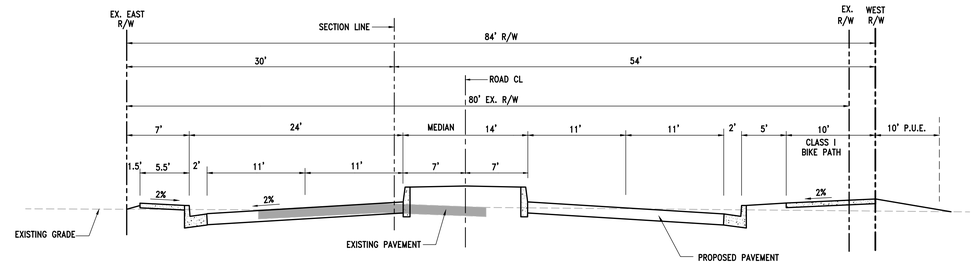
C



TYPICAL SECTION FOUR LANE MAJOR ARTERIAL WITH MEDIAN
NEW PUBLIC STREET

N. T. S.

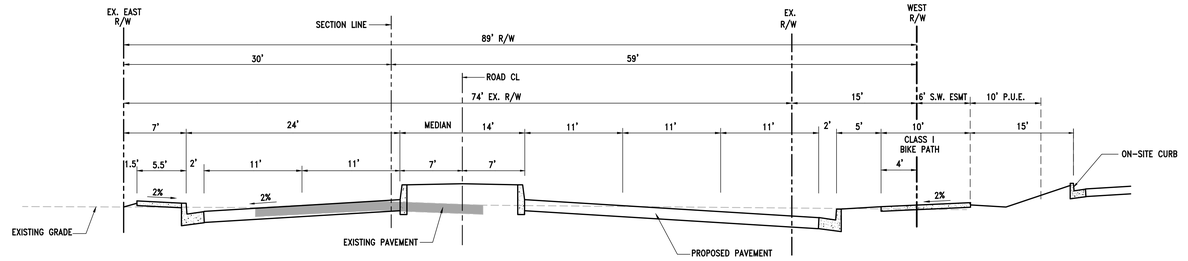
D



TYPICAL SECTION CORRAL HOLLOW RD (84' R/W)

N. T. S.

E



TYPICAL SECTION CORRAL HOLLOW RD (89' R/W)

N. T. S.

F

NO.	REVISION	BY
1	CITY RESUBMITTAL 6/18/2021	
2	CITY RESUBMITTAL 12/20/2021	
3	CITY RESUBMITTAL 4/8/2022	
4	CITY RESUBMITTAL 3/30/2023	
5	CITY RESUBMITTAL 5/17/2024	

NO.	REVISION	BY
1	CITY RESUBMITTAL 2/7/2025	
2	CITY RESUBMITTAL 3/18/2025	

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTO
No. 71814
CIVIL
STATE OF CALIFORNIA

SECTIONS
TRACY HILLS
CALIFORNIA
TRACY

DATE	03/15/2021
SCALE	1" = 50'
ENGINEER	M.F.B.
DRAFTER	-
JOB NO.	A20651
SHEET	C.6
OF	14 SHEETS

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PRELIMINARYPLANT LIST

"N" CA NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME /ZONE	MATURE HABIT
	STREET TREES				
	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX	L	60' X 30'
	ULMUS P. 'DRAKE'	DRAKE ELM	24" BOX	L	40' X 40'
	ZELKOVA S. 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	24" BOX	L	40' X 40'
	ACER BUERGERONUM	TRIDENT MAPLE	24" BOX	L	40' X 40'
	GINKGO 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX.	L	30' X 30'
	QUERCUS ILEX	HOLLY OAK	24" BOX	L	40' X 40'
	DECIDUOUS TREES				
	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX	L	60' X 30'
	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	24" BOX	L	50' X 40'
	ULMUS 'FRONTIER'	FRONTIER ELM	24" BOX	L	50' X 60'
	QUERCUS ILEX	HOLLY OAK	24" BOX	L	40' X 40'
	QUERCUS RUBRA	RED OAK	24" BOX.	L	40' X 40'
	GINKGO 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX.	L	30' X 30'
	LAURUS N.'SARATOGA'	BAY LAUREL	24" BOX.	L	15' X 15'
	ZELKOVA S. 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	24" BOX	L	40' X 40'
	ULMUS P. 'DRAKE'	DRAKE ELM	24" BOX	L	40' X 40'
	NYSSA SYLVATICA	SOUR GUM	24" BOX	L	25' X 25'
	MEDIUM EVERGREEN TREE				
	OLEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX.	VL	20' X 20'
	LAURUS N. 'SARATOGA'	SWEET BAY	24" BOX	L	25' X 20'
	LARGE EVERGREEN TREE				
	CEDRUS DEODARA	DEODAR CEDAR	24" BOX.	L	40' X 40'
N	QUERCUS WISLIZENII	INTERIOR LIVE OAK	24" BOX	VL	50' X 50'
	PINUS ELDARICA	AFGHAN PINE	24" BOX	L	50' X 50'
	FLOWERING TREE				
	LAGERSTROMIA INDICA	CRAPE MYRTLE	24" BOX	L	VARIES - STANDARD
N	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX.	L	20' X 20' - STANDARD
	KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24" BOX	M	25' X 25'
	EVERGREEN SCREENING SHRUBS				
	DODONAEA VISCOSA 'PURPUREA'	HOPBUSH	5 GAL.	L	10' X 10'
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	VL	15' X 10'
	ARCTOSTAPHYLOS D. 'HOWARD MC MINN'	MANZANITA	5 GAL.	L	8' X 8'
N	CEANOTHUS 'RAY HARTMAN'	CA. LILAC	5 GAL.	L	8' X 8'
	ELAEAGNUS PUNGENS	SILVERBERRY	5 GAL.	L	8' X 8'
	ARBUTUS U. 'OKTOBERFEST'	DWARF STRAWBERRY	5 GAL.	L	6' X 8'
	XYLOSMA SENTICOSA	SHINY XLOSMA	5 GAL.	L	8' X 8'
	SHRUBS				
	LANTANA M. 'GOLD RUSH'	GOLD RUSH LANTANA	5 GAL.	L	2' X 4'
N	PERVOSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	5 GAL.	L	3' X 3'
	LEUCOPHYLLUM SPP.	TEXAS RANGER	5 GAL.	L	VARIES
N	AGAVE SPP.	AGAVE	5 GAL.	L	VARIES
N	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GAL.	L	3' X 3'
	SANTOLINA VIRENS	SANTOLINA	5 GAL.	L	1' X 3'
	CALLISTEMON 'LITTLE JOHN'	DW. BOTTLE BRUSH	2 GAL	L	3' X 4'
	ARBUTUS U 'ELFIN KING"	DW. STRAWBERRY TREE	5 GAL	L	5' X 5'
	SALVIA GREGGI' FURMAN'S RED'	SALVIA	1 GAL.	L	4' X 4'
	WESTRINGIA 'MORNING LIGHT'	ROCK ROSE	5 GAL	L	1.5' X 4'
	OLEA 'LITTLE OLLIE'	DW. OLIVE	5 GAL	L	7' X 5'
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	L	3' X 4'
	CARYOPTERIS ' DARK KNIGHT'	BLUE MIST	5 GAL	M	3' X 3'
	NERIUM O. 'PETITE SALMON'	DW. OLEANDER	5 GAL	L	5' X 5
	ROSMARINUS SPP.	ROSEMARY	5 GAL.	L	VARIES
N	BACCHARTIS SPP.	COYOTE BRUSH	5 GAL.	L	VARIES
	GROUNDCOVER				
	LANTANA	LANTANA	1 GAL.	L	2' X 4'
	ROSMARINUS OFFICINALIS	HUNTINGTON BLUE ROSEMARY	1 GAL.	L	1.5' X 3'
N	CEANOTHUS G.H. 'JOYCE COULTER'	CA. LILAC	1 GAL.	L	3' X 8'
	ACACIA REDOLENS	PROSTRATE ACACIA	1 GAL	L	1' X 6'
	LOMANDRA L. 'BREEZE'	BREEZE MAT RUSH	1 GAL.	L	2' X 3'
	PERENNIALS				
	DIETES 'ORANGE DROP'	FORT NIGHT LILY	1 GAL	L	3' X 3'
	TULBAGHIA	SOCIETY GARLIC	1 GAL	L	1' X 1'
N	EPILOBIUM CANUM	CALIFORNIA FUSCHIA	1 GAL	L	2' X 2'
	KNIPHOFIA U. 'BLAZE'	RED HOT POKER	1 GAL.	L	2' X 2'
	COREOPSIS ROSEA	PINK TICKSEED	1 GAL.	L	1.5' X 1.5'
	GRASSES				
N	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	L	4' X 4'
N	MUHLENBERGIA LINDHEIMER	LINDHEIMER'S MUHLY GRASS	1 GAL.	L	2' X 2'
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL.	L	3' X 3'
	FESTUCS O. 'ELIAH BLUE'	BLUE FESCUE	1 GAL.	M	1' X 1'
N	CALAMAGROSTIS A. 'KARL FOERSTER'	FEATHEREEED GRAAS	1 GAL.	L	3' X 2'

ADDITIONAL PLANTS MAY BE SPECIFIED IN FINAL DESIGN BY INDIVIDUAL DEVELOPED PARCELS. IT IS THE INTENT TO UTILIZE 80% OF THE PLANT LIST TO PROVIDE A COHESIVE DEVELOPED LANDSCAPE.

LANDSCAPE CALCULATIONS BLDG 5:

TOTAL SITE AREA: 11.87 AC
TOTAL PARKING AREA = 53,792 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 5,379 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 10,638 S.F. (20%)
NO. OF STANDARD PARKING SPACES = 129
TREES REQUIRED = 26 (1/5 SPACES)
TREES PROVIDED = 33
REQUIRED PARKING AREA SHADE = 21,516 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 29,530 (55%)
14 TREES @ 100% 40' DIAMETER (1257 S.F.) = 17,598 S.F.
19 TREES @ 50% 40' DIAMETER (628 S.F.) = 11,932 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
CORRAL HOLLOW ROAD - 15' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

LEGEND

NOT SHOWN — COMBINATION OF MULCHES TO BE UTILIZED IN FINAL DESIGN

3" MINIMUM DEPTH OF DECOMPOSED GRANITE

3" MINIMUM DEPTH OF 1" MINUS MOCHA ROCK

3" MINIMUM BARK MULCH-ALL PLANTERS NOT DESIGNATED FOR ROCK, D.G.

NOT SHOWN — 2'-4' DIA. FRACTURED ROCK BOULDERS. BOULDER COLOR AND TEXTURE TO BLEND WITH ROCK MULCH.

3" MINIMUM DEPTH OF 1" FRACTURED GRAY ROCK (TRAILER PARKING AREA)

WATER EFFICIENT LANDSCAPE REQUIREMENTS

AUTOMATIC CONTROLLER W/ ET DATA, REPEAT CYCLING
IRRIGATION ZONES PER PLANT WATER REQUIREMENTS
RAIN SENSOR TO BE SPECIFIED
SOIL AMENDMENTS TO BE INCORPORATED
PLANTER SURFACE AREAS TO BE MULCHED
WATER USAGE TO MEET STATE WATER EFFICIENT LANDSCAPE STANDARD

LEGEND

- LARGE EVERGREEN CONIFER
- LARGE DECIDUOUS TREE
- MEDIUM BROADLEAF EVERGREEN TREE
- STREET TREE PER TRACY HILLS MASTERPLAN
- FLOWERING ACCENT TREE
- LOW TO MEDIUM SHRUBS FLOWERING w/ ACCENT PERENNIALS & GRASSES
- LOW FRONTAGE PLANTING w/ SHRUBS, GRASSES & PERENNIALS PLANTING 1'- 4' TALL w/ ROCK ACCENT AREAS
- PROJECT ACCENT PLANTING FLOWERING SHRUBS & GROUND-COVERS, PERENNIAL ACCENT. DECOMPOSED GRANITE w/ BOULDER ACCENTS
- SCREEN AND FOUNDATION PLANTING TALL SCREEN SHRUBS 6' +
- SEEDED PER NATIVE BIO-RETENTION GRASSES HYDROSEED MIX
- ROCK MULCH IN TRUCK TRAILER ACCESS AREA
- GROUND COVER, GRASSES, LOW-GROWING PLANT MATERIAL WHICH GROW UNSUPPORTED TO A MAXIMUM OF 3'-0" IN HEIGHT PER "PG & E" GUIDELINES.

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

GreenDesign Landscape Architects, Inc.
1464 Popinjay Drive
Reno, NV.
p: 775 829 1364
email: bhatch00@charter.net

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commer Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title:

PRELIMINARY LANDSCAPE PLAN BUILDING 5

Project Number:	20176
Drawn by:	TSP
Date:	03/13/2023

Revision:

REVISED 6-17-21
REVISED 9-16-21
REVISED 11-19-21
REVISED 12-13-21
REVISED 4-5-22
REVISED 2-28-23
REVISED 3-28-23
REVISED 5-16-24
REVISED 2-3-25
REVISED 3-14-25

Sheet:

LC1.1

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

LANDSCAPE CALCULATIONS BLDG 3:

TOTAL SITE AREA: 19.27 AC
TOTAL PARKING AREA = 134,538 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 13,454 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 28,756 S.F. (21%)
NO. OF STANDARD PARKING SPACES = 325
TREES REQUIRED = 67 (1/5 SPACES)
TREES PROVIDED = 71
REQUIRED PARKING AREA SHADE = 53,815 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 63,458 (47%)
30 TREES @ 100% 40' DIAMETER (1257 S.F.) = 37,710 S.F.
41 TREES @ 50% 40' DIAMETER (628 S.F.) = 25,748 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
NEW PUBLIC STREET - 25' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

LANDSCAPE CALCULATIONS BLDG 4:

TOTAL SITE AREA: 17.43 AC
TOTAL PARKING AREA = 132,647 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 13,264 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 25,135 S.F. (21%)
NO. OF STANDARD PARKING SPACES = 312
TREES REQUIRED = 62 (1/5 SPACES)
TREES PROVIDED = 61
REQUIRED PARKING AREA SHADE = 53,058 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 57,807 (40%)
31 TREES @ 100% 40' DIAMETER (1257 S.F.) = 38,967 S.F.
30 TREES @ 50% 40' DIAMETER (628 S.F.) = 18,840 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
NEW PUBLIC STREET - 25' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

MATCHLINE SEE SHEET LC1.3

EMPLOYEE BREAK AREA

MATCHLINE SEE SHEET LC1.1

EVERGREEN SCREEN TREES TYP.

CORRAL HOLLOW ROAD

LARGE EVERGREEN TREE SCREEN OF TRAILER PARKING TYP.

AIRPORT ZONE 2 INNER APPROACH / DEPARTURE ZONE, TREES NOT TO EXCEED 35' IN HEIGHT

EMPLOYEE BREAK AREA

BUILDING 6

PARCEL 11

LARGE SHADE TREE PARKING AREA TYP.

ZONE 3 INNER TURNING ZONE, TREES NOT TO EXCEED 35' IN HEIGHT

BUILDING 3

BUILDING 4

PARCEL 12

BUILDING 7

AIRPORT ZONE 3 INNER TURNING ZONE, TREES NOT TO EXCEED 35' IN HEIGHT

EMPLOYEE BREAK AREA

STREET TREES 30' OC TYP.

EMPLOYEE BREAK AREA

NEW PUBLIC STREET

NEW PUBLIC STREET

ACCENT PLANTING AT PROJECT ENTRY TYP.

FLOWERING ACCENT TREES AT ENTRY TYP.

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'

LANDSCAPE CALCULATIONS BLDG 6:

TOTAL SITE AREA: 6.93 AC
TOTAL PARKING AREA = 42,259 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 4,225 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 7,764 S.F. (18%)
NO. OF STANDARD PARKING SPACES = 75
TREES REQUIRED = 15 (1/5 SPACES)
TREES PROVIDED = 20
REQUIRED PARKING AREA SHADE = 16,903 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 16,961 (40%)
5 TREES @ 100% 40' DIAMETER (1257 S.F.) = 6,285 S.F.
17 TREES @ 50% 40' DIAMETER (628 S.F.) = 10,676 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
CORRAL HOLLOW ROAD - 15' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

LANDSCAPE CALCULATIONS BLDG 7:

TOTAL SITE AREA: 8.23 AC
TOTAL PARKING AREA = 64,901 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 6,490 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 11,502 S.F. (18%)
NO. OF STANDARD PARKING SPACES = 107
TREES REQUIRED = 22 (1/5 SPACES)
TREES PROVIDED = 28
REQUIRED PARKING AREA SHADE = 25,960 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 28,277 S.F. (41%)
17 TREES @ 100% 40' DIAMETER (1257 S.F.) = 21,369 S.F.
11 TREES @ 50% 40' DIAMETER (628 S.F.) = 6,908 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
NEW PUBLIC STREET - 25' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive
Reno, NV.
p: 775 829 1364
email: bhatch00@charter.net

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills Commer Center
29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title:
PRELIMINARY LANDSCAPE PLAN BUILDINGS 3,4,6,7

Project Number:	20176
Drawn by:	TSP
Date:	03/13/2023

Revision:
REVISED 11-19-21
REVISED 12-13-21
REVISED 4-5-22
REVISED 2-28-23
REVISED 3-28-23
REVISED 5-16-24
REVISED 2-3-25
REVISED 3-14-25

Sheet:
LC1.2

CAUTION - IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

LEGEND

- LARGE EVERGREEN CONIFER
- LARGE DECIDUOUS TREE
- MEDIUM BROADLEAF EVERGREEN TREE
- STREET TREE PER TRACY HILLS MASTERPLAN
- FLOWERING ACCENT TREE
- LOW TO MEDIUM SHRUBS FLOWERING w/ ACCENT PERENNIALS & GRASSES
- LOW FRONTAGE PLANTING w/ SHRUBS, GRASSES & PERENNIALS PLANTING 1'- 4' TALL w/ ROCK ACCENT AREAS
- PROJECT ACCENT PLANTING FLOWERING SHRUBS & GROUND-COVERS, PERENNIAL ACCENT. DECOMPOSED GRANITE w/ BOULDER ACCENTS
- SCREEN AND FOUNDATION PLANTING TALL SCREEN SHRUBS 6' +
- SEEDED PER NATIVE BIO-RETENTION GRASSES HYDROSEED MIX
- ROCK MULCH IN TRUCK TRAILER ACCESS AREA
- GROUND COVER, GRASSES, LOW-GROWING PLANT MATERIAL WHICH GROW UNSUPPORTED TO A MAXIMUM OF 3'-0" IN HEIGHT PER "PG & E" GUIDELINES.

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'

LANDSCAPE CALCULATIONS BLDG 1:

TOTAL SITE AREA: 12.16 AC
TOTAL PARKING AREA = 76,974 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 7,697 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 13,793 S.F. (18%)
NO. OF STANDARD PARKING SPACES = 185
TREES REQUIRED = 37 (1/5 SPACES)
TREES PROVIDED = 40
REQUIRED PARKING AREA SHADE = 30,789 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 38,332 (50%)
21 TREES @ 100% 40' DIAMETER (1257 S.F.) = 26,397 S.F.
19 TREES @ 50% 40' DIAMETER (628 S.F.) = 11,932 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
NEW PUBLIC STREET - 25' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

LANDSCAPE CALCULATIONS BLDG 2:

TOTAL SITE AREA: 14.06 AC
TOTAL PARKING AREA = 102,249 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 10,225 S.F. (10% OF PARKING AREA)
PARKING AREA LANDSCAPE PROVIDED = 24,913 S.F. (24%)
NO. OF STANDARD PARKING SPACES = 182
TREES REQUIRED = 36 (1/5 SPACES)
TREES PROVIDED = 46
REQUIRED PARKING AREA SHADE = 40,899 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 44,613 S.F.(44%)
25 TREES @ 100% 40' DIAMETER (1257 S.F.) = 31,425 S.F.
21 TREES @ 50% 40' DIAMETER (628 S.F.) = 13,188 S.F.
MINIMUM STREETSCAPE LANDSCAPE REQUIRED:
NEW PUBLIC STREET - 25' (PROVIDED)
THE LANDSCAPE PLAN MEETS THE REQUIREMENTS OF THE TRACY HILLS SPECIFIC PLAN

HPA architecture
HPA, Inc.
600 Grand Ave, Suite 302
Oakland, CA
94610
tel: 949-862-2113
email: hpa@hparchs.com

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive
Reno, NV.
p: 775 829 1364
email: bhatch00@charter.net

Owner:

RIDGELINE PROPERTY GROUP
915 HIGHLAND POINTE DR. STE.250
ROSEVILLE, CA 95678
tel: 916-284-3245

Project:

Tracy Hills
Commer Center

29592 S. Corral Hollow Road
Tracy, CA

Consultants:

Civil:	Kier&Wright
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Green Design
Fire Protection:	
Soils Engineer:	

Title:

PRELIMINARY LANDSCAPE PLAN
BUILDINGS 1 & 2

Project Number:	20176
Drawn by:	TSP
Date:	03/13/2023

Revision:

- REVISED 11-19-21
- REVISED 12-13-21
- REVISED 4-5-22
- REVISED 2-28-23
- REVISED 3-28-23
- REVISED 5-16-24
- REVISED 2-3-25
- REVISED 3-14-25

Sheet:

LC1.3

CAUTION - IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

BUILDING 1 ELEVATION

BLDG. 1 NORTH ELEVATION

BLDG. 1 WEST ELEVATION

BLDG. 1 SOUTH ELEVATION

BLDG. 1 EAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

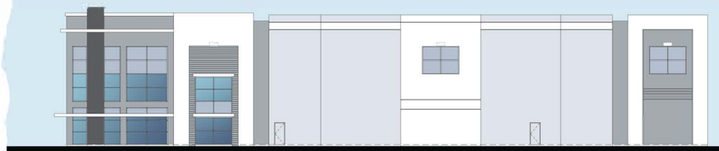
Tracy, CA

HPA architecture

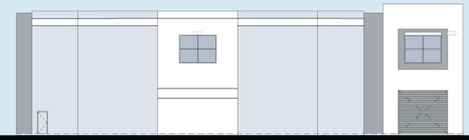
RIDGELINE PROPERTY GROUP

JOB # 20176 | CONCEPTUAL COLORED ELEVATIONS | 12.20.2021

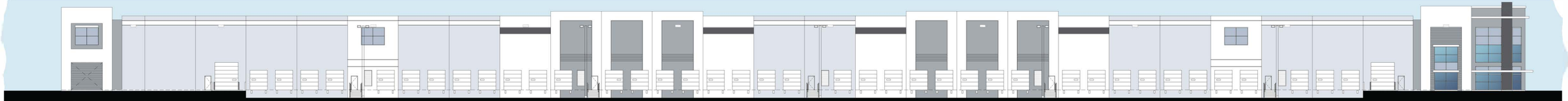
BUILDING 2 ELEVATION



BLDG. 2 NORTH ELEVATION



BLDG. 2 NORTHWEST ELEVATION



BLDG. 2 WEST ELEVATION

BLDG. 2 SOUTH ELEVATION

BLDG. 2 SOUTHEAST ELEVATION

BLDG. 2 EAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

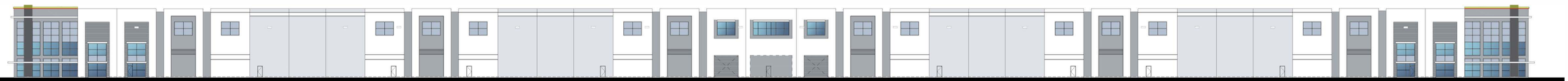
HPA architecture

RIDGELINE PROPERTY GROUP

JOB # 20176 | CONCEPTUAL COLORED ELEVATIONS | 12.20.2021

BUILDING 3 ELEVATION

BLDG. 3 NORTH ELEVATION



BLDG. 3 WEST ELEVATION

BLDG. 3 SOUTH ELEVATION

BLDG. 3 EAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

JOB # 20176 | CONCEPTUAL COLORED ELEVATIONS | 11.01.2023

BUILDING 4 ELEVATION

BLDG. 4 NORTH ELEVATION

BLDG. 4 WEST ELEVATION

BLDG. 4 SOUTH ELEVATION

BLDG. 4 EAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

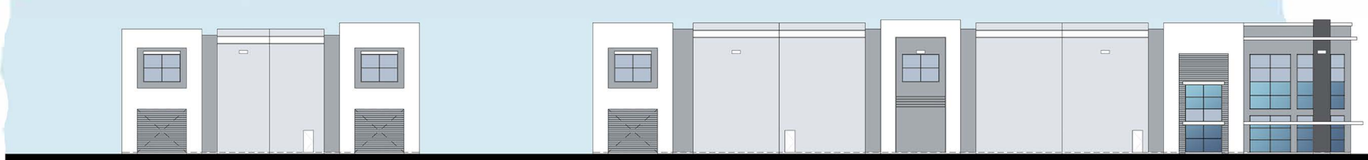
JOB # 20176

11.01.2023

BUILDING 5 ELEVATION

BLDG. 5 NORTH ELEVATION

BLDG. 5 WEST ELEVATION



BLDG. 5 SOUTHWEST ELEVATION

BLDG. 5 SOUTH ELEVATION

BLDG. 5 EAST ELEVATION

Tracy Hills Commerce Center

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Tracy, CA

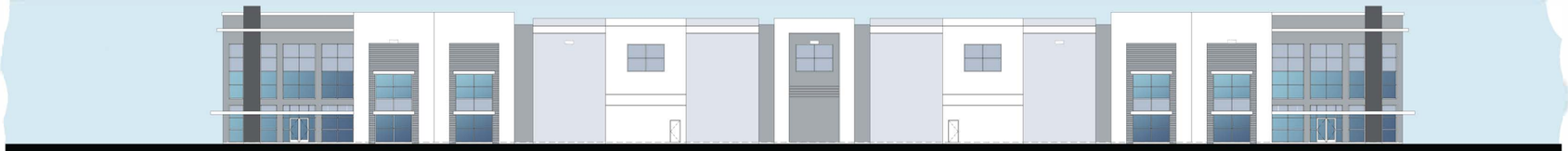
HPA architecture

RIDGELINE PROPERTY GROUP

JOB # 20176

12.20.2021

BUILDING 6 ELEVATION



BLDG. 6 NORTH ELEVATION

BLDG. 6 WEST ELEVATION

BLDG. 6 SOUTH ELEVATION

BLDG. 6 EAST ELEVATION

BLDG. 6 NORTHEAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

JOB # 20176 | CONCEPTUAL COLORED ELEVATIONS | 09.29.2021

BUILDING 7 ELEVATION

BLDG. 7 NORTH ELEVATION

BLDG. 7 WEST ELEVATION

BLDG. 7 SOUTH ELEVATION

BLDG. 7 EAST ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

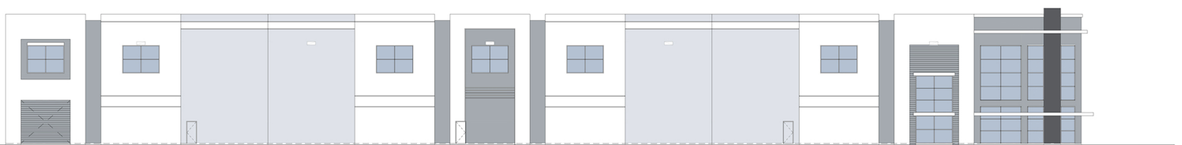
JOB # 20176

CONCEPTUAL COLORED ELEVATIONS

12.20.2021

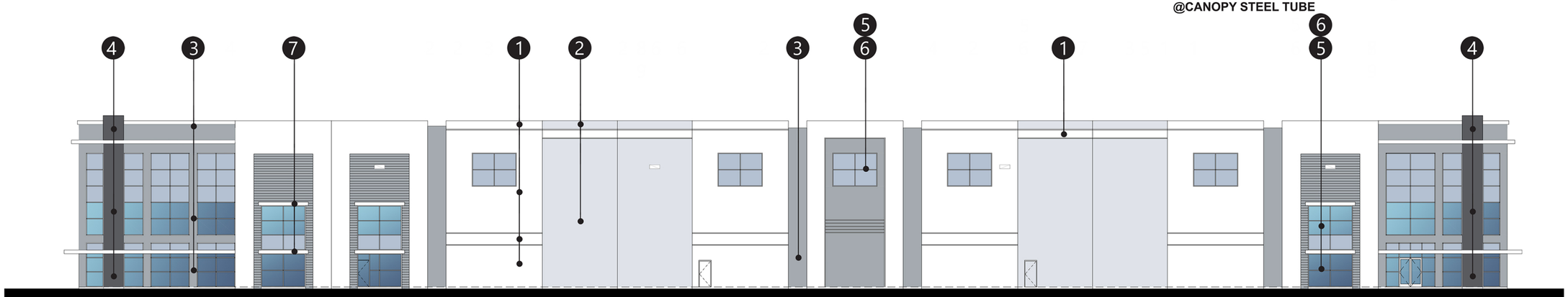
MATERIAL BOARD

BLDG. 5 NORTH ELEVATION



BLDG. 7 WEST ELEVATION

1	2	3	4	5	6	7	8
FRAZEE 001 WHITE	FRAZEE CL3171W SILVER LINING	FRAZEE CL3173M EXCALIBUR	FRAZEE CL3174D ALALON	CLEAR ANODIZED MULLIONS	BLUE GLAZING	METALLIC PAINT IN COLOR: FRAZEE 001 WHITE @CANOPY STEEL TUBE	FACTORY FINISH WHITE @DOCK DOORS



ENLARGED VIEW OF BLDG. 4 NORTH ELEVATION

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

JOB # 20176

12.20.2021

VESTING TENTATIVE SUBDIVISION MAP

LEGAL DESCRIPTION

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF SAN JOAQUIN, CITY OF TRACY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

PARCEL 1 AND PARCEL 2, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL TWO:

PARCEL 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL THREE:
THE EAST 203 ACRES OF THE FOLLOWING DESCRIBED PROPERTY (THE WEST LINE OF SAID EAST 203 ACRES BEING PARALLEL TO THE EAST LINE OF SAID SECTION 7;

BEING A PORTION OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 5 EAST, MOUNT DIABLO BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30 FEET AND SOUTH 89° 47' WEST 30 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD, AND PARALLEL TO AND 30 FEET WEST OF THE EAST LINE OF SAID SECTION 7, TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA-MENDOT ACANAL, AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT 6 COURSES, AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.3 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,600.51 FEET; AND
6) NORTH 66° 47' WEST, 475.89 FEET;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 7° 13' WEST 2,026.34 FEET; THENCE SOUTH 20° 21' EAST 76 FEET; THENCE NORTH 89° 19' EAST 27.16 FEET; THENCE SOUTH 26° 58' EAST 579.79 FEET; THENCE NORTH 69° 13' EAST 398.19 FEET; THENCE SOUTH 44° 17' EAST 445.6 FEET; THENCE SOUTH 52° 39' EAST 605.99 FEET; THENCE SOUTH 63° 24' EAST 670.76 FEET; THENCE SOUTH 86° 05' EAST 1,280.33 FEET; THENCE SOUTH 58° 44' EAST 1,254.49 FEET; THENCE NORTH 89° 47' EAST 50.77 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE STATE OF CALIFORNIA FOR THE CALIFORNIA AQUEDUCT IN DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230.

NOTE: THE WESTERLY BOUNDARY LINE OF THE PREMISES HAS BEEN DEFINED OF RECORD IN QUITCLAIM DEEDS RECORDED JUNE 30, 1966 IN BOOK 3060 OF OFFICIAL RECORDS, PAGES 175 AND 177, AND IS DESCRIBED AS FOLLOWS:
NOTE:
COMMENCING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30.00 FEET AND SOUTH 89° 47' WEST 30.00 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD AND PARALLEL TO AND 30.00 FEET WEST OF THE EAST LINE OF SAID SECTION 7 TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA-MENDOTA CANAL, AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT FIVE COURSES AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.30 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,031.69 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 0° 13' EAST 1,962.67 FEET, MORE OR LESS, TO THE TERMINATION OF SAID LINE, BEING THE NORTHWESTERLY CORNER OF THE PROPERTY AS CONVEYED BY CHARLES SPATAFORE, SR., ET AL, TO THE STATE OF CALIFORNIA BY DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230, AND BEING ALSO THE NORTHEASTERLY CORNER OF THE PROPERTY AS CONVEYED BY MAURICE G. VIEIRA, JR., ET UX, TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 9, 1963 IN BOOK 2677 OF OFFICIAL RECORDS, PAGE 204.

EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO CITY OF TRACY, A MUNICIPAL CORPORATION, IN THE DEED RECORDED DECEMBER 1, 2017 IN OFFICIAL RECORDS AS DOCUMENT NO. 2017-140487.

EXCEPTING THEREFROM PARCELS 1, 2 AND 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PROJECT DATA

OWNER/DEVELOPER:

RIDGELINE PROPERTY GROUP, LLC
ATTN: STEVE ARTHUR
915 HIGHLAND POINTE DRIVE, SUITE 250
ROSEVILLE, CA, 95678
916-284-3245

CIVIL ENGINEER:

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
ATTN: MICHAEL BASSILIOS
2580 COLLIER CANYON ROAD
LIVERMORE, CA 94551
925-245-8788

GEOTECHNICAL ENGINEER:

WALLACE-KUHL & ASSOCIATES
ATTN: MATTHEW MOYNEUR
3422 W. HAMMER LANE #D
STOCKTON, CA 95219
209-234-7722

ASSESSOR'S PARCEL NUMBER

253-020-160
253-020-170
253-020-180
253-020-190

SITE ADDRESS

VACANT LAND ON THE WESTERLY SIDE OF CORRAL HOLLOW, BOUND ON THE NORTH BY THE DELTA MENDOTA CANAL AND BOUND ON THE SOUTH BY THE CALIFORNIA AQUEDUCT

SITE AREA

8,439,401 SQUARE FEET OR 193.742 ACRES, MORE OR LESS

EXISTING LAND USE

(THSP) TRACY HILLS SPECIFIC PLAN – LIGHT INDUSTRIAL

EXISTING LAND USE

GENERAL AGRICULTURE

PROPOSED LAND USE

LIGHT INDUSTRIAL

DIMENSIONS

ALL DIMENSIONS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN AND MAPPING.

PHASING

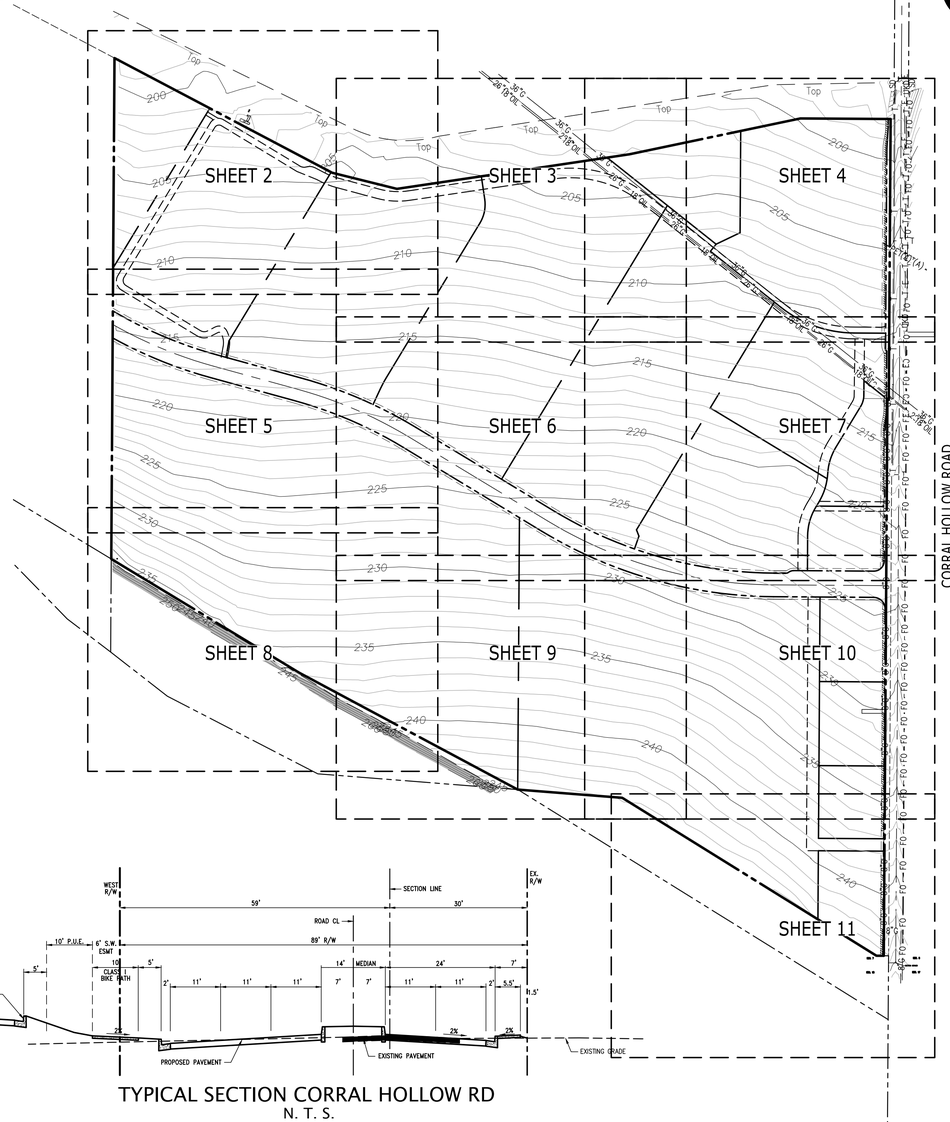
TWO PHASES OF DEVELOPMENT

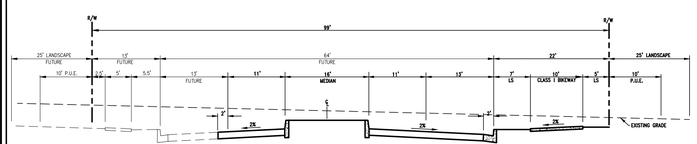
SOURCE OF TOPOGRAPHIC INFORMATION:

TOPOGRAPHY SHOWN ON THIS MAP IS BASON ON FIELD WORK PERFORMED BY KIER & WRIGHT ON AUGUST 20, 2020

LEGEND

PROPOSED	EXISTING	
		ASPHALT BERM
		BLOCK/RETAINING WALL
		BUILDING LINE
		CENTER LINE
		CONCRETE CURB
		CONCRETE CURB CUT
		CONCRETE CURB & GUTTER
100	100	CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
E	E	ELECTRIC LINE
FS	FS	FIRE SERVICE & VALVE
FO	FO	FIBER OPTICS LINE
		FLUSH CONCRETE CURB
		FENCE LINE
G	G	GAS LINE-VALVE & METER
GB	GB	GRADE BREAK LINE
		GUARD RAIL
JT	JT	JOINT TRENCH LINE
		LOT LINE
OH	OH	MONUMENT/MONUMENT/SECTION LINE
PERF. PIPE		OVERHEAD POWER LINE
		PERFORATED STORM DRAIN PIPE
		PROPERTY LINE
RWL	RWL	RAINWATER LEADER
R	R	RIDGE LINE
SS	SS	SANITARY SEWER-MANHOLE & CLEANOUT
		SIDEWALK
SD	SD	STORM DRAIN-MANHOLE & CATCH BASIN
T	T	TELEPHONE LINE
		THRU CURB DRAIN
W	W	WATER LINE & VALVE
		BACKFLOW PREVENTION DEVICE
		ELECTROLIER
		WALK-BOLLARD LIGHT
		FIRE HYDRANT
		POST INDICATOR VALVE
		POWER POLE/JOINT POLE
+ 100.00	+ 100.00	SPOT ELEVATION
T	T	TRANSFORMER
		TRAFFIC SIGN
		TREE
		UTILITY BOX
AD	AD	AREA DRAIN
ARV	ARV	AIR RELEASE VALVE
ASR	ASR	AUTOMATIC SPRINKLER RISER
AVP	AVP	AIR VALVE POST
BFPD	BFPD	BACKFLOW PREVENTION DEVICE
BW	BW	BACK OF WALK
BOV	BLOWOFF VALVE	
BLDG	BLDG	BUILDING
BL	BL	BUILDING LINE
CB	CB	CATCH BASIN
CATVB	CATVB	CABLE TELEVISION BOX
CTB	CTB	CALTRANS BOX
COTG	COTG	CLEANOUT TO GRADE
C	C	CONCRETE
DDCV	DDCV	DOUBLE DETECTOR CHECK VALVE
DR	DR	DOOR
DS	DS	DOWN SPOUT
DIP	DIP	DUCTILE IRON PIPE
EB	EB	ELECTRIC BOX
ETS	ETS	ELECTROLYSIS TEST STATION
ESMT	ESMT	EASEMENT
EW	EW	EDGE OF WALK
FB	FB	FACE OF BERM
FC	FC	FACE OF CURB
FW	FW	FACE OF WALL
FF	FF	FINISHED FLOOR
FL	FL	FLOW LINE
FH	FH	FIRE HYDRANT
FOM	FOM	FIBER OPTICS MARKER
GLM	GLM	GAS LINE MARKER
GM	GM	GAS METER
GV	GV	GAS VALVE
GB	GB	GRADE BREAK
GA	GA	GUY ANCHOR
HP	HP	HIGH POINT
IE	IE	INVERT ELEVATION
IB	IB	IRRIGATION BOX
JP	JP	JOINT POWER POLE
LP	LP	LOW POINT
LT	LT	LIGHT
OF	OF	OVERFLOW
OD	OD	OVERFLOW DRAIN
PBMH	PBMH	PAC BELL MANHOLE
PV	P	PAVEMENT
POC	POC	POINT OF CONNECTION
PIV	PIV	POST INDICATOR VALVE
PP	PP	POWER POLE
RWL	RWL	RAINWATER LEADER
RVP	RVP	RELEASE VALVE POST
R	R	RIDGE
RE	RE	RIM ELEVATION
RD	RD	ROOF DRAIN
SSCO	SSCO	SANITARY SEWER CLEANOUT
SSMH	SSMH	SANITARY SEWER MANHOLE
SMH	SMH	SPRINT MANHOLE
SM	SM	SPRINT MARKER
SL	SL	STREET LIGHT
SLB	SLB	STREET LIGHT BOX
SDJB	SDJB	STORM DRAIN JUNCTION BOX
SDMH	SDMH	STORM DRAIN MANHOLE
SWL	SWL	SWALE
TB	TB	TELEPHONE BOX
TMH	TMH	TELEPHONE MANHOLE
TSB	TSB	TRAFFIC SIGNAL BOX
TSP	TSP	TRAFFIC SIGNAL POLE
TB	TB	TOP OF BERM
TC	TC	TOP OF CURB
TW	TW	TOP OF WALL
T	T	TRANSFORMER
TE	TE	TRASH ENCLOSURE
WB	WB	WATER BOX
WM	WM	WATER METER
WV	WV	WATER VALVE
		CONCRETE

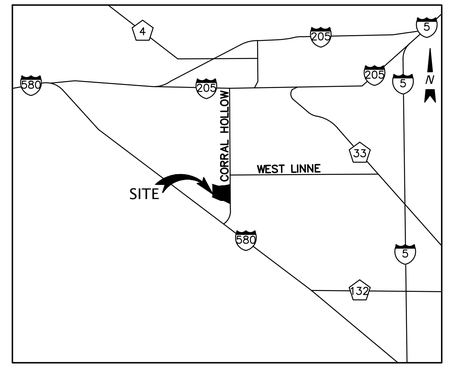




TYPICAL SECTION FOUR LANE MAJOR ARTERIAL WITH MEDIAN
NEW PUBLIC STREET
N. T. S.

TYPICAL SECTION CORRAL HOLLOW RD
N. T. S.

ATTACHMENT D



VICINITY MAP

NOT TO SCALE

CITY ENGINEER'S STATEMENT

I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVIEWED FOR COMPLIANCE WITH THE REQUIREMENTS OF THE TRACY MUNICIPAL CODE AND THE SUBDIVISION MAP ACT AS TO FORM AND CONTENT.

CITY ENGINEER _____ DATE _____

PLANNING COMMISSION FILING CERTIFICATE

TENTATIVE MAP FILED THIS _____ DAY OF _____ 20__ IN THE OFFICE OF THE TRACY PLANNING COMMISSION, TRACY, CALIFORNIA. ACCOMPANIED WITH THE APPROPRIATE FILING FEES. THIS CERTIFICATE DOES NOT DEEM THIS APPLICATION COMPLETE.

CITY COUNCIL STATEMENT

I HEREBY CERTIFY THAT THE CITY COUNCIL OF TRACY HAS CONDITIONALLY APPROVED THIS TENTATIVE MAP ON _____ BY RESOLUTION NO. _____.

CITY CLERK _____ DATE _____

NOTES

1. THIS PLOT WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE INSURANCE COMPANY, DATED MARCH 1, 2021, ORDER NUMBER 1231002229-DC. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
2. PURSUANT TO SECTION 66424.5 OF THE SUBDIVISON MAP ACT, THIS MAP NEED NOT BE BASED ON AN ACCURATE OR DETAILED FINAL SURVEY OF THE PROPERTY
3. BENCHMARK: 3" BRASS DISK WITH PUNCH STAMPED "L1259 1974", 35 FEET WEST OF CORRALL ROAD, 23 FEET NORTH OF NORTHERLY AQUEDUCT ROAD.

   ELEVATION = 250.25 (DATUM = CITY OF TRACY, 1988 NAVD)
4. BASIS OF BEARINGS:
   THE BEARING OF SOUTH 00° 22' 08" WEST TAKEN ON THE SECTION LINE OF CORRAL HOLLOW AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

   ALL DISTANCES ARE GROUND DISTANCES UNLESS OTHERWISE NOTED; MULTIPLY BY 0.9999388 TO OBTAIN GRID DISTANCES
5. ANY PRIVATE UTILITY AND ACCESS EASEMENTS THAT WILL BE REQUIRED WILL BE RECIPROCAL AGREEMENTS RECORDED CONCURRENTLY WITH THE PARCEL MAP.
6. THE AVIATION ZONES FOR THE TRACY MUNICIPAL AIRPORT HAVE BEEN SHOWN PER THE COUNTYWIDE AIRPORT LAND USE COMPATIBILITY PLAN DATED AS OF JUNE 25, 2009 AND AMENDED JANUARY 2018, PROVIDED TO KIER AND WRIGHT ON AUGUST 28, 2020 BY HP ARCHITECTS.

SHEET INDEX

1	COVER SHEET
2	EXISTING CONDITIONS
3	EXISTING CONDITIONS
4	EXISTING CONDITIONS
5	EXISTING CONDITIONS
6	EXISTING CONDITIONS
7	EXISTING CONDITIONS
8	EXISTING CONDITIONS
9	EXISTING CONDITIONS
10	EXISTING CONDITIONS
11	EXISTING CONDITIONS
12	LOTTING PLAN
13	OVERALL SITE PLAN
14	CONCEPTUAL GRADING PLAN
15	CONCEPTUAL GRADING PLAN
16	CONCEPTUAL GRADING PLAN
17	CONCEPTUAL GRADING PLAN
18	CONCEPTUAL GRADING PLAN
19	CONCEPTUAL UTILITY PLAN
20	CONCEPTUAL UTILITY PLAN
21	CONCEPTUAL UTILITY PLAN
22	CONCEPTUAL UTILITY PLAN
23	CONCEPTUAL UTILITY PLAN
24	SECTIONS
25	PHASING PLAN

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTING ANY ERRORS OR OMISSIONS WHICH MAY BE DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST. BY APPROVING THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE PLANS AS HE DEEMS NECESSARY TO CONFORM TO THE MANNER IN WHICH THE SAME IS BEING DEVELOPED. BY APPROVING THESE PLANS, IT IS UNDERSTOOD THAT THE CITY ENGINEER DOES NOT SPECIFICALLY APPROVE OR DISAPPROVE ANY DETAILS OTHER THAN THOSE SPECIFICALLY CALLED TO HIS ATTENTION, AND THAT HE ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS OF THE DETAILS NOT SPECIFICALLY CALLED TO HIS ATTENTION. APPROVAL IS GIVEN TO THE PLANS AS A GENERAL PROJECT DESIGN ONLY. THE CITY ENGINEER SHALL NOT BE LIABLE FOR ANY DAMAGES RESULTING FROM THE USE OF THESE PLANS, OR FROM ANY OMISSIONS OR MISINFORMATION CONTAINED THEREIN. APPROVAL OF THESE PLANS IS BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER MICHAEL F. BASSILIOS No. 71814 Exp. 12-31-26 CIVIL STATE OF CALIFORNIA

KIER+WRIGHT
2580 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

REVISIONS

SYMBOL	DATE:	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	
	12/20/21	CITY RESUBMITTAL	
	4/26/23	CITY RESUBMITTAL	
	12/18/24	CITY RESUBMITTAL	
	3/7/25	CITY RESUBMITTAL	
	3/19/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS COVER SHEET

SHEET 1 OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:10 AM rsalib

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS OR OTHER DEFICIENCIES THAT MAY BE DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST REQUIRES AS A CONDITION OF APPROVAL OF THESE PLANS, THAT THE DEVELOPER AGREE TO HOLD HARMLESS THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE PLANS AS HE DEEMS NECESSARY AND IN THE MANNER IN WHICH THE SAME IS TO BE MADE. IN ADDITION, NO CITY OFFICIAL IS AUTHORIZED TO DEVIATE FROM THESE PLANS UNLESS SUCH DEVIATIONS ARE SPECIFICALLY APPROVED AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

TRACY
Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
WERNER F. BASSTLOS
No. 71814
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	12/29/21	CITY RESUBMITTAL	
	1/9/23	CITY RESUBMITTAL	
	3/18/24	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB	DRAWN BY: RS	CHECKED BY:
SCALE: AS SHOWN		

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 2 OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:16 AM rsalb

DELTA MENDOTA CANAL

ADJUSTED PARCEL 4
DN 2022-105264
APN: 253-020-230

PARCEL NINE

PARCEL TWO

PARCEL THREE

PARCEL FOUR

N76°00'52"W 279.62'

357.69'

S81°32'08"W 985.33'
533.29'

S78°09'08"W 732.34'
474.88'

94.36'

N83°57'47"W 917.15'

R=150.00'
D=39°39'26"
L=103.82'

S37°11'34"W 736.76'

S37°11'34"W 1541.97'

S51°30'39"E 583.42'

572.55'

281.50'

APPROXIMATE OUTER APPROACH/DEPARTURE ZONE
SEE GENERAL NOTE 6

PROPOSED EVAE AND CITY ACCESS EASEMENT

10' PG&E EASEMENT
204 O.R. 435

30' PG&E EASEMENT
92, 198,458 O.R.

OAS PETROLEUM PIPE LINE

196.18 TOP 36"CAS
197.47 TOP 26"CAS
198.91 TOP 18"OIL

201.79 TOP
203.50 TOP
204.05 TOP
203.96 TOP

36"G
26"G
18"OIL
GLM
Top

205
210
215

SEE SHEET 2

SEE SHEET 4

SEE SHEET 6

NORTH

0 25 50 100 150
Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST OF THE CITY OF SUCH OR THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY IN WHICH TO REQUIRE SUCH REVISIONS AND SPECIFYING AS TO DESIGN AS ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSETTI
No. 71814
Exp. 12-31-26
CIVIL
STATE OF CALIFORNIA

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REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED
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	3/9/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET
3
OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:26 AM realb

PARCEL NINE

PARCEL FIVE

PARCEL THREE

PARCEL FOUR

PARCEL SIX

ADJUSTED PARCEL 4
DN: 2022-105264
APN: 253-020-230

CORRAL HOLLOW RD.

SEE SHEET 3

SEE SHEET 7

S81°32'08"W 985.33'
94.36'

S78°09'08"W 732.34'
474.88'

257.46'

N89°38'52"W 378.36'
368.37'

10.00'

N0°22'08"E 33.83'

PROPOSED 10.0' ROAD DEDICATION

N3°32'55"E 90.14"

EXISTING 74.0' ROADWAY

PROPOSED 15.0' ROAD DEDICATION

APPROXIMATE LOCATION
OF RELINQUISH OF ABUTTER RIGHTS

PROPOSED 10.0' PUBLIC
UTILITIES EASEMENT

PROPOSED 6.0' WIDE
SIDEWALK EASEMENT

N0°22'08"E 5287.98'

N0°22'08"E 774.49'

N0°22'08"E 841.51'

N0°22'08"E 1177.38'

APPROXIMATE LOCATION
OF RELINQUISH OF ABUTTER RIGHTS

PROPOSED 10.0' PUBLIC
UTILITIES EASEMENT

PROPOSED 15.0' ROAD DEDICATION

PROPOSED 6.0' WIDE
SIDEWALK EASEMENT

PROPOSED 15.0' RIGHT
OF WAY DEDICATION

S89°37'56"E 132.42'

67.02'

R=500.00' D=38°07'17" L=332.67'

S0°22'04"W 426.73'

APPROXIMATE INNER
APPROACH/DEPARTURE ZONE

APPROXIMATE OUTER
APPROACH/DEPARTURE ZONE

PROPOSED EVAE AND
CITY ACCESS EASEMENT

PROPOSED EVAE AND
CITY ACCESS EASEMENT

PROPOSED EVAE AND
CITY ACCESS EASEMENT

S51°30'39"E 583.42'

S51°30'39"E 375.93'

S37°11'34"W 1341.97'

S37°11'34"W 1116.09'

N38°29'21"E
58.00'

111.63'
S64°25'42"W

291.50'

302.35'

207.64 TOP 18"OL

203.31 TOP 36"GAS

197.61 TOP 36"GAS

195.97 TOP 36"GAS

193.24 TOP

Top

200

205

210

NORTH

0 25 50 100 150

Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, OMISSIONS OR CONFLICTS THAT BECOME APPARENT DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST REQUIRES THAT THE DEVELOPER AGREE TO MAKE SUCH CHANGES AS MAY BE NECESSARY IN THE OPINION OF THE CITY ENGINEER. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH CHANGES IN THE PLANS AND SPECIFICATIONS AS MAY BE NECESSARY IN HIS OPINION TO CORRECT MISTAKES, AND TO SPECIFY AS TO WHETHER SUCH CHANGES SHALL BE MADE AT NO COST TO THE CITY. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITAS
No. 71814
Exp. 12-31-26
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
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Phone: (925) 245-8788
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REVISIONS		
SYMBOL	DATE	DESCRIPTION
	6/19/21	CITY RESUBMITTAL
	12/20/21	CITY RESUBMITTAL
	4/28/22	CITY RESUBMITTAL
	1/20/23	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/18/25	CITY RESUBMITTAL

APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 4 OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:36 AM rsalib

SEE SHEET 2

NORTH

0 25 50 100 150

Scale 1" = 50'

PARCEL ONE

PARCEL TWO

PARCEL THREE

REMAINDER PARCEL

ADJUSTED PARCEL 3
DN 2022-105264
APN: 253-020-220

LANDS OF VIEIRA
2003-011338 O.R.

180.39'
56.95'
56.48'
S0°22'08"W 2100.42'
926.55'

R=1900.50' D=15°06'19" L=474.68'
R=1850.00' D=14°13'15" L=459.18'
R=1899.50' D=13°23'23" L=443.91'
N74°39'04"W 365.65'
N74°39'04"W 365.65'
N74°39'04"W 365.65'
325.93'
S31°11'34"W 826.80'
S10°20'56"W 70.24'
39.72'
PROPOSED EVAE AND CITY ACCESS EASEMENT
PROPOSED 99.0' ROADWAY
D=9°43'29" L=322.40
R=1899.50' D=15°50'38" L=525.27
S35°04'25"W 73.27'
R=500.00' D=6°07'09" L=53.40'
PROPOSED 10.0' PUBLIC UTILITIES EASEMENT
D=6°07'09" L=202.96
S31°11'34"W 756.76'
S58°48'26"E 678.04'
420.96'
S58°48'26"E 678.04'
S58°48'26"E 678.04'
568.45'
PROPOSED 10.0' PUBLIC UTILITIES EASEMENT
R=1850.00' D=15°50'38" L=511.58'
R=1900.50' D=15°50'38" L=497.89'

Barbed Wire Fence

SEE SHEET 6

SEE SHEET 8

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:46 AM rsalb

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, OMISSIONS, OR ERRORS CONTAINED THEREIN. PRIOR TO THE START OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTERESTS DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTERESTS OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES OR ALTERATIONS IN THE PLANS AND SPECIFICATIONS IN A MANNER IN WHICH THE CITY ENGINEER SHALL DEEM NECESSARY. ANY CHANGES AUTHORIZED BY THE CITY ENGINEER SHALL BE MADE AT NO COST TO THE CITY. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE ANY DEVIATIONS AS TO SIZE OR LOCATION OF ANY UTILITIES OR IMPROVEMENTS UNLESS SUCH DEVIATIONS ARE SPECIFICALLY APPROVED BY THE CITY ENGINEER. APPROVAL OF THESE PLANS IS VALID FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL BY THE CITY ENGINEER. THE CITY ENGINEER MAY GRANT AN EXTENSION OF TIME IF REQUESTED IN WRITING BY THE DEVELOPER PRIOR TO THE EXPIRATION DATE. THE CITY ENGINEER MAY REQUIRE MODIFICATIONS TO THE PLANS IF CONDITIONS OR REGULATIONS HAVE CHANGED SIGNIFICANTLY SINCE THE ORIGINAL APPROVAL. THE CITY ENGINEER'S APPROVAL OF THESE PLANS IS BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

TRACY
Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITAS
No. 71814
Exp. 12-31-26
CIVIL
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REVISIONS			
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	1/9/23	CITY RESUBMITTAL	
	1/29/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 5 OF 25 SHEETS

SEE SHEET 3

NORTH

0 25 50 100 150

Scale 1" = 50'

PARCEL THREE

PARCEL FOUR

ADJUSTED PARCEL 4
DN 2022-105264
APN: 253-020-190

PARCEL SEVEN

PARCEL TEN

REMAINDER PARCEL

SEE SHEET 5

SEE SHEET 7

SEE SHEET 9

215

220

225

230

S31°11'34"W 756.76'

R=500.00'
D=6°07'09"
L=53.40'

D=9°43'29" L=322.40

R=1899.50' D=15°50'38" L=525.27'

S25°04'25"W 73.27'

R=1850.00' D=15°50'38" L=511.58'

D=6°07'09" L=202.86'

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

R=1800.50' D=15°50'38" L=497.89'

S31°11'34"W 1,341.97'

420.86'

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

S58°48'26"E 678.04'

S58°48'26"E 678.04'

257.18'

PROPOSED 99.0' ROADWAY

S58°48'26"E 678.04'

568.45'

109.59'

N0°22'08"E 1140.05'

S31°11'34"W 1116.09'

D=11°52'42" L=371.27'

N21°17'58"W 28.45'

N19°18'52"E 56.92'

R=1800.50' D=30°49'26" L=968.63'

D=18°56'44" L=595.36'

R=1850.00' D=30°49'26" L=995.26'

R=1899.50' D=30°49'26"

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF LAW THAT BECOME APPARENT DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES OR ALTERATIONS IN THE IMPROVEMENTS IN WHATEVER MANNER IN HIS OPINION SHALL BE NECESSARY TO PROTECT THE PUBLIC INTEREST. ANY SUCH CHANGES SHALL BE MADE AT NO COST TO THE CITY. APPROVAL OF THESE PLANS IS TO BE USED ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
WERNER F. BASSTLOS
No. 71814
Exp. 12-31-26
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
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	3/30/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 6 OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:58:56 AM rsalb

SEE SHEET 4

PARCEL THREE

S37°11'34"W 1,341.97'

PARCEL FOUR

ADJUSTED PARCEL 4
DN 2022-105264
APN: 253-020-190

PARCEL FIVE

PROPOSED 6.0' WIDE SIDEWALK EASEMENT

R=500.00' D=38°07'12" L=332.67'

S89°37'56"E 132.42'

PROPOSED 15.0' RIGHT OF WAY DEDICATION

S29°37'52"E 10.00'

PROPOSED 10.0' RIGHT OF WAY DEDICATION

15' PG&E EASEMENT 46' O.R. 431

PROPOSED 6.0' WIDE EVE AND CITY ACCESS EASEMENT

50' PG&E EASEMENT 82-096408 O.R.

PG&E EASEMENT 2017-061858 O.R.

ADJUSTED PARCEL 4
DN 2022-105264
APN: 253-020-190

PARCEL SIX

N31°30'39"W 120.36'

OLD PROPERTY LINE

R=92.50' D=30°49'50" L=49.76'

S51°30'39"E 7.62'

R=361.85' D=4°45'21" L=30.03'

PROPOSED 4.0' RIGHT OF WAY DEDICATION

S5°07'58"W 30.10'

APPROXIMATE LOCATION OF RELINQUISH OF ABUTTER RIGHTS

R=361.66' D=4°45'30" L=30.03'

PROPOSED 6.0' WIDE SIDEWALK EASEMENT

PARCEL ELEVEN

EXISTING 80.0' PUBLIC RIGHT OF WAY

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

ADJUSTED PARCEL 1
DN 2022-105264
APN: 253-020-200

PROPOSED 40.0' ACCESS EASEMENT

PROPOSED 9.0' RIGHT OF WAY DEDICATION

N0°22'08"E 2336.06'

N0°22'08"E 1177.38'

N0°22'08"E 1159.32'

N0°22'08"E 841.51'

N0°22'08"E 774.49'

S0°22'08"W 3508.47' (N00°13'W) TIE

CORRAL HOLLOW RD.

ADJUSTED PARCEL 4
DN 2022-105264
APN: 253-020-230

PARCEL SEVEN

S58°48'26"E 573.09'

APPROXIMATE LOWER TURNING ZONE

D=5°01'30" L=23.37'

R=233.50' D=27°52'17" L=113.59'

D=22°30'47" L=106.27'
R=268.50' D=27°52'17" L=130.64'

S31°11'34"W 24.25'

18.21'

6.05'

S89°37'52"E 285.53'

D=30°49'30" R=233.50' L=125.62'

N0°21'26"E 146.15'

146.15'

APPROXIMATE LOCATION OF RELINQUISH OF ABUTTER RIGHTS

PARCEL TWELVE

PROPOSED 6.0' WIDE SIDEWALK EASEMENT

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

R=43.00' D=90°00'00" L=67.54'

17.72'

318.58'

S89°37'52"E 336.30'

R=35.00' D=38°44'22" L=23.66'
R=15.00' D=38°44'22" L=10.14'

52.22'
N89°37'52"W

20' PG&E EASEMENT 2017-140490 O.R.

N21°17'58"W 28.45'

N19°18'52"E 56.92'

D=11°52'42" L=373.27

R=1800.50' D=30°49'26" L=968.63'

D=18°56'44" L=595.36

R=1850.00' D=30°49'26" L=995.26'

R=1899.50' D=30°49'26" L=100...

PROPOSED PUBLIC UTILITIES EASEMENT

PARCEL TEN

SEE SHEET 6

SEE SHEET 10

NORTH

0 25 50 100 150

Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, OMISSIONS, OR ERRORS THAT MAY BE DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST OR THE PUBLIC HEALTH, SAFETY AND WELFARE REQUIRE ALTERATIONS OR ADDITIONS TO THE DETAILS OF THE CITY OF TRACY OR THESE PLANS, OR IF THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH ALTERATIONS OR ADDITIONS. THE CITY ENGINEER SHALL HAVE THE MANNER IN WHICH THE SAME IS TO BE MADE. NO CONSTRUCTION SHALL BE COMMENCED UNTIL PLANS HAVE BEEN APPROVED BY THE CITY ENGINEER. APPROVAL OF THESE PLANS DOES NOT CONSTITUTE, AND CITY SHALL NOT BE LIABLE FOR, ANY APPROVAL OF THE QUANTITIES SHOWN ON THESE PLANS

SEE SHEET 5

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS OR OMISSIONS CONTAINED THEREIN IF DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE PLANS AND SPECIFICATIONS AS MANNER IN WHICH THE WORK IS DONE. ALL COSTS INCIDENT TO SUCH CHANGES TO RESTRICTED TO ONLY THOSE ITEMS WHICH ARE NOT IN CONFORMANCE WITH THE CITY'S STANDARDS.

KOOSUN KIM P.E. CITY ENGINEER DATE:

TRACY Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITAS
No. 71814
Exp. 12-31-26
CIVIL
STATE OF CALIFORNIA

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REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED
	6/19/24	CITY RESUBMITTAL	
	12/20/24	CITY RESUBMITTAL	
	1/9/25	CITY RESUBMITTAL	
	1/30/25	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/19/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 8 OF 25 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 3-18-25 11:59:16 AM rsallb

SEE SHEET 7

REMAINDER PARCEL

PARCEL TEN

ADJUSTED PARCEL 3
DN 2022-105264
APN: 253-020-220

N0°22'08"E 1140.05'

R=1800.50' D=18°56'44" L=595.36'

R=1850.00' D=30°49'26" L=995.26'

R=1899.50' D=30°49'26" L=1021.89'

S61°51'37"E 1038.81'

S85°29'52"E 439.59'

S58°08'52"E 1254.69'

NORTH

0 25 50 100 150

Scale 1" = 50'

SEE SHEET 10

SEE SHEET 11

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF LAW THAT MAY EXIST EVEN THOUGH SUCH DEFECTS WERE NOT DISCOVERED BY THE CITY ENGINEER DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES OR ALTERATIONS TO THE PLANS AND SPECIFICATIONS IN ANY MANNER IN WHICH THE SAME IS DEEMED NECESSARY OR DESIRABLE TO PROTECT THE PUBLIC INTEREST. NO COST TO THE CITY SHALL BE INCURRED BY REASON OF APPROVAL OF THESE PLANS AND SPECIFICATIONS AS TO BE BORNE BY THE DEVELOPER OR HIS AGENTS. THE CITY APPROVES AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

KOOSUN KIM P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSTLOS
No. 71814
Exp. 12-31-26
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
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Phone: (925) 245-8788
www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED
	6/19/21	CITY RESUBMITTAL	
	12/20/21	CITY RESUBMITTAL	
	4/28/22	CITY RESUBMITTAL	
	10/20/23	CITY RESUBMITTAL	
	1/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 9 OF 25 SHEETS

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SEE SHEET 7

PARCEL SEVEN

PARCEL TWELVE

PARCEL THIRTEEN

PARCEL TEN

PARCEL FOURTEEN

PARCEL FIFTEEN

ADJUSTED PARCEL 3
DN 2022-105264
APN: 253-020-220

ADJUSTED PARCEL 2
DN 2022-105264
APN: 253-020-210

SEE SHEET 9

SEE SHEET 11

CORRAL HOLLOW RD.

R=1850.00' D=30°49'26" L=995.26'

D=18°56'44" L=595.36

R=1800.50' D=30°49'26" L=968.63'

PROPOSE

R=1899.50' D=30°49'26" L=1021.89'

R=35.00' D=38°44'22" L=23.66'

R=15.00' D=38°44'22" L=10.14'

52.22'

N89°37'52"W

17.72'

318.58'

S89°37'52"E 336.30'

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

R=43.00' D=90°00'00" L=67.54'

N0°22'08"E 547.83'

784.03'

20' PG&E EASEMENT 2017-140490 O.R.

141.24'

N89°37'56"W 471.80'

330.56'

194.73'

OLD PROPERTY LINE

225.07'

OLD PROPERTY LINE

R=48.00' D=90°00'00" L=75.40'

354.41'

APPROXIMATE LOCATION OF RELINQUISH OF ABUTTER RIGHTS

295.41'

EXISTING 80.0' PUBLIC RIGHT OF WAY

N0°22'08"E 5287.98'

N0°22'08"E 1454.34'

N89°37'56"W 273.07'

PROPOSED 10.0' PUBLIC UTILITIES EASEMENT

SSMH1
230.25 RE
IE 220.60 15"(THRU)

PG&E EASEMENT 2017-140490 O.R.

S0°22'08"W 1001.01'

352.71'

N0°22'08"E 2336.06'

1552.04'

352.71'

PROPOSED 4.0' ROADWAY DEDICATION

APPROXIMATE LOCATION OF RELINQUISH OF ABUTTER RIGHTS

S89°37'56"E 273.07'

EXCEPTION TO PARCELS ONE, TWO AND THR
OF LEGAL DESCRIPTION
140473 O.R.

PROPOSED 50.0' PRIVATE ACCESS ESMT

304.88'

304.88'

1448.57' (1448.50')

S85°29'52"E 439.59'

S58°08'52"E 1254.69'

244.08'

NORTH

0 25 50 100 150

Scale 1" = 50'

CITY OF TRACY

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KOOSUN KIM P.E. CITY ENGINEER DATE:

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	2/7/25	CITY RESUBMITTAL	
	3/19/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 10 OF 25 SHEETS

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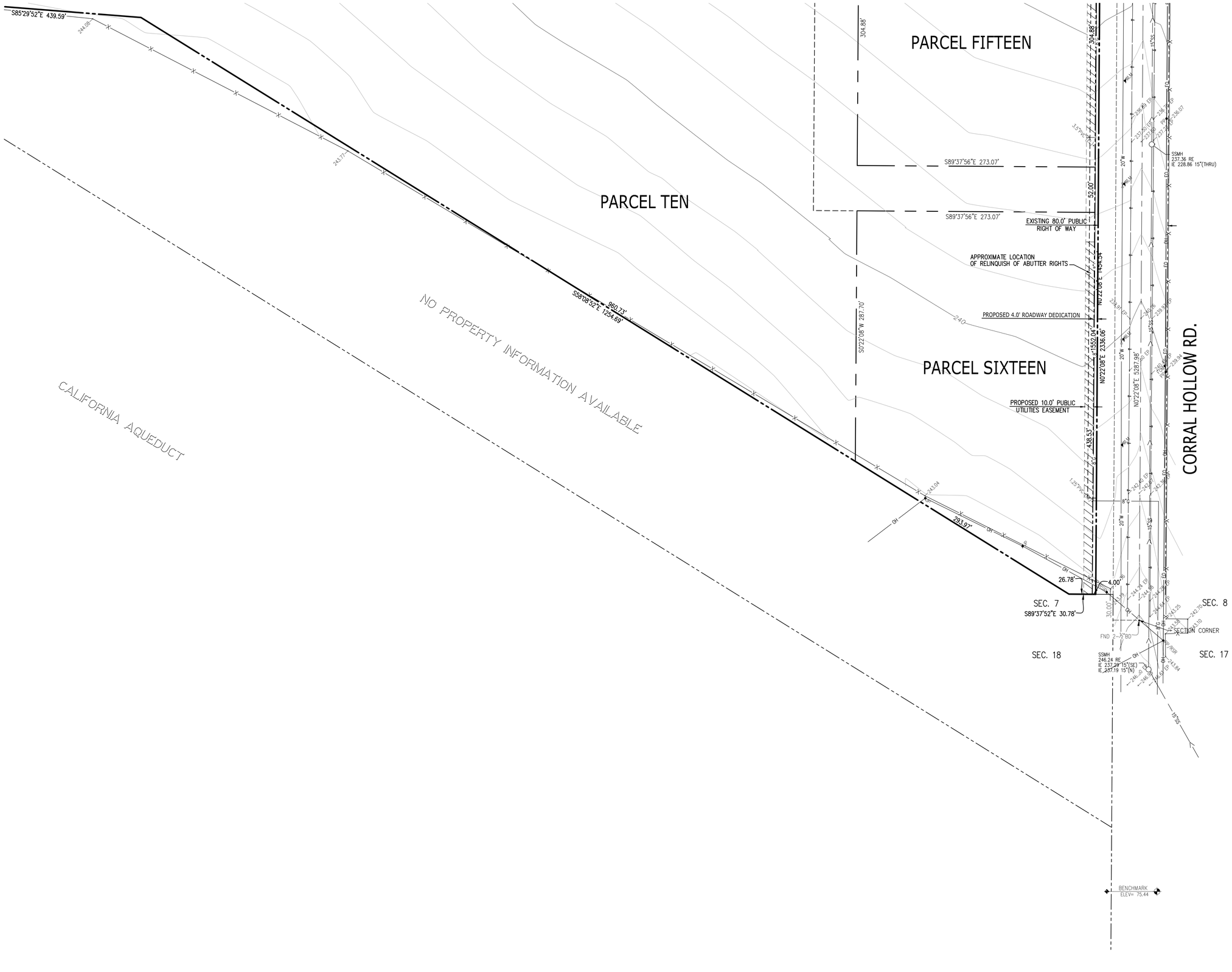
SEE SHEET 10



CITY OF TRACY

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VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 11 OF 25 SHEETS

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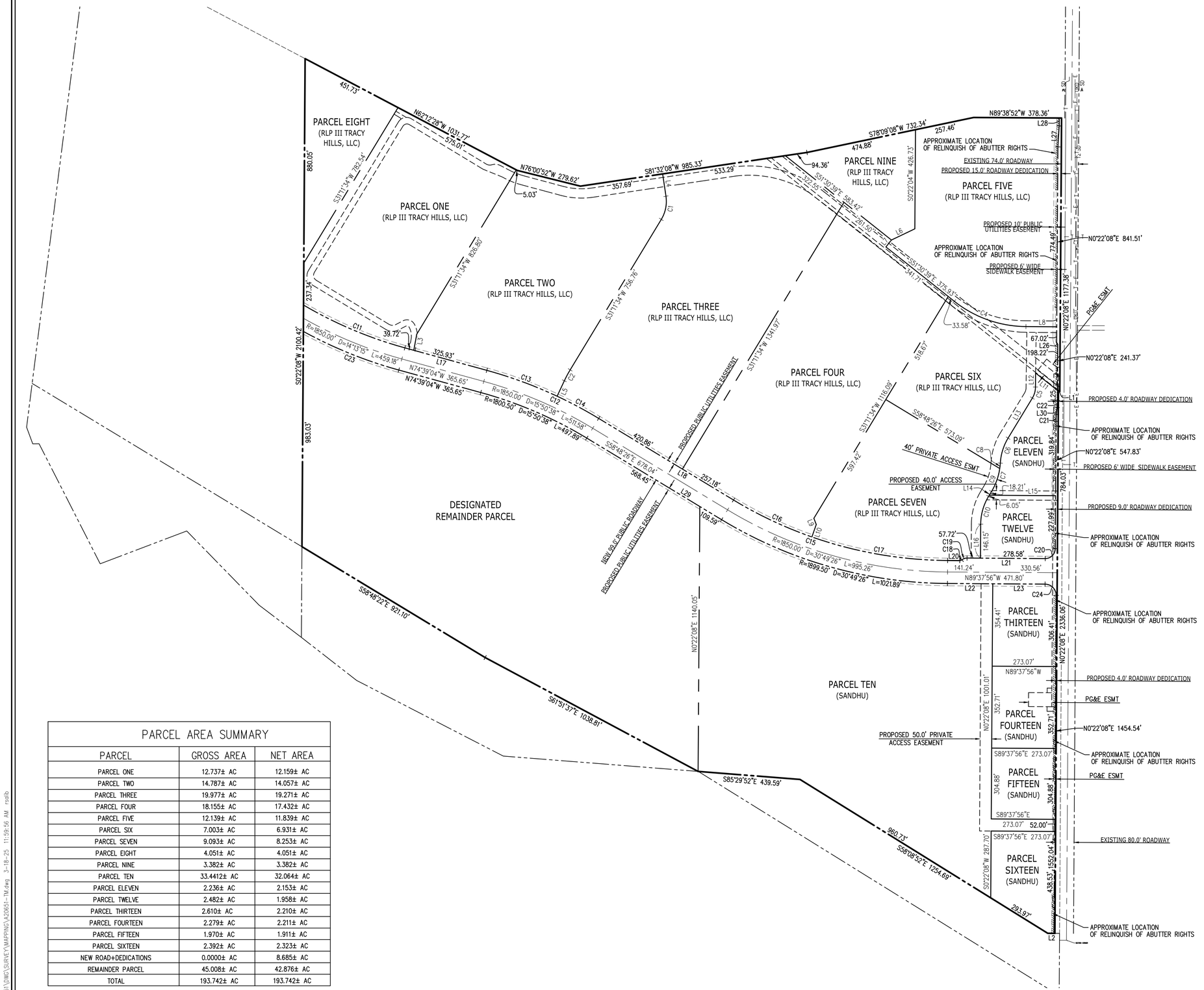

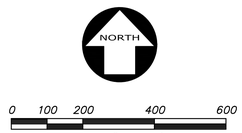

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S51°30'39"E	7.62'
L2	S89°37'52"E	30.78'
L3	S10°20'56"W	70.24'
L4	N8°27'52"W	97.13'
L5	S25°04'25"W	73.27'
L6	S64°25'42"W	111.63'
L7	N38°29'21"E	38.00'
L8	S89°37'56"E	132.42'
L9	N21°17'58"W	28.45'
L10	N19°18'52"E	56.92'
L11	N51°30'39"W	120.36'
L12	N0°22'04"E	60.38'
L13	N31°11'34"E	201.96'
L14	S31°11'34"W	24.25'
L15	S89°37'52"E	285.53'
L16	N0°21'26"E	146.15'
L17	N74°39'04"W	365.65'
L18	S58°48'26"E	678.04'
L20	N89°37'52"W	52.22'
L21	S89°37'52"E	336.30'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L22	S89°37'52"E	194.73'
L23	S89°37'52"E	225.07'
L24	S89°37'52"E	0.95'
L25	S0°22'06"W	43.15'
L26	S29°37'52"E	10.00'
L27	N3°32'55"E	90.14'
L28	N0°22'08"E	33.83'
L29	S58°48'26"E	678.04'
L30	S5°07'58"W	30.10'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	150.00'	39°39'26"	103.82'
C2	500.00'	6°07'09"	53.40'
C4	500.00'	38°07'17"	332.67'
C5	92.50'	30°49'30"	49.76'
C6	233.50'	27°52'17"	113.59'
C7	266.50'	27°52'17"	129.64'
C8	266.50'	5°01'30"	23.37'
C9	266.50'	22°50'47"	106.27'
C10	233.50'	30°49'30"	125.62'
C11	1800.50'	15°06'19"	474.68'
C12	1899.50'	15°50'38"	525.27'
C13	1899.50'	9°43'29"	322.40'
C14	1899.50'	6°07'09"	202.86'
C15	1800.50'	30°49'26"	968.63'
C16	1800.50'	11°52'42"	373.27'
C17	1800.50'	18°56'44"	595.36'
C18	15.00'	38°44'22"	10.14'
C19	35.00'	38°44'22"	23.66'
C20	43.00'	90°00'00"	67.54'
C21	361.66'	4°45'30"	30.03'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C22	361.85'	4°45'21"	30.03'
C23	1899.50'	13°23'23"	443.91'
C24	48.00'	90°00'00"	75.40'

PARCEL AREA SUMMARY		
PARCEL	GROSS AREA	NET AREA
PARCEL ONE	12.737± AC	12.159± AC
PARCEL TWO	14.787± AC	14.057± AC
PARCEL THREE	19.977± AC	19.271± AC
PARCEL FOUR	18.155± AC	17.432± AC
PARCEL FIVE	12.139± AC	11.839± AC
PARCEL SIX	7.003± AC	6.931± AC
PARCEL SEVEN	9.093± AC	8.253± AC
PARCEL EIGHT	4.051± AC	4.051± AC
PARCEL NINE	3.382± AC	3.382± AC
PARCEL TEN	33.4412± AC	32.064± AC
PARCEL ELEVEN	2.236± AC	2.153± AC
PARCEL TWELVE	2.482± AC	1.958± AC
PARCEL THIRTEEN	2.610± AC	2.210± AC
PARCEL FOURTEEN	2.279± AC	2.211± AC
PARCEL FIFTEEN	1.970± AC	1.911± AC
PARCEL SIXTEEN	2.392± AC	2.323± AC
NEW ROAD+DEDICATIONS	0.0000± AC	8.685± AC
REMAINDER PARCEL	45.008± AC	42.876± AC
TOTAL	193.742± AC	193.742± AC

CITY OF TRACY

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KOOSUN KIM P.E. CITY ENGINEER DATE:

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	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS LOTTING PLAN

SHEET 12 OF 25 SHEETS

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CITY OF TRACY

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JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

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	3/10/23	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/18/25	CITY RESUBMITTAL

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS OVERALL SITE PLAN

SHEET
13
OF 25 SHEETS

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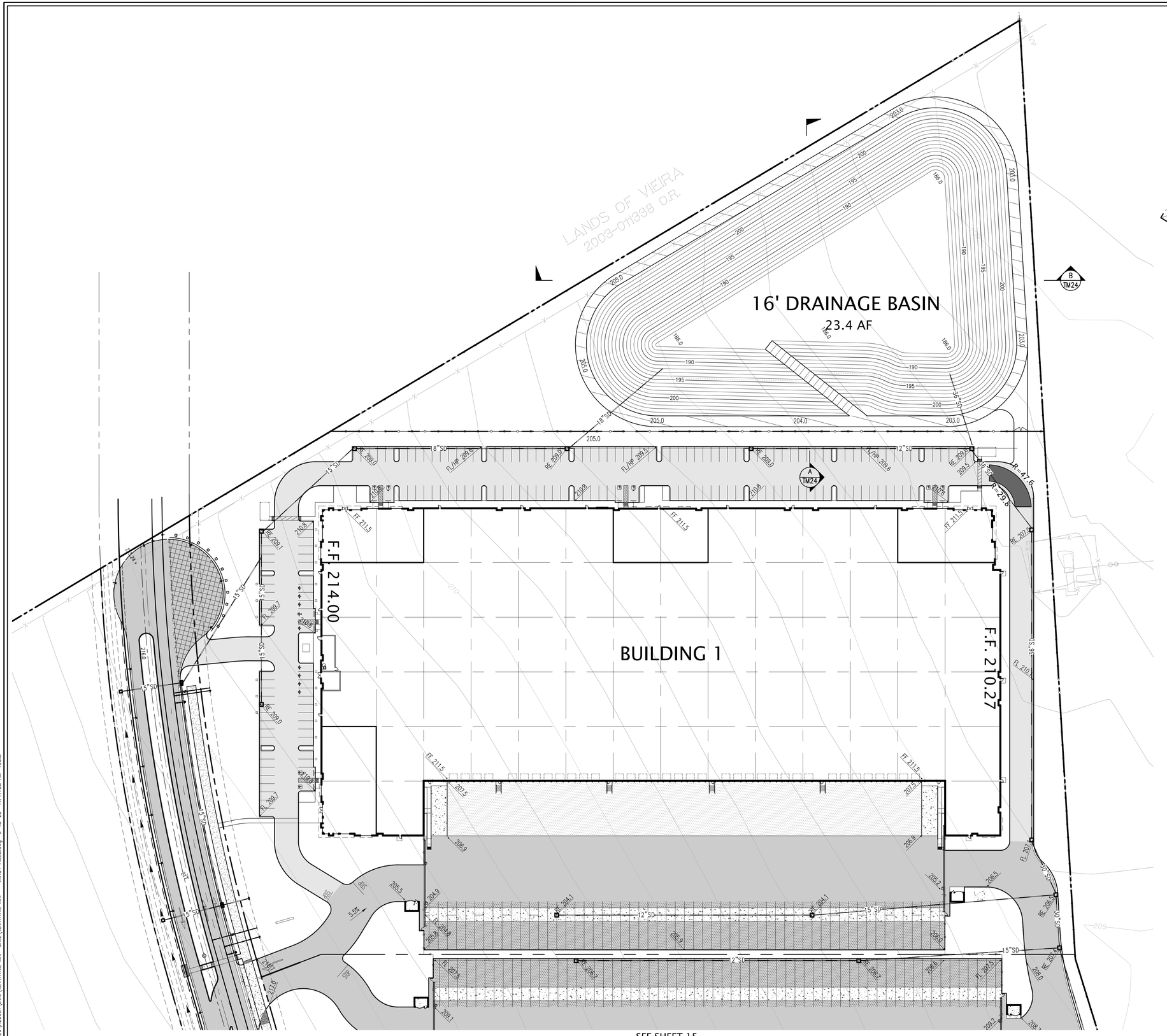

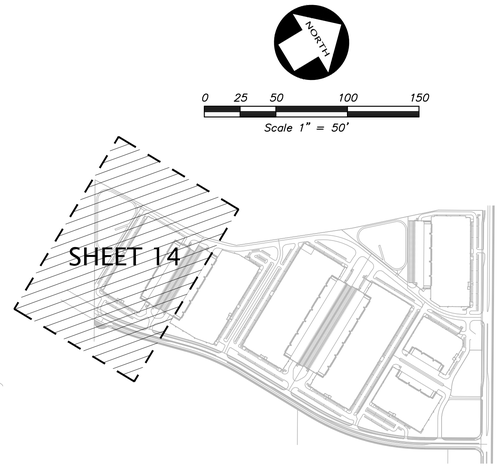

VICINITY MAP
NOT TO SCALE

CITY OF TRACY

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JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

TRACY
Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITIOS
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	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL GRADING PLAN

SHEET
14
OF 25 SHEETS

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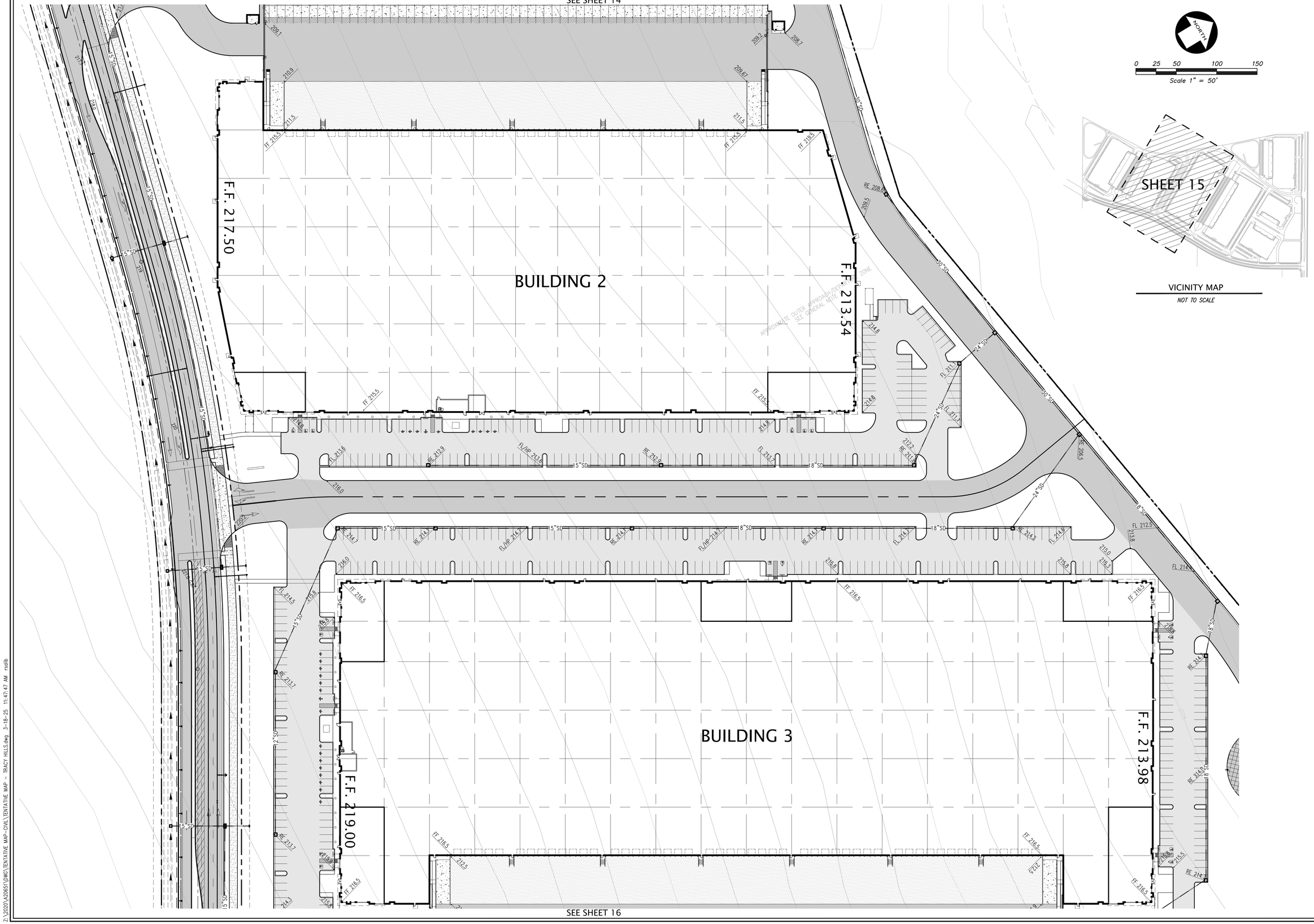

SEE SHEET 16

CITY OF TRACY

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	3/19/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL GRADING PLAN

SHEET 15 OF 25 SHEETS

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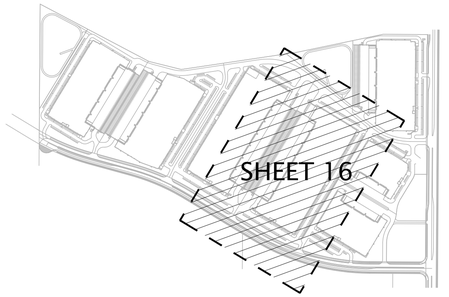

NORTH

0 25 50 100 150

Scale 1" = 50'

VICINITY MAP

NOT TO SCALE

SEE SHEET 15

BUILDING 3

BUILDING 4

BUILDING 7

BUILDING 6

F.F. 223.50

F.F. 218.39

SEE SHEET 17

SEE SHEET 18

Z:\2020\A20650\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:47:57 AM rsolb

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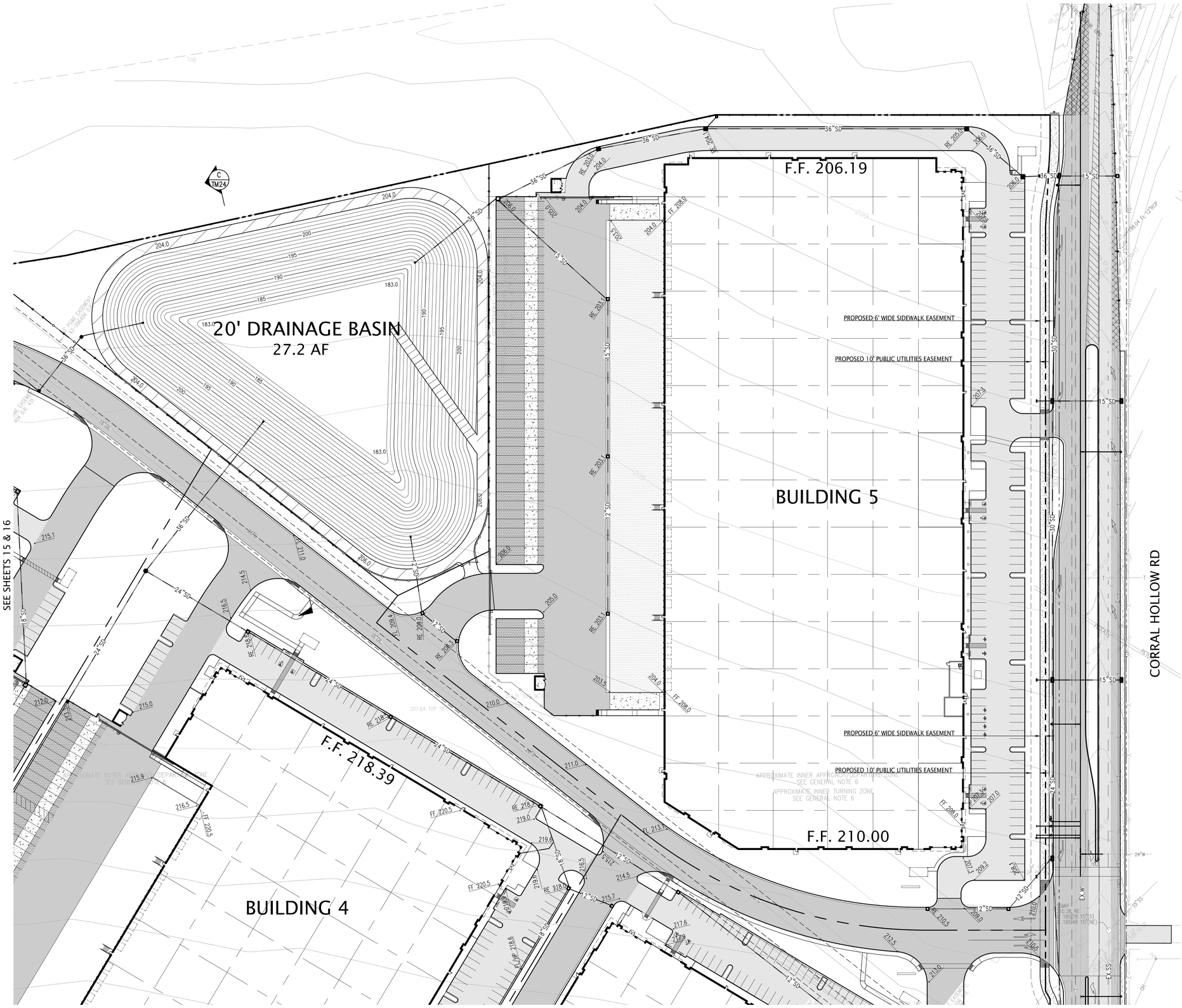
	2/3/25	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/19/25	CITY RESUBMITTAL

APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL GRADING PLAN

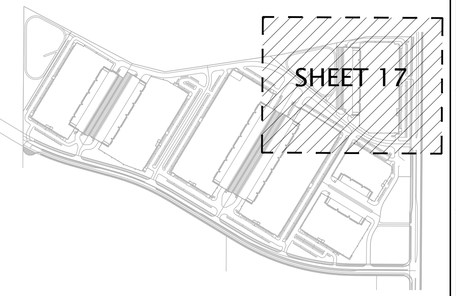
SHEET 16 OF 25 SHEETS



NORTH

0 25 50 100 150

Scale 1" = 50'



VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST REQUIRES THAT THE DEVELOPER AGREE TO MAKE SUCH CHANGES AS MAY BE NECESSARY. BY SIGNING THESE PLANS, THE CITY ENGINEER SHALL NOT BE THE GUARANTOR BY OR INSURER OF THE SUFFICIENCY OF THE PLANS. THE CITY ENGINEER'S AUTHORITY IN SIGNING SUCH DOCUMENTS IS LIMITED TO THE FACT THAT THE DOCUMENTS ARE IN SUBSTANTIAL CONFORMANCE WITH THE CONDITIONS OF APPROVAL APPLICABLE TO THE PROJECT AND TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY

JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITOS
No. 71814
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STATE OF CALIFORNIA

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2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	
	12/20/21	CITY RESUBMITTAL	
	4/29/22	CITY RESUBMITTAL	
	12/20/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/19/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL GRADING PLAN

SHEET 17 OF 25 SHEETS

Z:\2020\A20691\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:48:07 AM rsalib

SEE SHEET 16

BUILDING 7
F.F. 223.0

BUILDING 6
F.F. 218.0

F.F. 210.00

SEE SHEET 17

CORRAL HOLLOW RD

PROPOSED 10' PUBLIC UTILITIES EASEMENT

PROPOSED 6' WIDE SIDEWALK EASEMENT

50' PG&E EASEMENT 62-08645

PG&E EASEMENT 2017-041868 O.R.

APPROXIMATE INNER APPROACH/DEPARTURE ZONE SEE GENERAL NOTE 6

APPROXIMATE INNER TURNING ZONE SEE GENERAL NOTE 6

EX.W

EX.SS

SSMH RIM EL 208.26 15"I(NW)

0 25 50 100 150
Scale 1" = 50'

NORTH

VICINITY MAP
NOT TO SCALE

SHEET 18

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF LAW THAT MAY EXIST IN THESE PLANS. THE DEVELOPER SHALL INDEMNIFY AND HOLD HARMLESS THE CITY OF TRACY AND ITS OFFICERS AND EMPLOYEES FROM ANY AND ALL LIABILITY ARISING DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST OF THE CITY OF TRACY OR THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH REVISIONS OR CORRECTIONS AS HE SPECIFYS THE NECESSARY TO PROTECT THE PUBLIC INTEREST. THE IMPROVEMENTS SHALL BE CONSTRUCTED TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY

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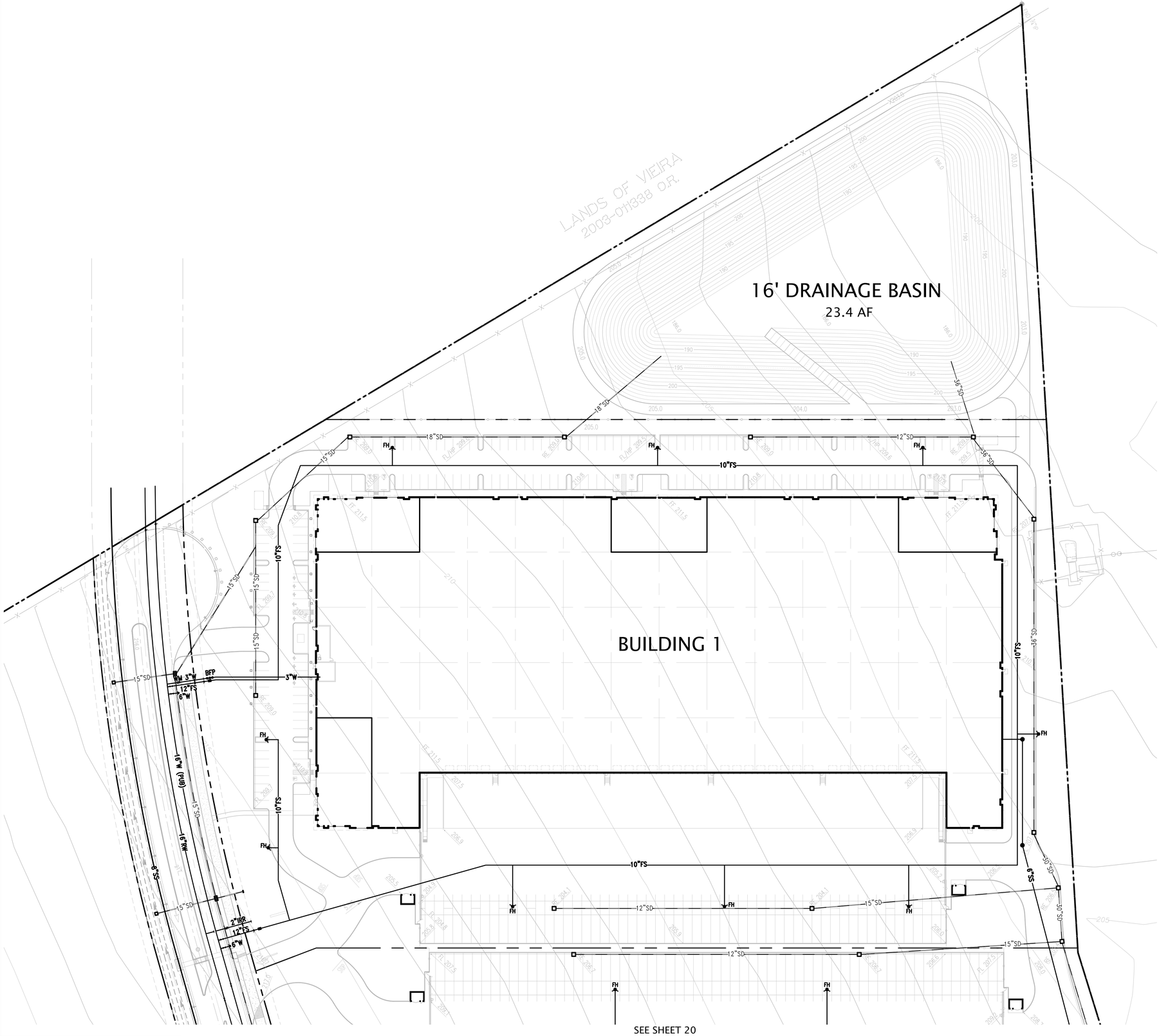
	12/20/21	CITY RESUBMITTAL	
	3/8/22	CITY RESUBMITTAL	
	10/20/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

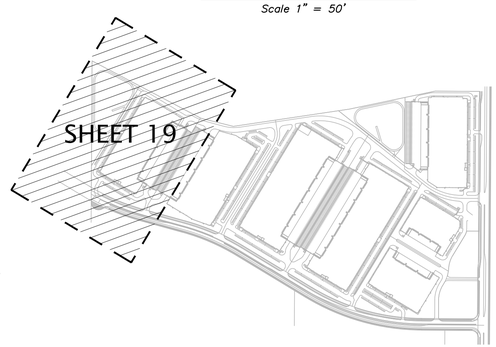
DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL GRADING PLAN

SHEET 18 OF 25 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:48:17 AM rsolb





VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS OR OTHER DEFICIENCIES DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST REQUIRES AS A CONDITION OF APPROVAL OF THESE PLANS, THE DEVELOPER SHALL HOLD THE CITY OF TRACY OFFICIALS AND EMPLOYEES HARMLESS FROM LIABILITIES ARISING OUT OF THE DESIGN OR CONSTRUCTION OF THE IMPROVEMENTS SHOWN ON THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO DETERMINE SUCH NECESSARY AND REASONABLE CHANGES IN THE PLANS AS MAY BE REQUIRED BY CONDITIONS WHICH EXIST IN THE FIELD AND WHICH WERE NOT KNOWN AT THE TIME THE PLANS WERE APPROVED FOR THE CITY ENGINEER.

JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

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	12/20/21	CITY RESUBMITTAL	
	4/5/22	CITY RESUBMITTAL	
	12/20/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

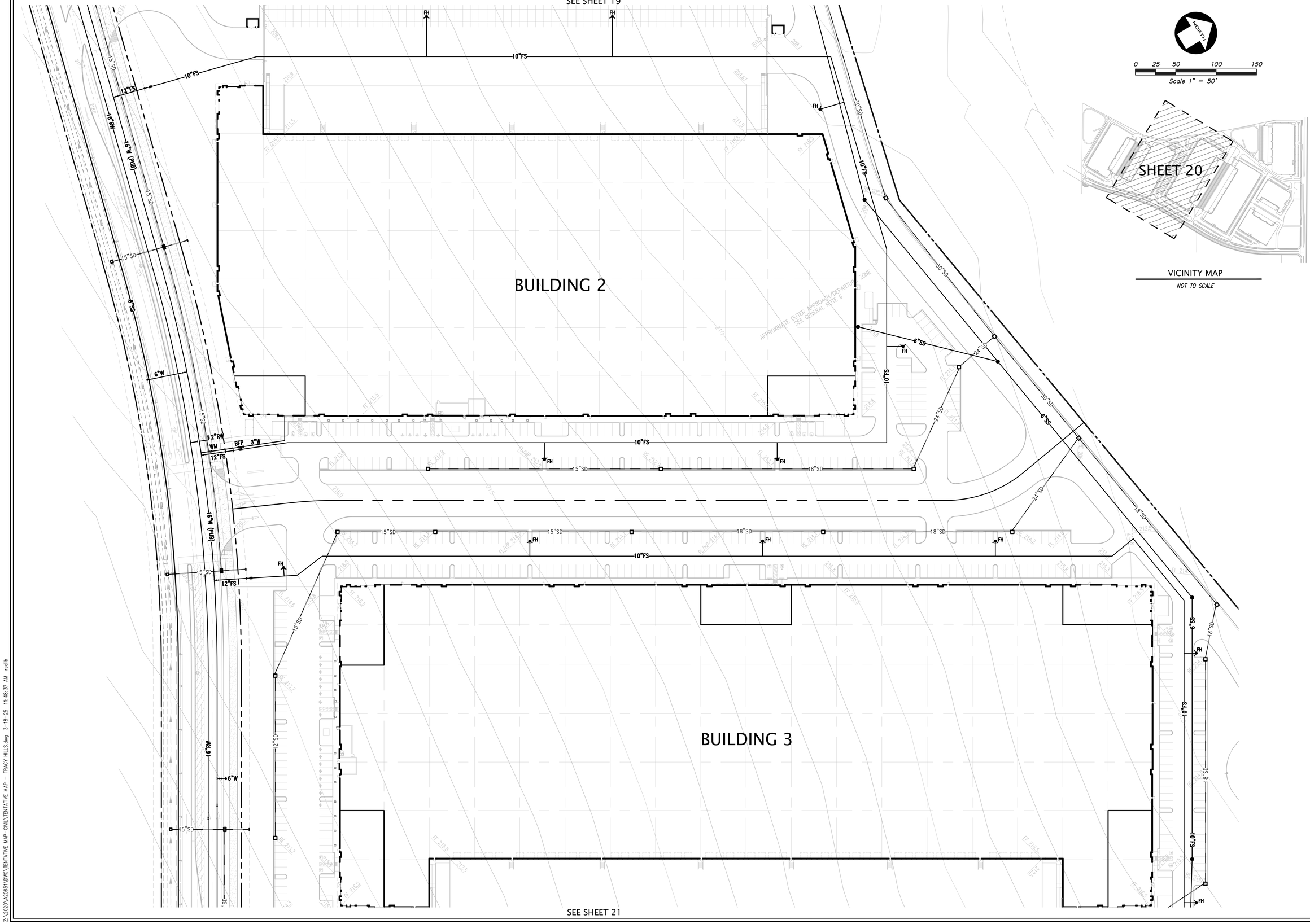
DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL UTILITY PLAN

SHEET 19 OF 25 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:48:27 AM rsolb

SEE SHEET 19



SEE SHEET 21

NORTH

0 25 50 100 150

Scale 1" = 50'

SHEET 20

VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTING ERRORS, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES OR THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH REVISIONS AS MAY BE NECESSARY IN THE OPINION OF THE CITY ENGINEER. BY SIGNING THESE PLANS, THE CITY ENGINEER AUTHORIZES CONSTRUCTION OF THE IMPROVEMENTS AS SHOWN HEREON. THE CITY ENGINEER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DESIGN OR THE CORRECTNESS OF THE QUANTITIES SHOWN ON THESE PLANS. THE CITY ENGINEER'S SIGNATURE BELOW IS FOR THE PURPOSE OF CONFIRMING THAT THE IMPROVEMENTS TO BE CONSTRUCTED HAVE BEEN DESIGNED TO CONFORM WITH THE CITY'S STANDARDS AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY

JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

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SYMBOL	DATE	DESCRIPTION
	6/18/21	CITY RESUBMITTAL
	12/20/22	CITY RESUBMITTAL
	4/28/23	CITY RESUBMITTAL
	10/20/23	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/18/25	CITY RESUBMITTAL

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 20 OF 25 SHEETS

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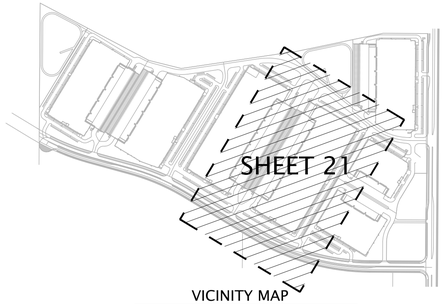

VICINITY MAP
NOT TO SCALE

NORTH
0 25 50 100 150
Scale 1" = 50'

SEE SHEET 20

BUILDING 4

SEE SHEET 22

SEE SHEET 23

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTEREST REQUIRES THAT THE CITY ENGINEER BE GIVEN AUTHORITY TO APPROVE SUCH MINOR CHANGES OF DETAILS OF THE CITY OF TRACY OR THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH REDESIGN OR CONSTRUCTING AS HE DEEMS NECESSARY TO PROTECT THE PUBLIC INTEREST. THE DEVELOPER SHALL BE REQUIRED TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY

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REVISIONS		
SYMBOL	DATE	DESCRIPTION
	6/19/23	CITY RESUBMITTAL
	12/20/24	CITY RESUBMITTAL
	1/8/25	CITY RESUBMITTAL
	2/4/25	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/19/25	CITY RESUBMITTAL

APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 21 OF 25 SHEETS

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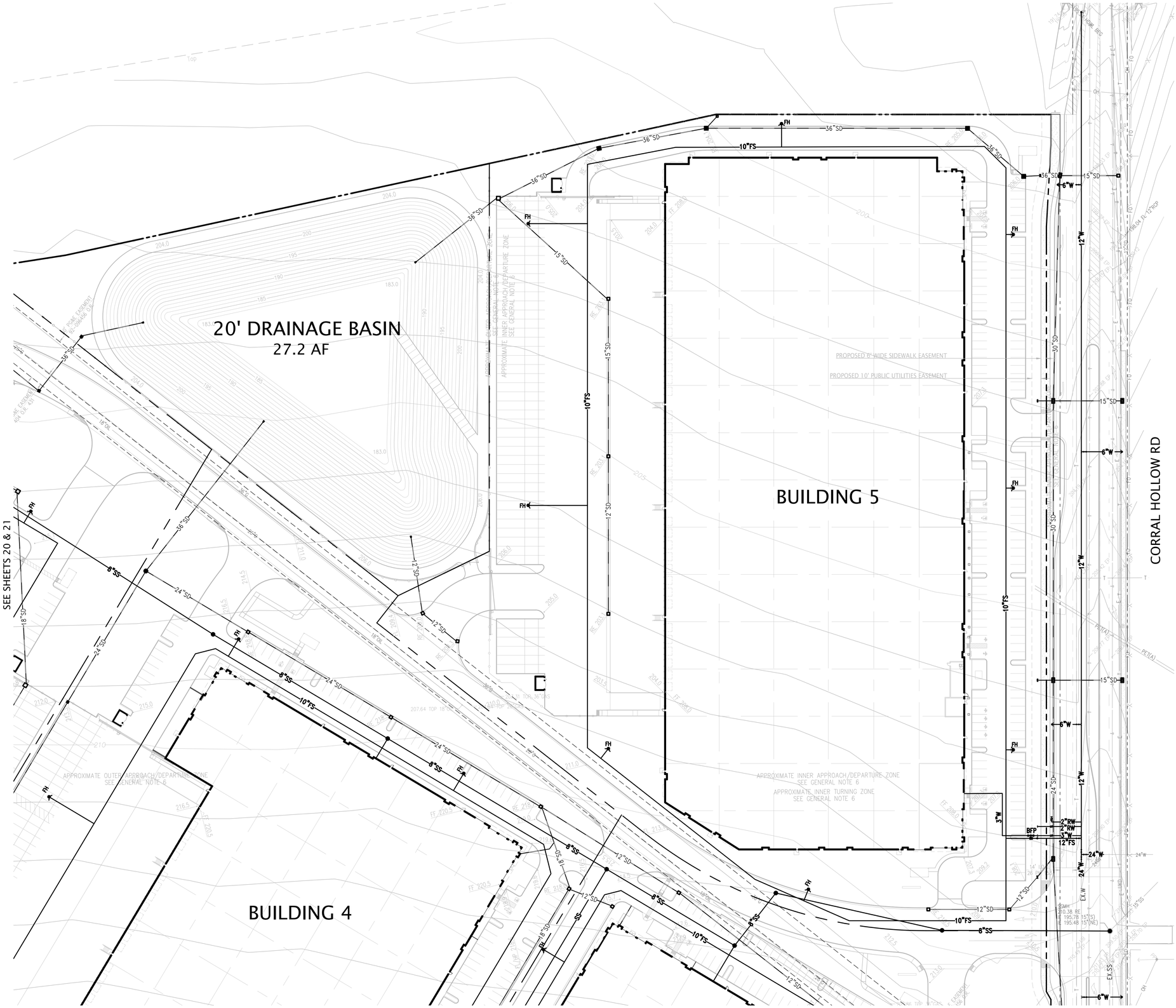

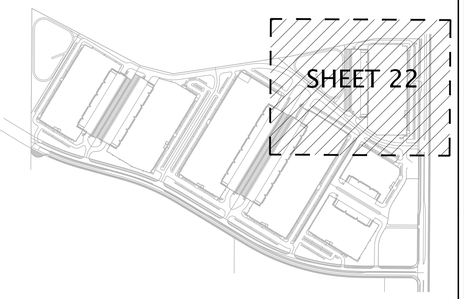

VICINITY MAP
NOT TO SCALE

CITY OF TRACY

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JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

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REVISIONS		
SYMBOL	DATE	DESCRIPTION
	6/18/21	CITY RESUBMITTAL
	12/20/21	CITY RESUBMITTAL
	4/8/22	CITY RESUBMITTAL
	12/30/22	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL
	3/18/25	CITY RESUBMITTAL

APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 22 OF 25 SHEETS

Z:\2020\X20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:48:57 AM rsolb

SEE SHEET 21

SEE SHEET 22

BUILDING 7

BUILDING 6

BUILDING 5

CORRAL HOLLOW RD

SHEET 23

VICINITY MAP
NOT TO SCALE

NORTH

0 25 50 100 150
Scale 1" = 50'

CITY OF TRACY

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SYMBOL	DATE	DESCRIPTION	APPROVED
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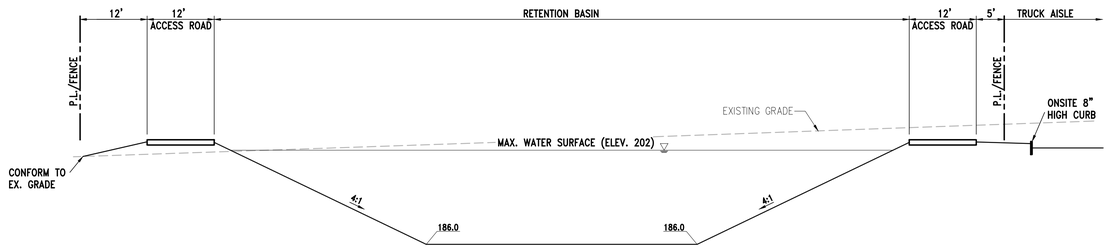
	12/20/21	CITY RESUBMITTAL	
	3/8/22	CITY RESUBMITTAL	
	3/30/23	CITY RESUBMITTAL	
	1/7/25	CITY RESUBMITTAL	
	3/18/25	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL UTILITY PLAN

SHEET
23
OF 25 SHEETS

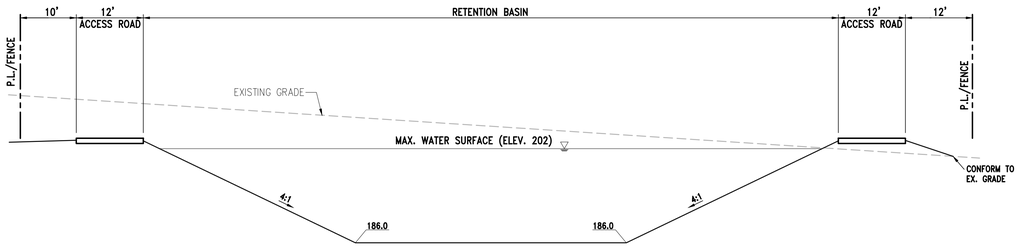
Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:49:07 AM rsolb



SECTION A-A DRAINAGE BASIN

N. T. S.

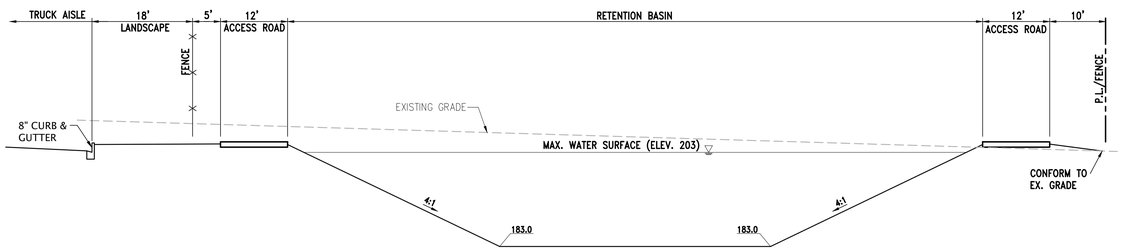
A



SECTION B-B DRAINAGE BASIN

N. T. S.

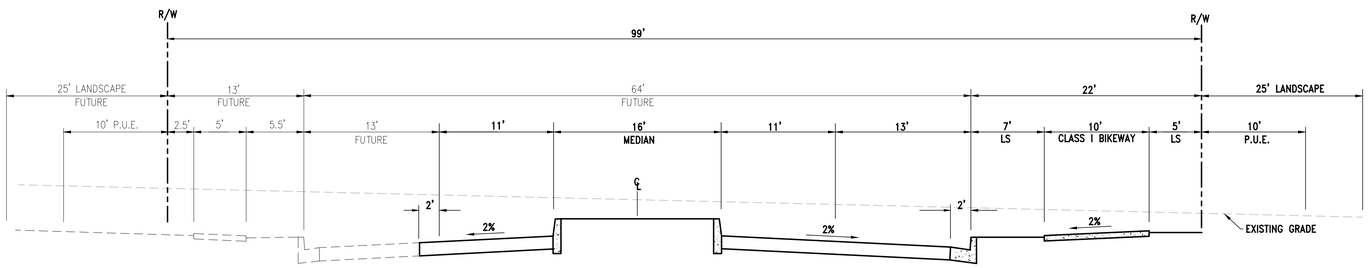
B



SECTION C-C DRAINAGE BASIN

N. T. S.

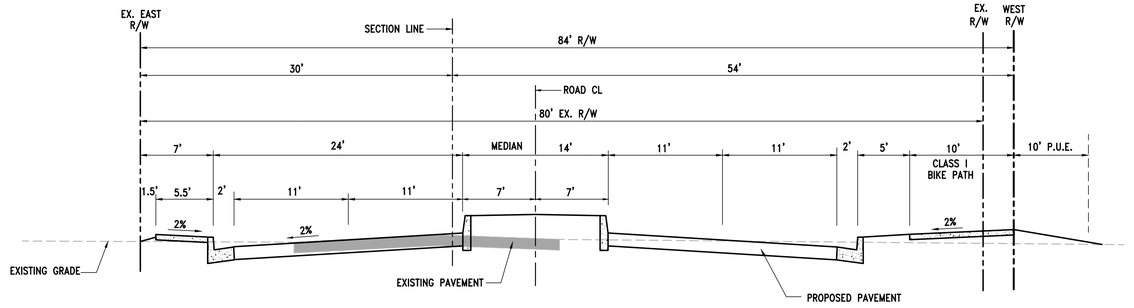
C



TYPICAL SECTION FOUR LANE MAJOR ARTERIAL WITH MEDIAN
NEW PUBLIC STREET

N. T. S.

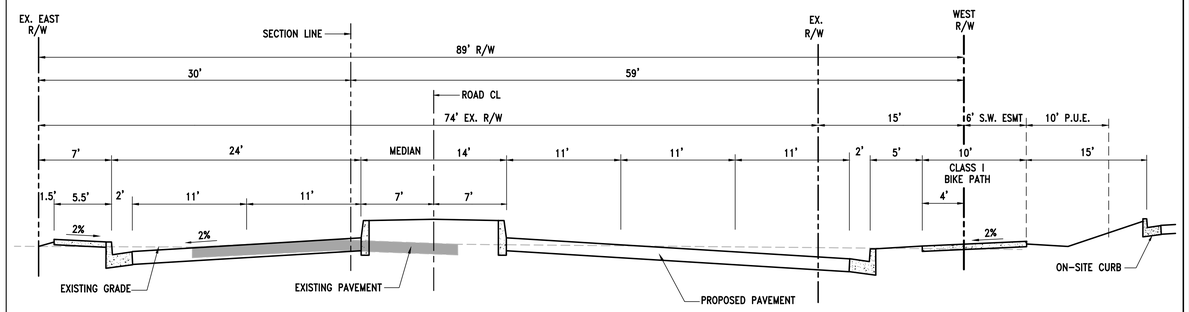
D



TYPICAL SECTION CORRAL HOLLOW RD (84' R/W)

N. T. S.

E



TYPICAL SECTION CORRAL HOLLOW RD (89' R/W)

N. T. S.

F

CITY OF TRACY

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JONATHAN R. MITCHEL, P.E. CITY ENGINEER DATE:

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	12/19/23	CITY RESUBMITTAL	
	2/7/25	CITY RESUBMITTAL	
	3/19/25	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS SECTIONS

SHEET
24
OF 25 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 3-18-25 11:49:15 AM rsalib

NORTH

0 100 200 400 600

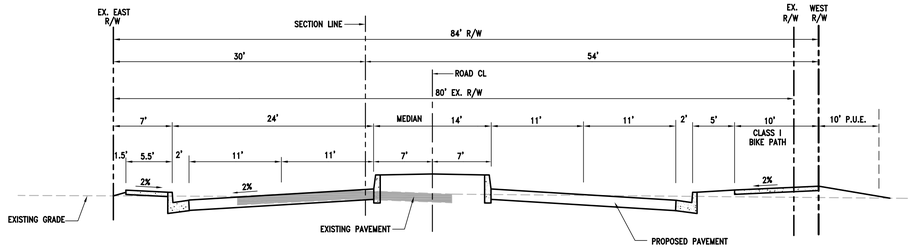
Scale 1" = 200'

LEGEND

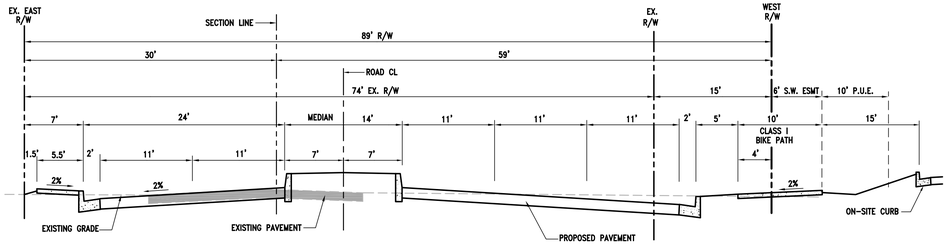
PHASE 1:
BUILDINGS 4, 5, 6, 7, 11 AND 12, BASIN 2 AND ROUGH GRADE BUILDING 5 ASSOCIATED ROAD IMPROVEMENTS, STORM DRAIN, RETENTION BASIN 2, WATER LOOP, AND SEWER IMPROVEMENTS FRONTAGE ALONG CORRAL HALLOW, A PORTION OF THE NEW PUBLIC STREET IMPROVEMENTS.

PHASE 2:
BUILDINGS 1, 2 AND 3, BASIN 1, AND ROUGH GRADING FOR BUILDING 1 ASSOCIATED ROAD IMPROVEMENTS, STORM DRAIN, RETENTION BASIN 1, WATER LOOP AND SEWER IMPROVEMENTS. A PORTION OF THE NEW PUBLIC STREET IMPROVEMENTS.

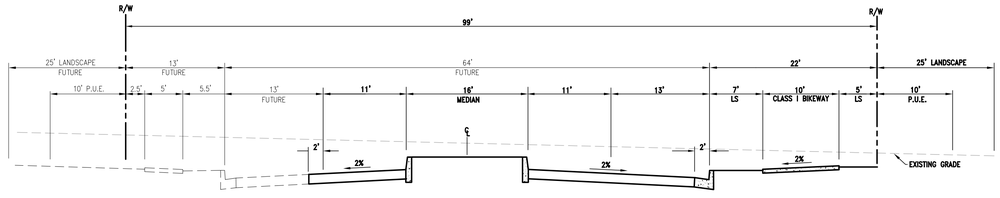
PHASE 3:
SOUTHERN PARCEL IMPROVEMENTS



TYPICAL SECTION CORRAL HOLLOW RD (84' R/W)
N. T. S.
A



TYPICAL SECTION CORRAL HOLLOW RD (89' R/W)
N. T. S.
B



FOUR LANE MAJOR ARTERIAL WITH MEDIAN
NEW PUBLIC STREET
N. T. S.
C

CITY OF TRACY

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	4/8/22	CITY RESUBMITTAL
	12/20/23	CITY RESUBMITTAL
	2/7/25	CITY RESUBMITTAL

APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS PHASING PLAN

SHEET 25 OF 25 SHEETS

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CONSISTENCY ANALYSIS AND ENVIRONMENTAL CHECKLIST

February 2025

Tracy Hills Specific Plan Amendment and the Commerce Center Project

Prepared For:

City of Tracy
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INTRODUCTION

This document provides an analysis of a proposed amendment to the Tracy Hills Specific Plan (THSP) and development of the Commerce Center Project (herein referred collectively as the "proposed Project'" separately referred to as "Specific Plan Amendment" and "Commerce Center Project"). The Specific Plan Amendment would address approximately 180.39 acres of the approved THSP Area, which is approximately 2,732 acres in total. The proposed Commerce Center Project would develop up to approximately 1.73 million square feet (sf) of industrial facilities on approximately 97.35 acres of the amended THSP Area immediately southwest of Corral Hollow Road and the Delta Mendota Canal. Approvals required for implementation of the proposed Project include: a Development Review Permit, Vesting Tentative Subdivision Map, and a Specific Plan Amendment. The proposed Specific Plan Amendment would be required for approval of increasing the maximum building height by two feet, to 47 feet, to allow development of buildings with internal clear heights of up to 42 feet. Development of the Commerce Center Project would then be consistent with the Amended Specific Plan. The proposed Project would be consistent with existing General Plan land use and zoning designations. The proposed Project would not result in a net gain of developable land, would not allow for any increased development or increased density, and would minimally change the overall allowed land uses as compared to what was analyzed in the certified Tracy Hills Specific Plan Recirculated Subsequent Environmental Impact Report (THSP SEIR) (certified 2016).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

This Consistency Analysis has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§ 21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§ 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Tracy (City).

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 State CEQA Guidelines states the following:

(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 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.

Pursuant to CEQA Guidelines Section 15168, the City has prepared this Consistency Analysis and environmental checklist to determine whether any of the conditions described in Section 15162(a) would occur, or whether any changes or additions would be required to the THSP SEIR, if the proposed Project is approved.

Based on the analysis and evaluation provided in this Consistency Analysis, no new significant impacts would occur because of the proposed Project, nor would there be any substantial increase in the severity of any previously identified significant environmental impact. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the Tracy Hills Specific Plan Recirculated Subsequent Environmental Impact Report would substantially reduce one or more significant effects on the environment. Therefore, no conditions described in Section 15162(a) of the CEQA Guidelines have occurred or would occur with approval of the proposed Project. In addition, no changes or additions to the THSP SEIR were or are required for review and approval of the proposed Project. Therefore, based on Section 15168(c)(2) of the CEQA Guidelines, the City can approve the proposed Project as within the scope of the development program evaluated in the THSP SEIR and no further environmental document is required.

Tracy Hills Specific Plan Subsequent EIR (Certified 2016)

The Tracy City Council approved the THSP and certified the corresponding Recirculated Subsequent EIR (Tracy Hills Specific Plan SEIR [SCH# 2013102053]) on April 5, 2016 (the "THSP SEIR"). The THSP SEIR evaluates the potential environmental impacts resulting from the approval and implementation of the THSP. The THSP involves the development of approximately 2,732 acres of land with residential, commercial, open space, mixed-use business park, and industrial uses. The THSP SEIR evaluated several actions associated with implementation of the THSP including approval of the Specific Plan and a General Plan Amendment; approval of a Zoning Map and Text Amendment; approval of a development agreement; approval of a new Storm Drainage Master Plan; tentative and final map approvals; and development permits and building permits. The THSP sets forth a comprehensive planning framework, and identifies development regulations and design guidelines relating to land uses, development standards, architecture, landscaping, park/recreational and open space facilities, circulation, signage, sustainability features, as well as all other necessary on- and off-site infrastructure improvements required to implement the THSP.

This analysis incorporates by reference, where relevant and appropriate, discussion and analysis contained in the previously certified THSP SEIR.

Purpose of Consistency Analysis and Environmental Checklist

The purpose of this Consistency Analysis is to analyze any potential differences between the impacts identified in the previously certified THSP SEIR and those that would be associated with the proposed Project. The analysis is organized in the form of an environmental checklist with thresholds of significance that were in place at the time the THSP SEIR was certified.

Pursuant to provisions of CEQA and the State CEQA Guidelines, the City of Tracy is the Lead Agency charged with the responsibility of determining whether to approve the proposed Project. As part of its decision-making process, the City is required to review and consider whether the proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the previously certified THSP SEIR. The decision-making body must consider the whole of the data presented in the THSP SEIR and this Consistency Analysis. As a project that is within the scope of the program analyzed in the THSP SEIR, additional CEQA review beyond this Consistency Analysis would only be triggered if the environmental effects of the proposed Project are not covered in the THSP SEIR pursuant to Section 15168(c) or one or more of the circumstances or conditions described in Section 15162(a) of the CEQA Guidelines was determined to be present or to have occurred.

PROPOSED PROJECT

Project Location

The THSP Area, which includes the totality of the 2,732-acre area analyzed in the THSP SEIR, is located within the southwestern portion of the City (**Figure 1**). The THSP Area surrounds the existing Interstate 580 (I-580) / Corral Hollow Road interchange and the future I-580 / Lammers Road interchange, and is

bordered by the Delta Mendota Canal and the Union Pacific Railroad to the north, hillsides used for livestock grazing to the west and southwest, Corral Hollow Road to the southeast, and privately owned lands designated and zoned for aggregate extraction to the east (**Figure 2**).

The following terms are used throughout this Consistency Analysis to describe the planning boundaries within the Project site:

- **Project site**: totals 180.39 acres of the approved THSP Area. This encompasses both the Commerce Center and Vesting Tentative Subdivision Map areas as described below.
- **Commerce Center Project:** totals approximately 97.35 acres on the northern portion of the Project site, located immediately southwest of Corral Hollow Road and the Delta Mendota Canal. The Commerce Center project would develop up to approximately 1.73 million square feet (sf) of industrial facilities across seven buildings.
- **Vesting Tentative Subdivision Map (VTSM) area:** totals approximately 83.04 acres on the southern portion of the Project site, bordered by Corral Hollow Road on the east and the California Aqueduct on the south. This area would create parcels for future development consistent with the THSP.

General Plan and Zoning

The Project site has an existing General Plan land use designation of Light Industrial (M1-TH) and a zoning designation of Light Industrial (M1-TH). Refer to **Figure 3**, *Existing General Plan Land Use Map* and **Figure 4**, *Tracy Hill Specific Plan Land Use Map.* Light industrial uses permitted within the THSP include warehousing, storage, and light manufacturing uses. The Project as proposed would be consistent with the General Plan land use, the THSP land use and zoning designations.

A portion of the Project is also located within the San Joaquin Council of Governments Airport Land Use Compatibility Plan. Refer to **Figure 5**, *ALUCP Compatibility Zones for the Tracy Municipal Airport (TCY).* Accordingly, the Project would be subject to review for compatibility with ALUCP criteria.

Tracy Hills Specific Plan Amendment

An application for an Amendment to the previously approved THSP has been submitted to the City of Tracy for consideration. Currently, the maximum building height for the M1-TH zone is 45 feet. To accommodate potential future market demands, the applicant is seeking approval for a maximum building height of 47 feet tall to allow the development of buildings with internal clear heights of up to 36 feet. Accordingly, the proposed Project would revise the THSP Development Standards for the Light Industrial (M1-TH) zone to allow a maximum building height of 47 feet tall.

Vesting Tentative Subdivision Map

The proposed Project includes a new Vesting Tentative Subdivision Map that is comprised of 16 parcels including nine parcels proposed for development (Parcels 1 – 9), six parcels for future commercial

development (Parcels 11 – 16; Lot 1 - 6), and one parcel (Parcel 10) and a designated remainder parcel for future development. **Table 1**: *Project Building Specifications* describes each parcel. Refer to **Figure 6**, *Master Site Plan.*

Proposed Development

The proposed Project would construct seven Class "A", modern industrial buildings ranging from approximately 117,854 sf to 354,779 sf. The Project buildings are designed to house warehouse operations. Each building would include dock doors, truck trailer and auto parking, and site landscaping. Table 1: *Project Building Specifications* summarizes the features of each building.

Table 1: Project Building Specifications

Parcel/ Building No.	Parcel Area (ac)	Building Area (SF)	Building Height (ft)	Dock Doors	Grade Doors	Truck Trailer Stalls	Auto Stalls
1	12.16	233,070	44'-8"	36	2	56	185
2	14.06	274,060	44'-8"	39	2	61	182
3	19.27	354,779	47’	50	2	77	325
4	17.43	350,628	47’	50	2	75	312
5	11.87	248,219	43'	36	2	45	129
6	6.93	117,854	44’	18	2	0	75
7	8.23	149,809	44’	22	2	0	107
Total	**89.93**	**1,728,419**		**251**	**14**	**316**	**1,316**

Source: Ridgeline Property Group, 2024.

All buildings are designed with inherent dock screening and street-facing architectural features and would be single loading, with dock doors to the rear. In addition to the dock screening through building orientation, the Project would incorporate extensive landscaping along the New Public Street and incorporate a formal Tracy Hills Commerce Center monument sign east of Building 7 set in a landscaped venue. Buildings 1 through 4 would be oriented southeast to northwest, displaying the south office areas to the New Public Street and the north office areas to the New Private Drive – the entry to the dock areas of each of these buildings would be screened to the north and south by the building, landscaping, fencing, and security gates. The docks of Buildings 1 and 2 will face each other, and the docks of Building 3 and 4 will face each other, being naturally screened on the west by Buildings 1 and 3, and on the east by Buildings 2 and 4. Building 5 would face Corral Hollow Road and fully screen the loading docks to the rear. The east end of Building 6 would be oriented towards Corral Hollow Road, with the dock doors facing south towards the dock doors of Building 7. Building 7 would face the New Public Street, and fully screen the loading docks. Additionally, the Project would construct two retention basins to serve the buildings, the New Private Drive and the New Public Street. Refer to **Figure 7** through **Figure 13**, *Building Site Plans*.

Access and Circulation

The Project would be served by Corral Hollow Road, and a to-be-constructed New Public Street which would end with a turnaround, as well as a New Private Drive. Refer to **Figure 14**, *Traffic Circulation Plan*.

The New Public Street would run in an east-west orientation along the southern Project boundary. The New Public Street would have a 99-foot wide right-of-way at full buildout, consisting of four lanes and a landscaped median. Additionally, the Project proposed a total of four (4) new signalized intersections, two (2) on the New Public Street and two (2) along Corral Hollow Road. Specific elements of the proposed circulation system are as follows:

New Public Street:

- The New Public Street would terminate to the east at Corral Hollow Road at a new three-way traffic signal. The Project would be served by six driveways and one private drive off the New Public Street. Building 1 will have a dedicated auto driveway. Buildings 1 and 2 will share a 40-foot driveway which will primarily serve trucks; Buildings 2 and 3 will share a second private drive that will serve automobile and truck traffic and also provide a return route to Corral Hollow Road for trucks via the New Private Drive. Buildings 3 and 4 share a third 40-foot driveway primarily serving the truck courts of these buildings; and Building 4, 6, and 7 share a 32-foot driveway primarily serving both automobile and truck traffic. Building 7 will have a dedicated auto driveway. The final New Public Street driveway furthest to the east will serve automobiles and trucks for Buildings 6 and 7.

New Private Drive:

- The New Private Drive will start at the New Public Street between Buildings 2 and 3, heading northbound, turning east and terminating at a new traffic signal atCorral Hollow Road. The New Private Drive would provide twelve driveways, including separate driveways serving the truck courts of Buildings 1 and 2, as well as Buildings 3 and 4. Buildings 4, 6, and 7 share a driveway off the New Private Driveway to the west of Building 6. A separate driveway, east of Building 6, would also serve building 7. Building 5 would be served by two driveways off the New Private Drive, one dedicated for trucks, providing access to the truck court, and one for automobiles providing access to Building 5 auto parking area.

Corral Hollow Road:

- Both the New Public Street and the New Private Drive would each terminate at new signalized intersections at Corral Hollow Road. Additionally, a 26-foot, right turn in/out driveway would provide access to Building 5. A second right turn in/out drive would be located between Lot 11 and Lot 12, designed to serve these lots exclusively.

Project Phasing

Actual project development would be subject to market supply and demand. However, **Table 2**: *Project Development Phasing Plan* shows that the project would be developed in phases in line with market demand. Construction is anticipated to be completed in approximately 3-5 years.

Table 2: Project Development Phasing Plan

Phase	Building(s)	Construction Duration
1	4, 6, 7	12-18 months
2	2, 3	12-18 months
3	1, 5	12-18 months

Source: Ridgeline Property Group, 2024.

THSP ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The 2016 THSP SEIR certified in January 2016, found the potentially significant environmental effects of the THSP to be as shown in **Table 3**: *THSP SEIR Potentially Significant Environmental Impacts Table*.

Table 3: THSP SEIR Potentially Significant Environmental Impacts Table

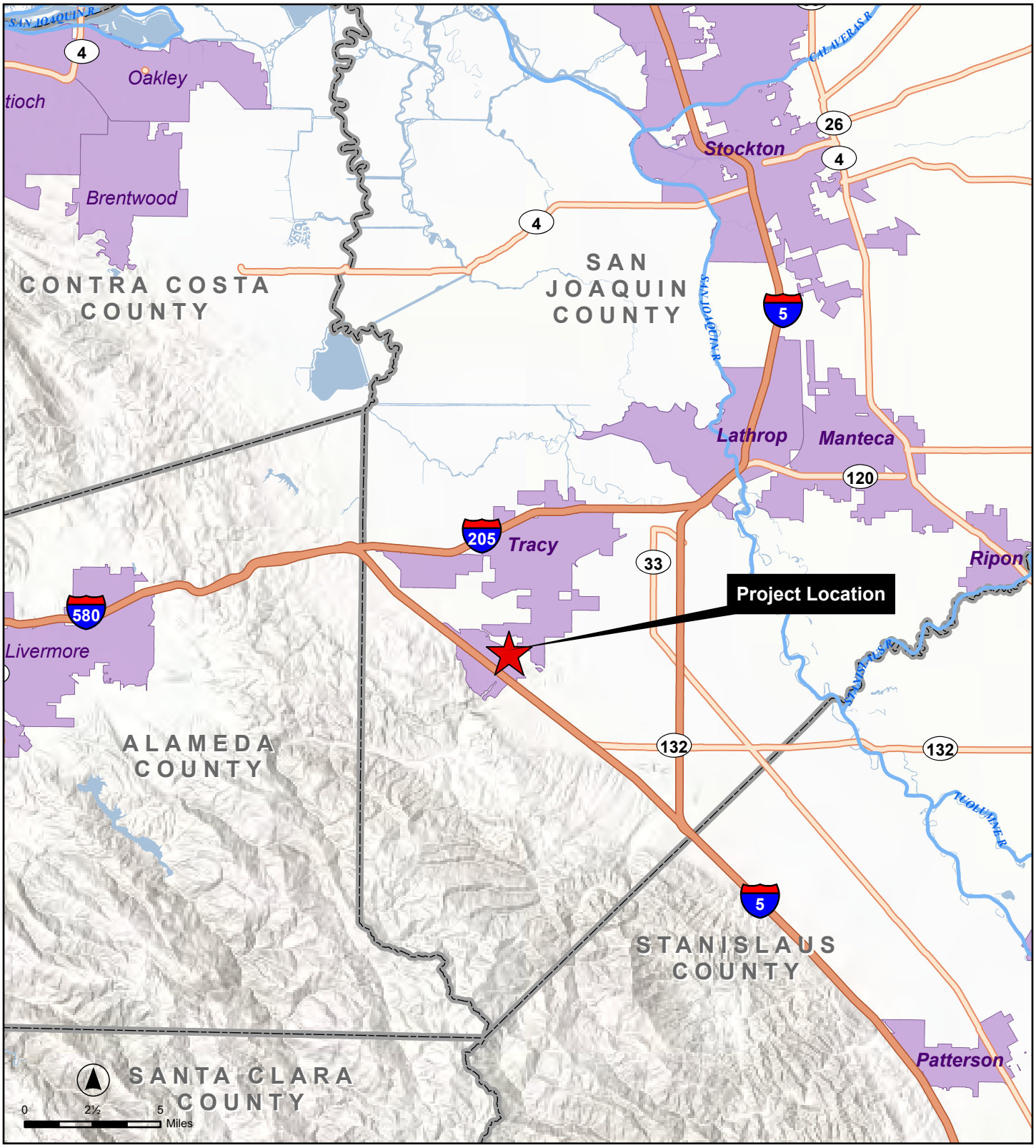
	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
Aesthetics	• Visual aspect of and views in the Specific Plan Area (Project and Cumulative Impact) • Adverse effects on a state-designated scenic highway • Adverse change in the character of the site	• New sources of light and glare
Agriculture	• Conversion of Prime Farmland and other Important Farmland (Project and Cumulative)	• Incompatible with adjacent agricultural activity
Air Quality	• Inconsistency with adopted Air Quality Management Plan • Cumulative construction emissions (ROG, and NO_x) (Buildout) • Cumulative operational emissions (ROG, NO_x, CO, PM_{10}, $PM_{2.5}$) (Phase I and Buildout) • Emission of ozone precursors and particulate matter	• Exposure of sensitive receptors to substantial pollutant concentrations
Biological Resources	N/A	• Adverse impact on wildlife movement • Impact on special-status animal species • Impact on federally protected wetlands as defined by Section 404 of the Clean Water Act • Construction during bird nesting season

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Conflict with tree preservation policy or ordinance • Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	• Damage to cultural resources (buried archeological deposits) • Damage to paleontological resources • Human remains encountered during construction
Greenhouse Gas Emissions	• Generation of GHG emissions during construction and operation (Project and Cumulative)	• Conflict with greenhouse gas reduction plan, policy, or regulation
Geology and Soils	N/A	• Expansive soil
Hazards and Hazardous Materials	N/A	• Routine use, transport, and disposal of hazardous materials • Release from nearby crude oil, natural gas, and petroleum pipelines • Breach or rupture of the California aqueduct • Attract wildlife that is hazardous to aircraft associated with Tracy Municipal Airport • Conflict with adopted emergency response plan and emergency evacuation plan • Exposure structures adjacent to undeveloped areas to risk of wildland fires
Hydrology and Water Quality	N/A	• Storm water discharge requirements and water quality • Soil erosion and sedimentation • Storm water runoff volumes • Pollutants (associated with non-residential storm water runoff) • 100-Year Flood Hazard Areas
Land Use	N/A	• Conflict with 2009 San Joaquin Airport Land Use Compatibility Plan
Noise	• Exposure of persons to noise levels in excess of established standards • Traffic noise level increases (Project and Cumulative)	• Expose persons or generate excessive groundborne vibration

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
Public Services and Utilities	N/A	• Need for new or physically altered fire protection facilities • Need for new or physically altered law enforcement facilities • Need for yet to be constructed City Water System Master Plan (WSMP) facilities • Need for wastewater treatment capacity
Traffic	• Impact to bicycle and pedestrian modes • Freeway segments during construction (Phase 1) • Impact to the existing roadway, intersections and freeway network (Buildout) • Impact to the existing roadway, Caltrans intersections (Buildout) • Level of service at intersections during construction (Phase 1) • Impact to the 2035 roadway and freeway network (Phase 1 and Cumulative) • Impact to the 2035 roadway and freeway network (Buildout) • Impact to Altamont Pass, Corral Hollow Road, Patterson Pass, roadways in Alameda County (Phase 1) • Impact on existing Phase 1a street network and streets surrounding the school site (Phase 1) • Impact to bicycle and pedestrian connection from Spine Road along Corral Hollow Road	• Impact to Phase 1a roadway network and operation and safety of pedestrians, cyclists, and vehicles on adjacent roadway facilities • Impact to roadway network and safety and operations on adjacent roadway facilities from temporary offsite school for 450 students • Impact to Phase 1a roadway network and roadway facilities from temporary on-site school

It was determined in the THSP SEIR that implementation of mitigation measures would reduce the severity of several of the aforementioned impacts to a level of less than significant. Where the THSP SEIR identified significant and unavoidable impacts, even after the consideration of mitigation measures, such impacts are identified herein as significant and unavoidable. Where applicable, mitigation measures stemming from the previously certified THSP SEIR would be incorporated into the proposed Project.

For impacts not identified in Table 3, the THSP SEIR found that buildout of the THSP would have a less-than-significant impact or no impact in the topical areas evaluated pursuant to the CEQA Guidelines.



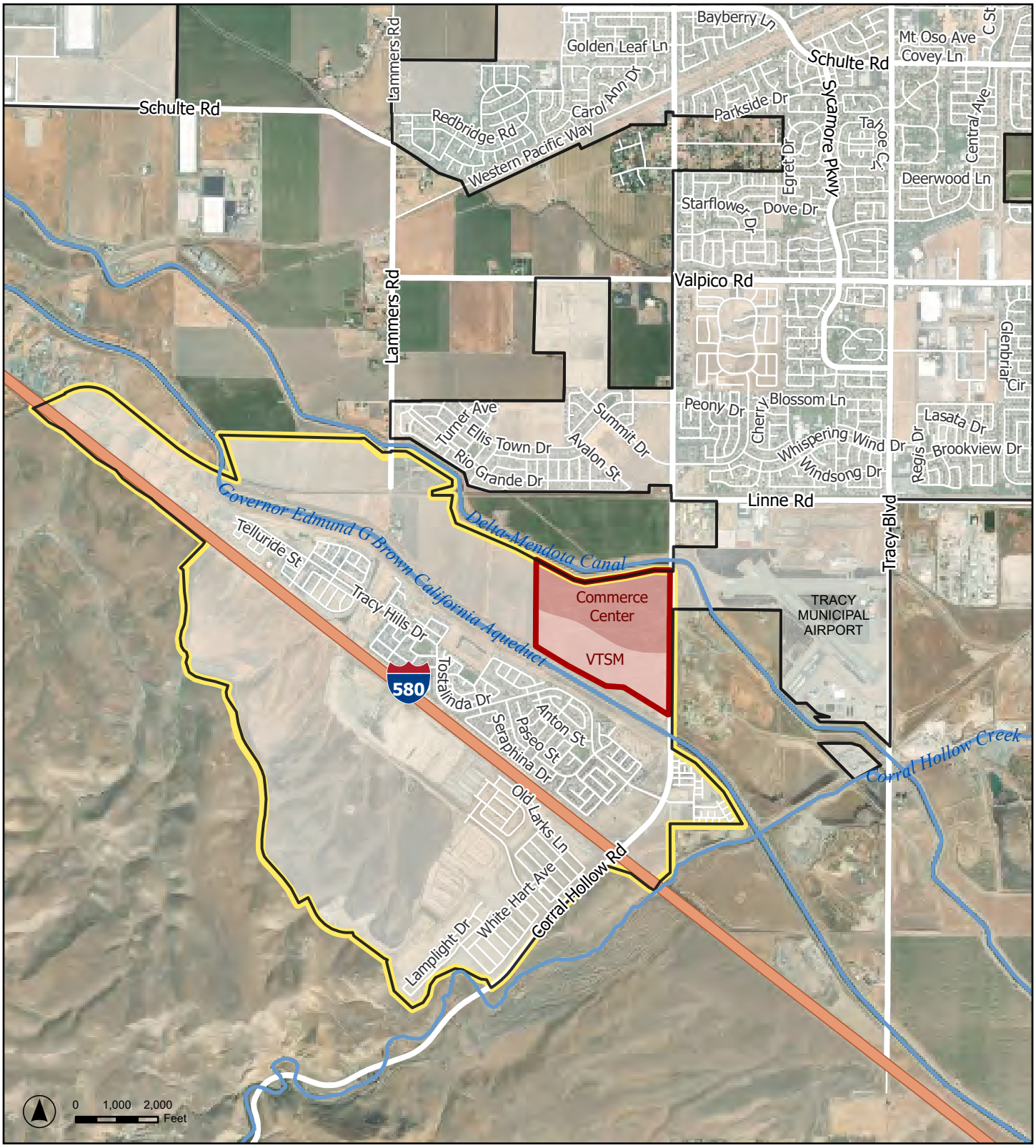
Legend

- Project Location
- Incorporated Area
- County Boundary

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 1. Regional Location Map

Sources: California State Geoportal. Map Date: January 21, 2025.



Legend

- Project Boundary
- Commerce Center
- VTSM
- Tracy City Boundary
- Tracy Hills Specific Plan Area

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 2. Project Vicinity

Sources: City of Tracy GIS; San Joaquin County GIS; USGS Hydrography. Map Date: January 21, 2025.

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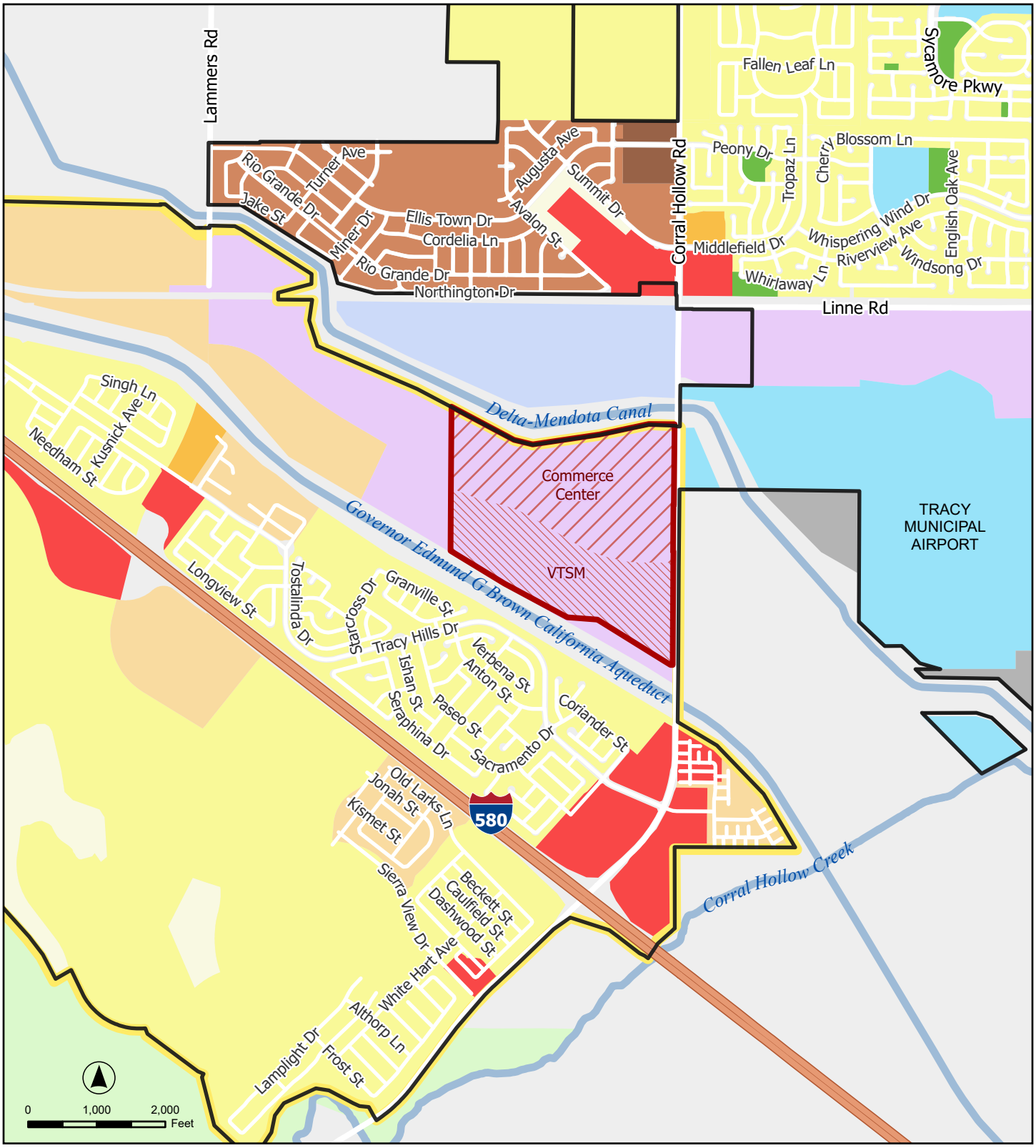
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM



Legend

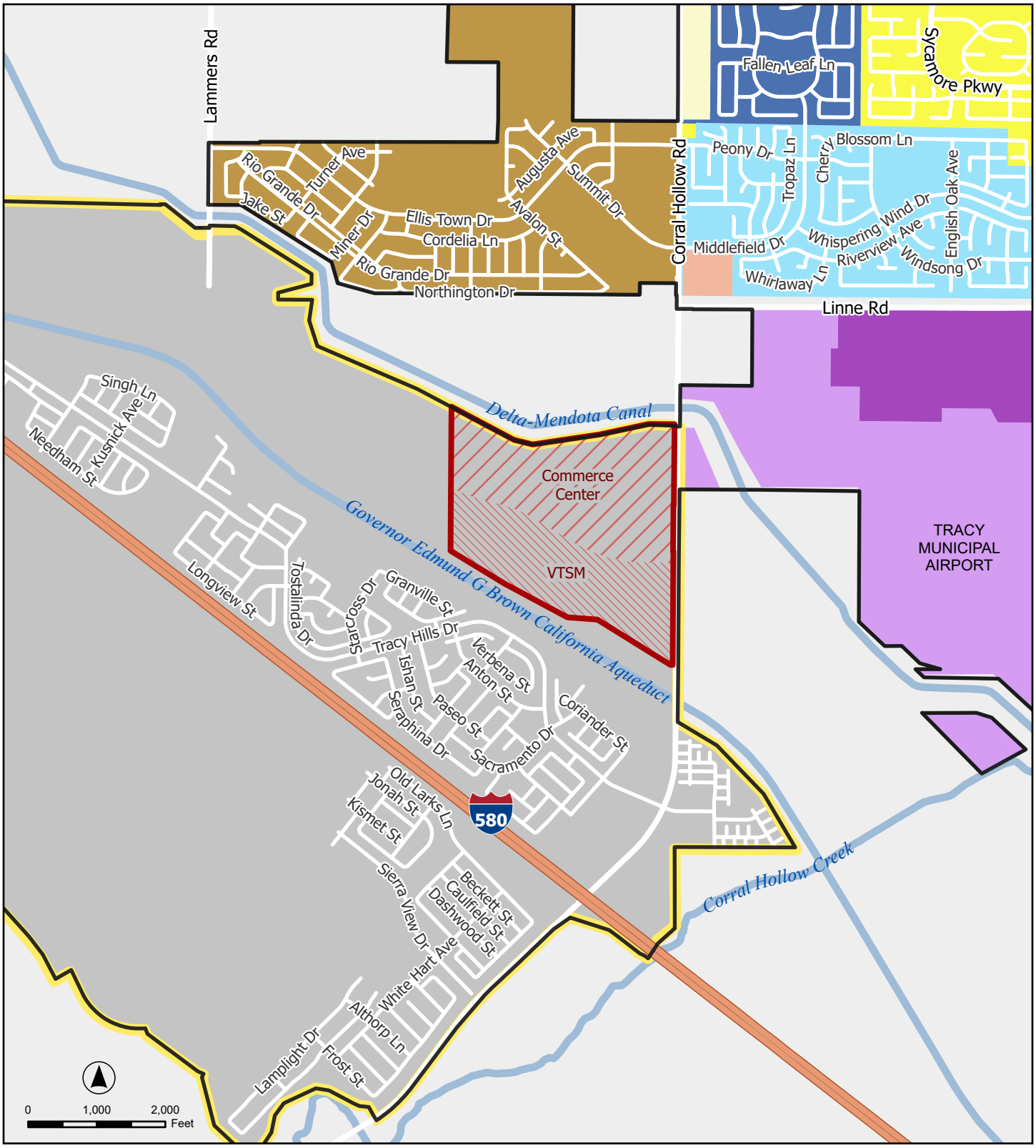
- Project Boundary
- Commerce Center
- VTSM
- Tracy City Boundary
- Tracy Hills Specific Plan Area
- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Village Center
- Urban Reserve 10
- Commercial
- Industrial
- Open Space
- Park
- Public Facilities
- Aggregate

Sources: City of Tracy GIS; San Joaquin County GIS; USGS Hydrography. Map Date: January 21, 2025.

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 3.
Existing General Plan Land Use Map

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



Legend

- Project Boundary
- Commerce Center
- VTSM
- Tracy City Boundary
- Tracy Hills Specific Plan Area
- RE
- LDR
- PUD
- ELLIS
- THSP
- M-1
- M-2
- NS
- TV

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 4. Existing Zoning Map

Sources: City of Tracy GIS; San Joaquin County GIS; USGS Hydrography. Map Date: January 21, 2025.

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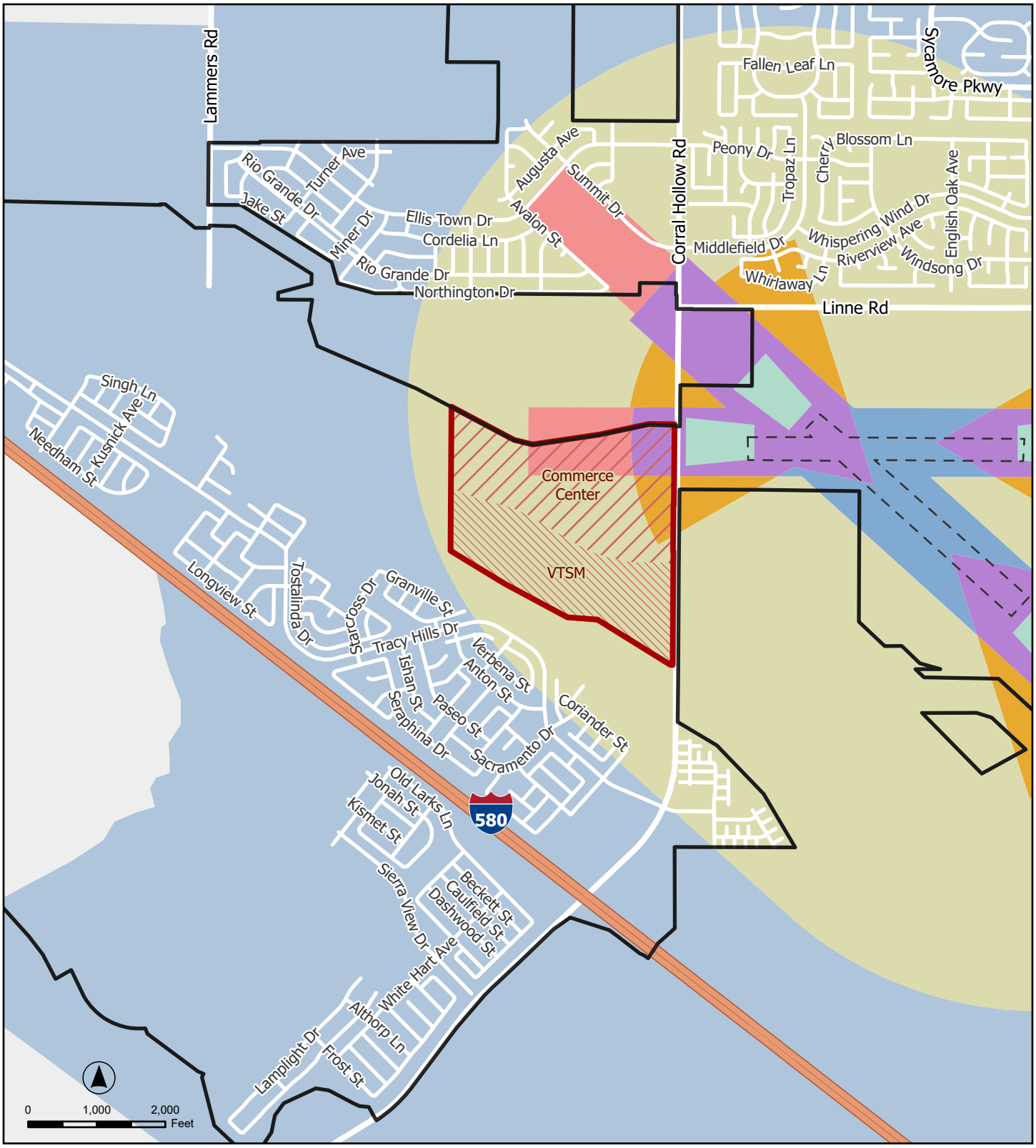
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM



Legend

- Project Boundary
- Commerce Center
- VTSM
- Tracy City Boundary
- Airport Runway Boundary
- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach/Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Safety Zone
- Zone 7 - Traffic Pattern Zone
- Zone 8 - Airport Influence Area

Sources: San Joaquin County GIS. Map Date: January 21, 2025.

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 5. Airport Land Use Compatibility Zones

Tracy Municipal Airport

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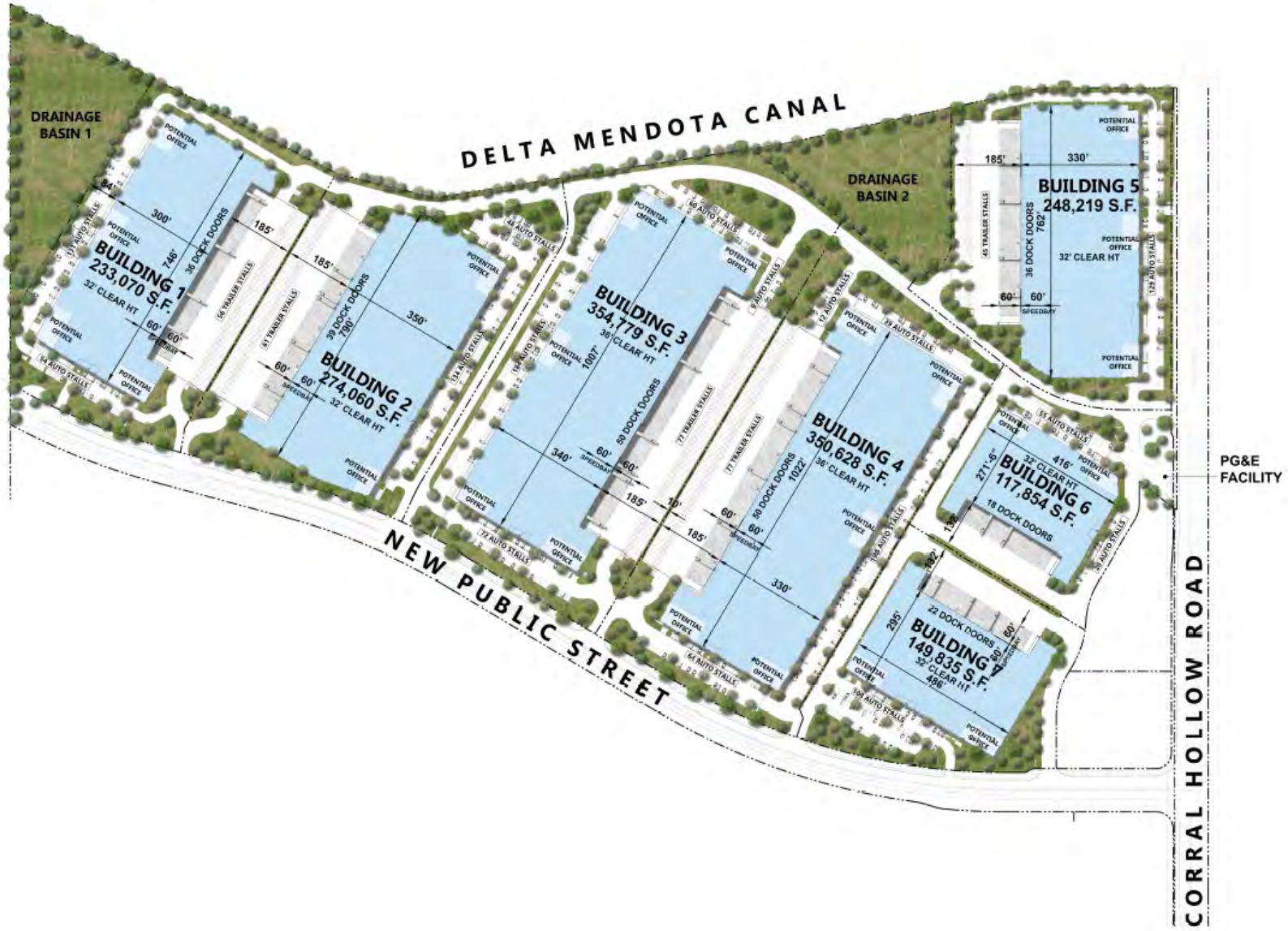
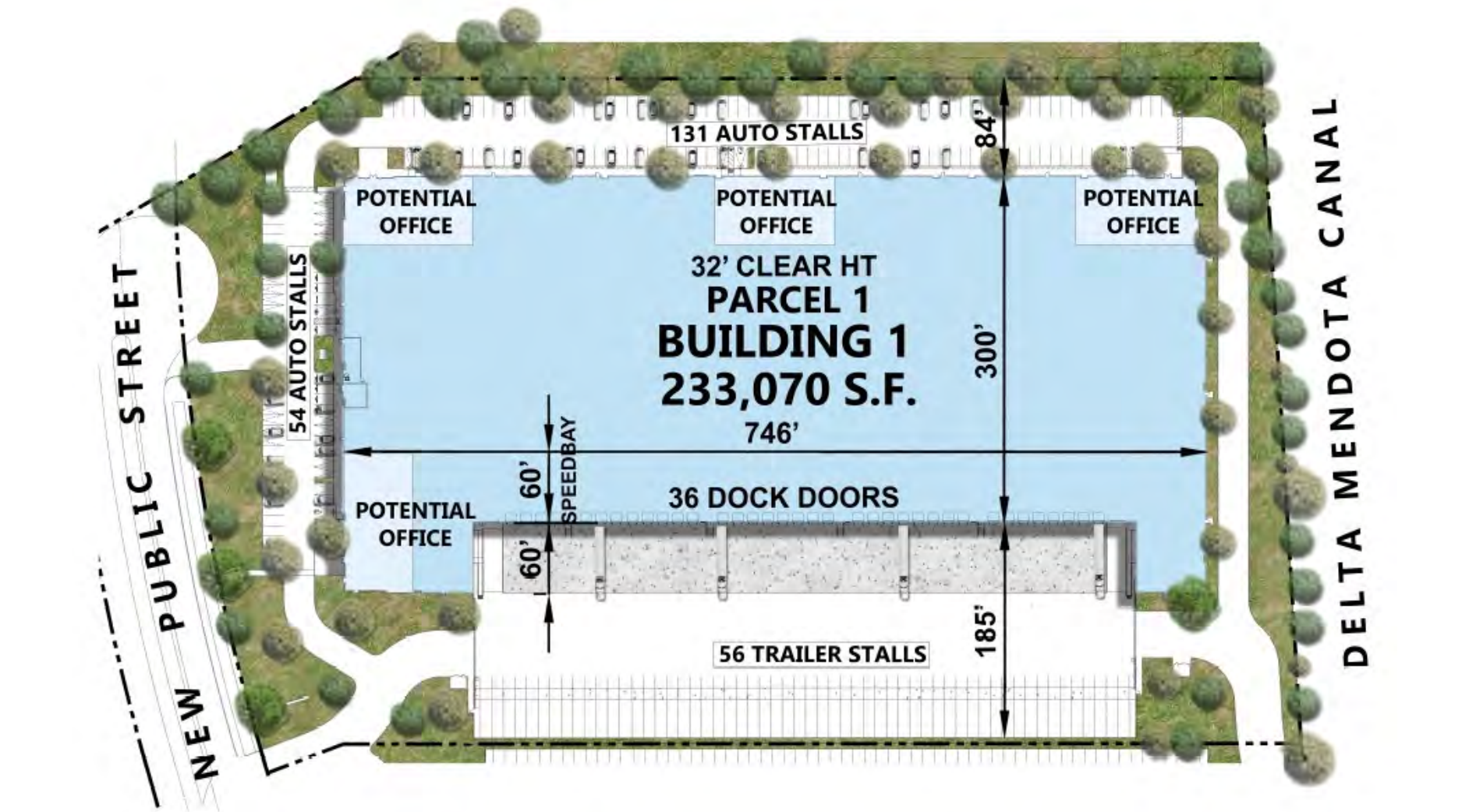
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM



TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 6. Master Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

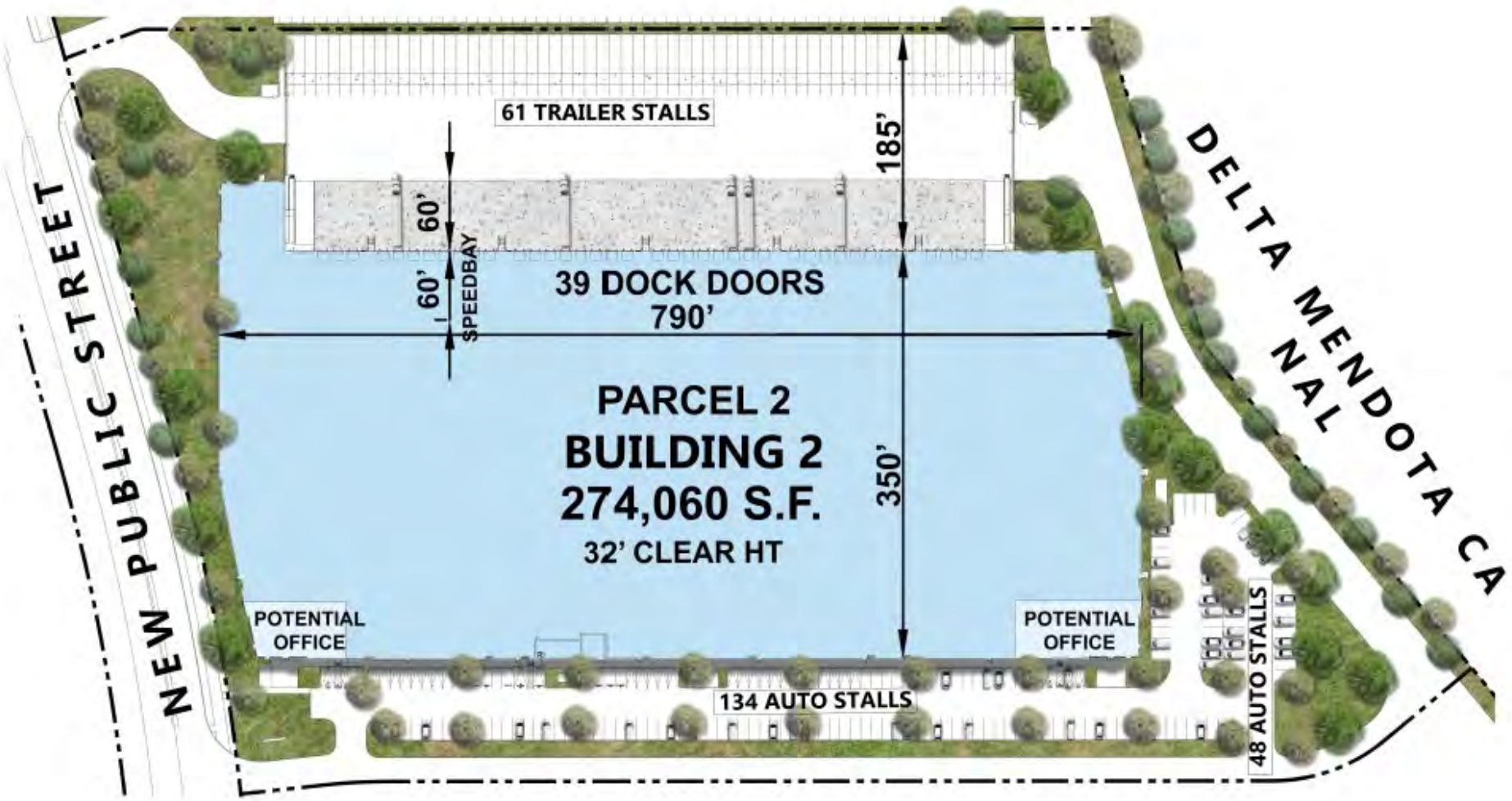


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 7. Building 1 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

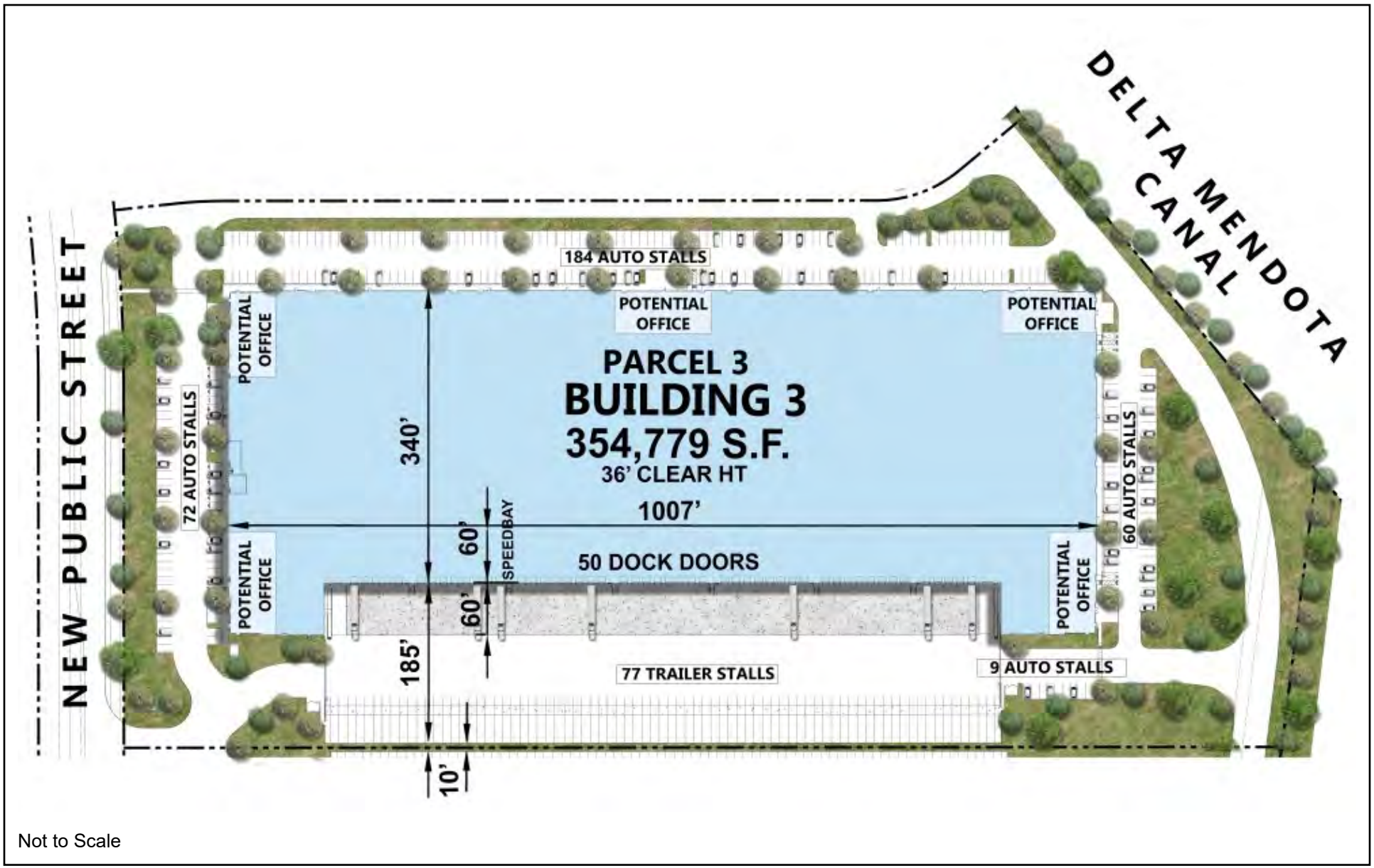


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 8. Building 2 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

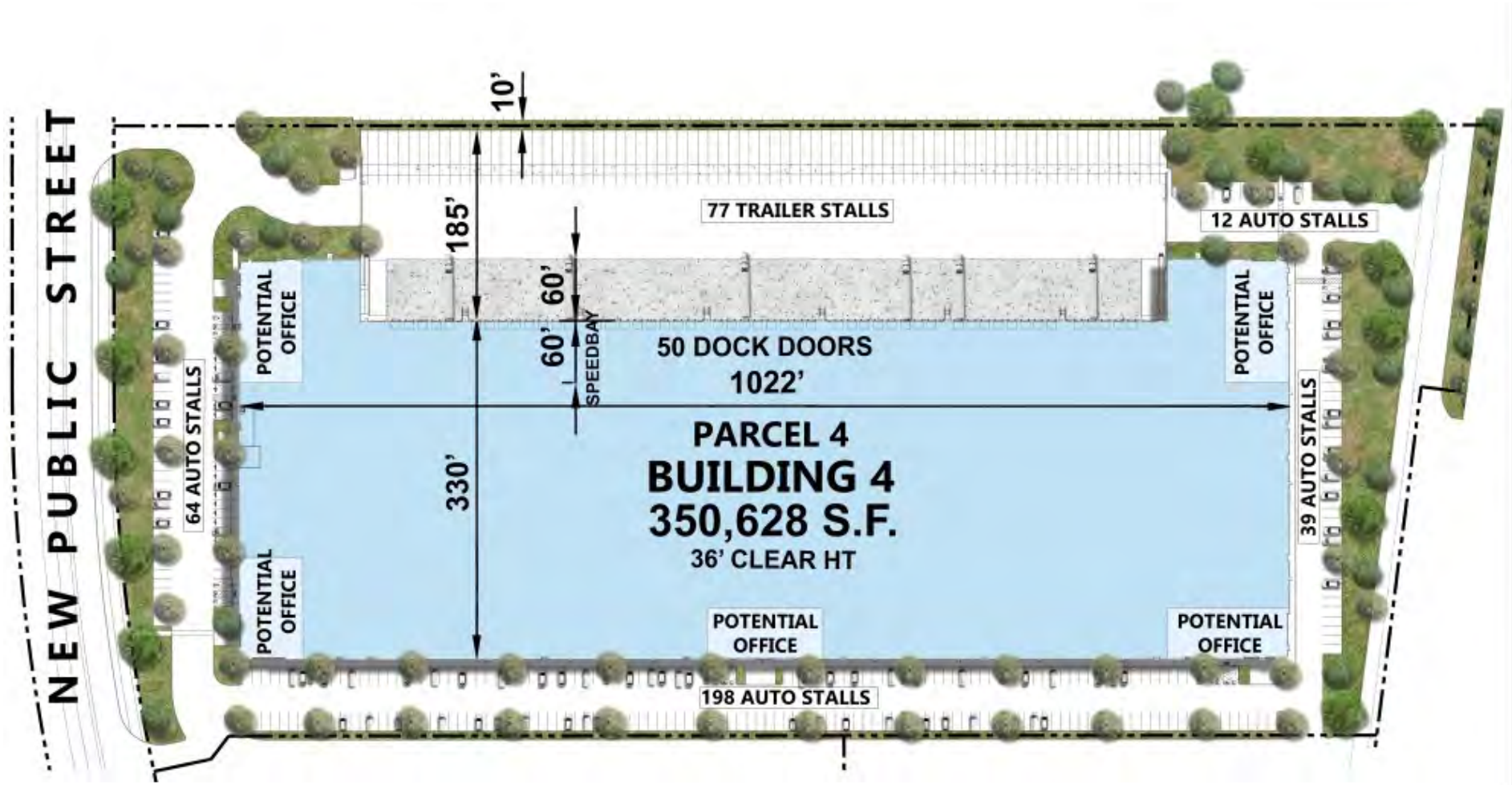


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 9. Building 3 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

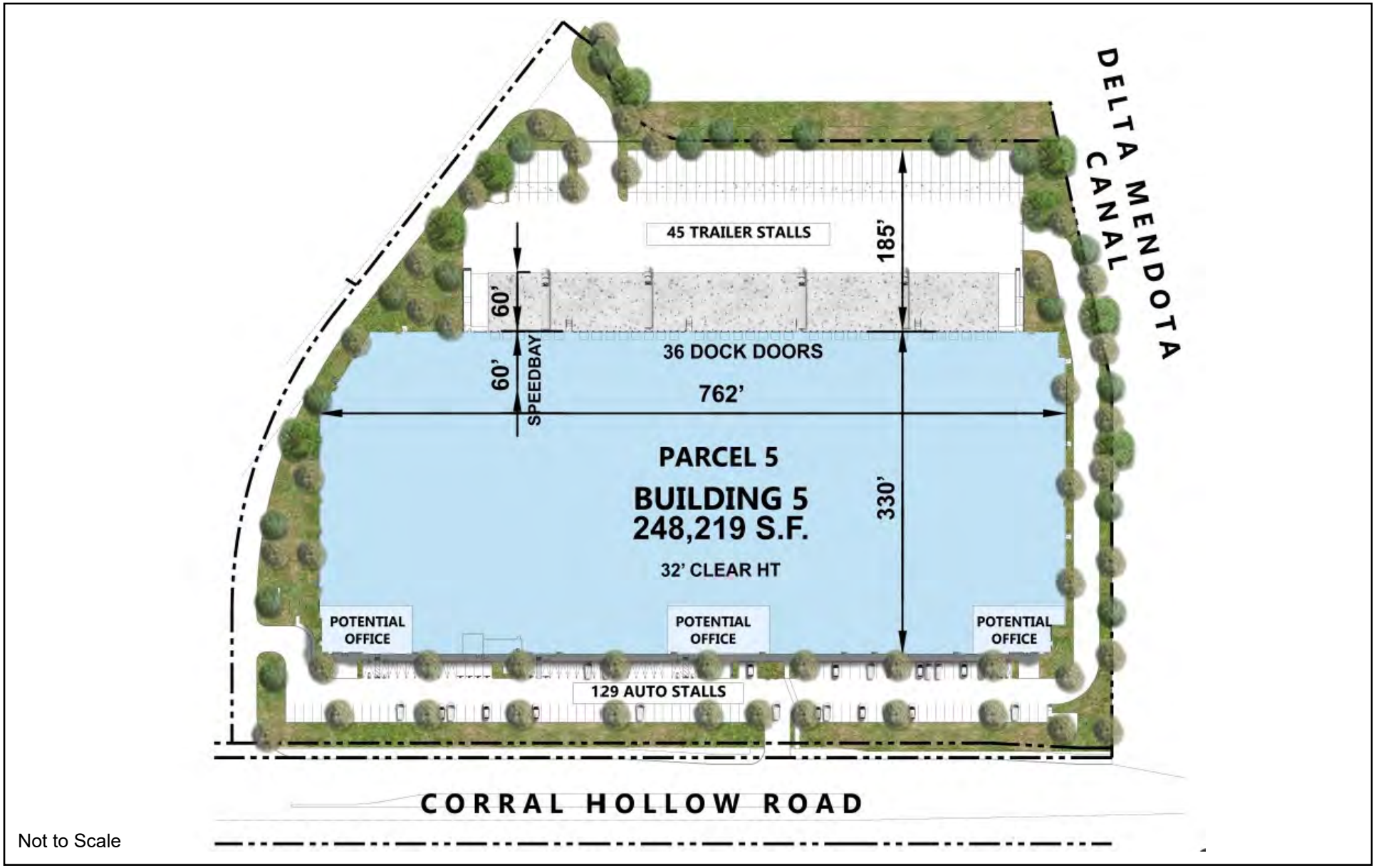


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 10. Building 4 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

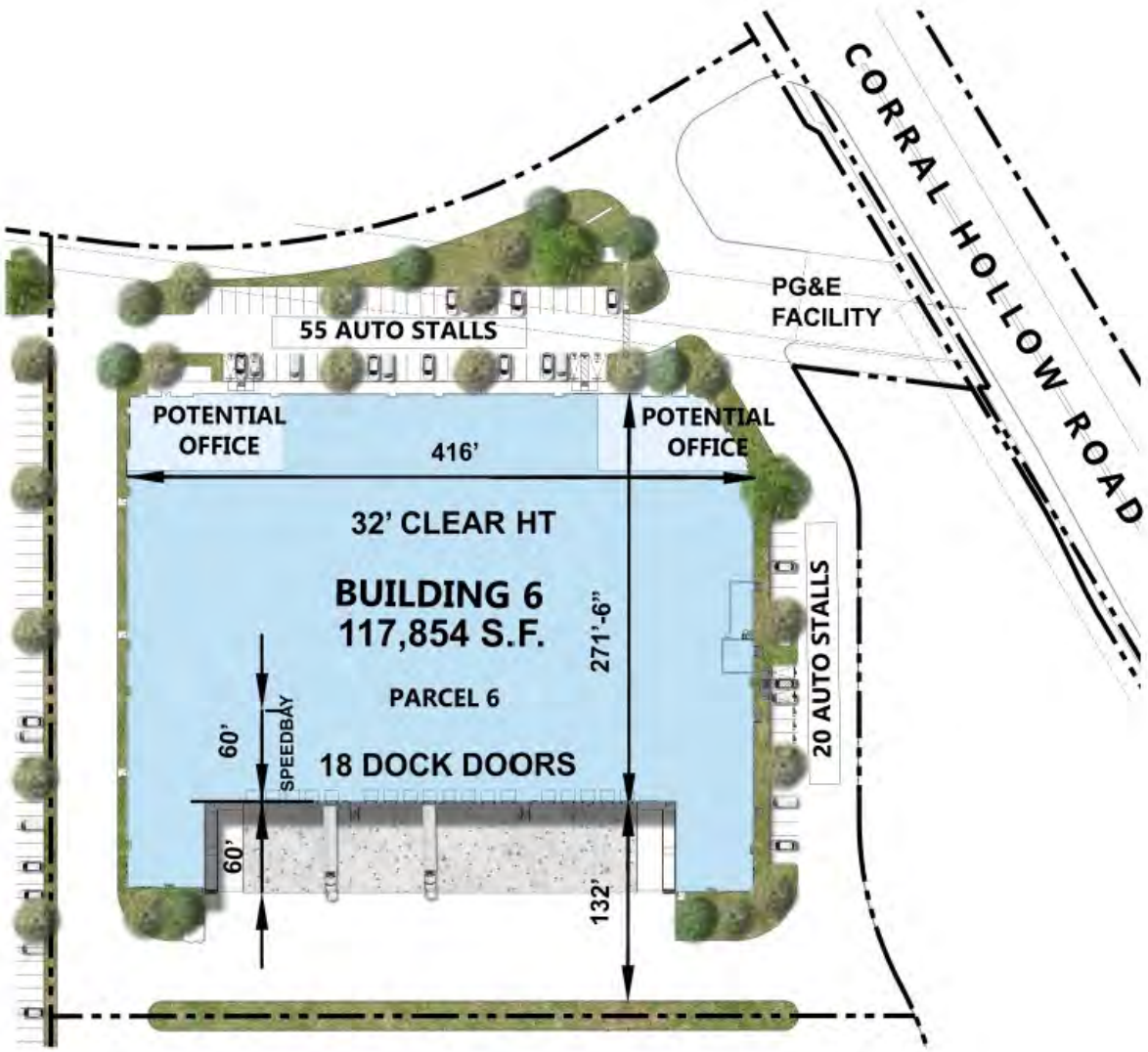


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 11. Building 5 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

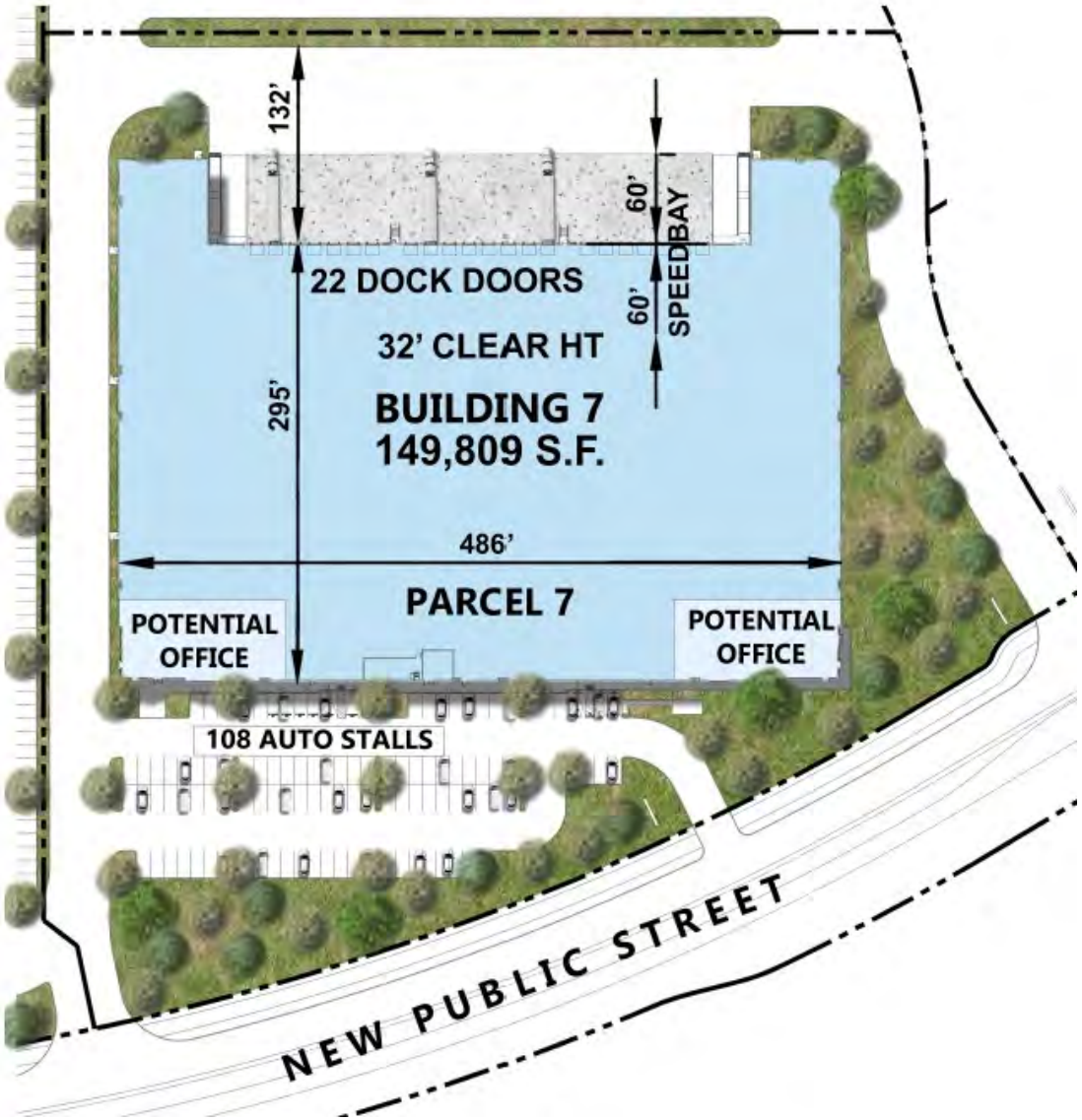


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 12. Building 6 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

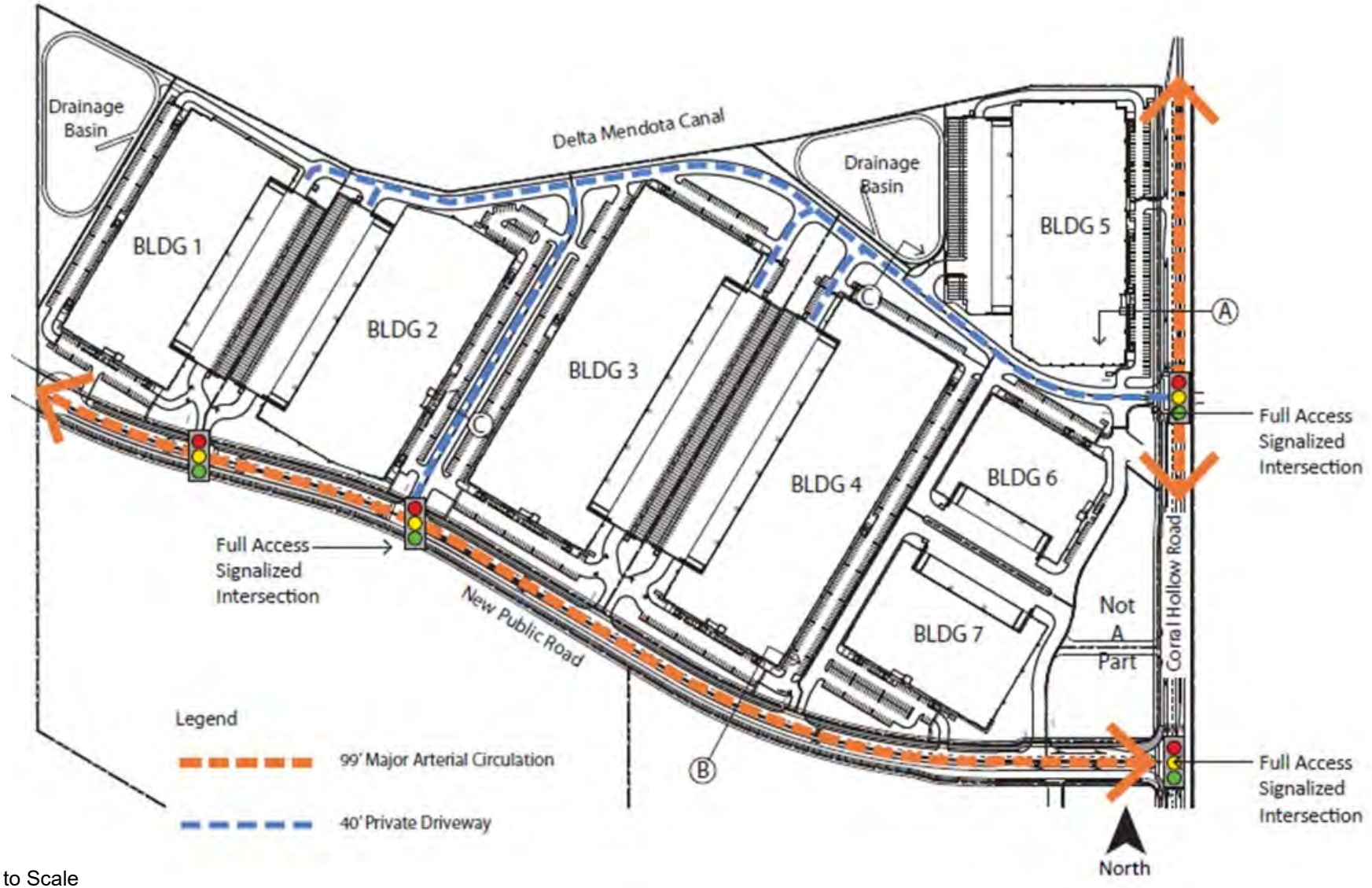


Not to Scale

TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 13. Building 7 Site Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.



TRACY HILLS SPECIFIC PLAN AMENDMENT AND COMMERCE CENTER PROJECT

Figure 14. Traffic Circulation Plan

Source: Kimley-Horn, November 2024. Map Date: January 21, 2025.

ENVIRONMENTAL EVALUATION

Explanation of Checklist Evaluation Categories

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously certified an EIR for an overall project that includes the proposed project as here, the City must determine whether, in light of the proposed project, the development of the Commerce Center Project and VTSM, the environmental analysis in the THSP SEIR remains relevant because it retains some informational value and, if so, whether a subsequent EIR or MND is required.

A subsequent EIR would be required if substantial evidence demonstrates the proposed changes will involve substantial changes that require major revisions of the previous EIR due to the involvement of new or significantly more severe environmental effects. The proposed changes to the prior project will remain within the same original parcel configuration and will proposed the same types of uses, rendering the previously certified THSP SEIR highly relevant to the environmental analysis of the changes to the project now proposed.

The purpose of this Consistency Checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines. The column titles of the checklist have been modified to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the THSP SEIR.

For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the proposed Project were adequately addressed in the THSP SEIR, and the environmental impact significance conclusions of the THSP SEIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed in the Prior Environmental Document

This column provides a cross-reference to the pages of the prior environmental document – the THSP SEIR – where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Project Changes Involve New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(1), this column indicates whether there have been substantial changes proposed in the project that would require major revisions of the previous environmental analyses due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified impact.

Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental document, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any Substantially Important New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a) (3) (A-D) of the CEQA Guidelines, this column indicates whether 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 environmental document was certified as complete is available requiring an update to the analysis of the previous environmental document to verify that the environmental conclusions and mitigations remain valid. If the 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, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the THSP SEIR.

However, if the additional analysis completed as part of this Consistency Analysis finds that the conclusions of the prior environmental document remains the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

Mitigations Implemented or Address Impacts?

This column indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided if mitigation measures would be necessary to mitigate the proposed Project. If "N/A" is indicated, this Consistency Analysis concludes that the impact does not occur with this Project and, therefore, no mitigation measures are needed.

Discussions and Mitigation Sections

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the environmental issue, how the project relates to the issue, differences in the potential impacts associated with the proposed project relative to those previously described in the THSP SEIR, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

Aesthetics

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	THSP SEIR page 4.1-17 to 4.1-19	No	No	No	Yes THSP SEIR MM 4.1-1 & MM 4.1-5
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	THSP SEIR page 4.1-17 to 4.1-18 & page 4.1-20	No	No	No	Yes THSP SEIR MM 4.1-2
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	THSP SEIR page 4.1-18 & 4.1-20	No	No	No	Yes THSP SEIR MM 4.1-3
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	THSP SEIR page 4.1-18 to 4.1-20	No	No	No	Yes THSP SEIR MM 4.1-4

Discussion

Relevant Changes to Project Related to Aesthetics

The proposed Project would increase the maximum height of buildings from 45 feet to a maximum building height of 47 feet tall to allow the development of buildings with internal clear heights of up to 36 feet. Accordingly, the proposed Project would revise the THSP Development Standards for the Light Industrial (M1-TH) zone to allow a maximum building height of 47 feet tall.

Relevant Changes to Environmental Setting

Areas within the THSP and south of the California Aqueduct and north of I-580 have been developed with residential uses, in accordance with the THSP. An area of the THSP area south of I-580 and along the eastern edge of the THSP area has also been developed with residential uses. These residential uses have introduced light and glare, as well as some slight obstructions of sightlines to surrounding and across scenic vistas.

Comparative Impacts Discussion

The proposed Project would result in the development of seven industrial buildings of up to 47 feet in height.

The project would also incorporate a project entry monument sign east of Building 7. This new sign would be required to comply with the sign design standards identified in the THSP to maintain consistency with other signs within the THSP and also incorporate extensive landscaping to soften the appearance of industrial buildings. As such, the new sign would not reduce the scenic quality of the aforementioned scenic vistas beyond what was evaluated in the THSP SEIR.

To accommodate for potential future market demands, the proposed SPA would modify the current THSP Development standards for M1-TH zone to allow a maximum building height of 47 feet tall, which would allow development of buildings with internal clear heights of 36 feet. This proposed modification would allow for more internal clearance space for buildings and could result in a slightly greater impact to scenic vistas previously evaluated in the THSP SEIR because the building heights would be increased by two feet. However, the character of the industrial urban development is substantially identical to the character of urban development previously analyzed in the THSP SEIR. Since the proposed Project would change from undeveloped land to urbanized development as previously analyzed in the THSP SEIR, the proposed Project would have the potential to create a substantial adverse impact on a scenic vista. With implementation of adopted THSP SEIR mitigation measures, the proposed Project's impact on a scenic vista would remain significant and unavoidable. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Project implementation would have the potential to impact views from the I-580. Similar to the approved THSP, the proposed Project would have the potential to create substantial damage to the identified scenic resources. Since the proposed Project site is within the viewshed of Interstate 580 and Corral Hollow Road, which are considered as scenic routes, Project development would have the potential to significantly impact scenic views. The proposed Project's impact would remain significant and unavoidable even with implementation of adopted THSP mitigation measures. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Similar to the approved THSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site. While development of the seven industrial buildings would transition the site from an existing almond orchard surrounded by ruderal vegetation to an urban development with industrial uses, the THSP SEIR had previously acknowledged that buildout of the THSP would transition this area from rural agricultural land to urbanized development. Thus, the proposed Project would not result in any greater impacts than previously analyzed. With implementation adopted THSP mitigation measures, the proposed Project's impact on the existing visual character or quality of the Project site would remain significant and unavoidable. This would not be a new specific impact, nor would

it increase the severity of the impact previously identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Project implementation would result in development of seven industrial buildings; however the sources of light from these proposed industrial uses would not be considered new light sources to the Project site, compared to the assumptions in the THSP SEIR. With implementation of adopted THSP mitigation measures, the proposed Project's impact on light and glare would remain significant and unavoidable. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.1-1

The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site-specific developments within the THSP. These measures would ensure that development within the Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation.

Mitigation Measure 4.1-2

The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation.

Mitigation Measure 4.1-3

The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation.

Mitigation Measure 4.1-4

To decrease light spillage and glare to the maximum extent practicable, all individual developments under the THSP shall be required to:

- *Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light on to public rights-of-way or adjacent residential property, consistent with City standards.*

Mitigation Measure 4.1-5

The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Aesthetics

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to aesthetics, light, and glare, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to aesthetics, light, and glare from the proposed Project would not require the preparation of a subsequent EIR.

Agricultural and Forestry Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	THSP SEIR page 4.2-9 & 4.2-11	No	Yes	No	Yes THSP SEIR MM 4.2-1
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	THSP SEIR page 4.2-9 and 4.2-12	No	No	No	Yes THSP SEIR MM 4.2-2
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	THSP SEIR page 4.2-10 & 4.2-12	No	No	No	Yes THSP SEIR MM 4.2-1 & MM 4.2-2

Discussion

Relevant Changes to Project Related to Agricultural and Forestry Resources

The proposed Project would develop a portion of the THSP area that was evaluated in the THSP SEIR. Development of the Commerce Center would remove approximately 98 acres from active farmland to urbanized uses. Implementation of the VTSM would prepare a map such that lots could be developed consistent with the THSP, although no development, and no loss of agricultural land, is proposed at this time. The THSP SEIR found that as a result of development contemplated under the THSP, conversion of important farmland to urbanized land would result in a significant and unavoidable impact.

Relevant Changes to Environmental Setting

At the time the THSP was approved in 2013, the Project site was identified as "Farmland of Importance" as the 2012 FMMP map available at the time identified the Project site as "Farmland of Local Importance", which is not recognized as Important Farmland under CEQA. However, since certification of the THSP SEIR in 2016, the Project site has been recategorized as "Prime Farmland" as shown in the 2022 FMMP San Joaquin County map. As such, the THSP SEIR identified less prime farmland in the THSP than is identified now. In the interim time, the Project site was planted with an almond orchard, but the orchard has since been removed and the land is vacant. Although the THSP SEIR contemplated the conversion of

approximately 25 acres of Prime Farmland to non-agricultural uses, the area that includes the Commerce Center was not included in the area identified as Prime Farmland.

Comparative Impacts Discussion

Development of the proposed Project would result in the conversion of approximately 180 acres of land from Prime Farmland to urbanized land. The Commerce Center project would convert approximately 98 acres of Prime Farmland to urbanized uses, which is in contrast to the THSP SEIR which indicated the area was classified Farmland of Local Importance.

The City General Plan includes supportive policies and mitigation programs (e.g., the Agricultural Mitigation Fee Ordinance) that would help to somewhat reduce impacts related to conversion of agricultural resources on a larger scale, a permanent loss of farmland would occur as a result of the proposed Project.

Although the development of the Commerce Center project would result in the removal of more Prime Farmland than previously anticipated in the THSP SEIR, the amount of Important Farmland lost would not be substantially more severe than that analyzed under the THSP SEIR. The THSP SEIR found that conversion of prime farmland in the THSP would result in a significant and unavoidable impact, regardless of mitigation measures. The Tracy City Council adopted a statement of overriding considerations with respect to the anticipated loss of farmland [1]

Implementation of THSP SEIR Mitigation Measure 4.2-1 would require the payment of the agricultural mitigation fee to the City for each acre of Prime Farmland to be developed. Although this mitigation would result in the payment of fees to mitigate for the loss of Important Farmland, the loss of farmland is a permanent loss, and the impact would remain significant and unavoidable.

The Project site is not the subject of a Williamson Act contract and does not contain any lands zoned for agricultural uses. Therefore, no conflict exists in regard to the current zoning of the Project site. As such, the proposed Project would not include properties zoned for agricultural use or under Williamson Act Contract, and therefore no impact would occur. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

As discussed in the previously certified THSP SEIR, full buildout of the THSP would result in conversion of the THSP Area to urban uses. However, the proposed land uses in the THSP Area could be incompatible with adjacent land uses without appropriate buffers established between development of the THSP. THSP SEIR Mitigation Measure 4.2-2 ensures that buffers such as roadways, conservation easements, building setbacks, and parking areas are established between uses. The proposed Project would include development of a new public street between the Commerce Center project and the VTSM area to the south. Therefore, the impact would not be substantially more severe than disclosed under the THSP SEIR.

[1] THSP SEIR, page 4.2-9.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.2-1

As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City.

The majority of the 2,200 acres identified as Farmland of Local Importance has historically been utilized as grazing land with no infrastructure in place to irrigate and actively farm. For the portion of the 2,200 acres of Farmland of Local Importance historically utilized as grazing land, the Project established a conservation easement to ensure that over 3,500 acres of grazing land would be preserved in perpetuity. The recording of this conservation easement on 3,500 acres of open space has been identified as a Project Design Feature that has been implemented. For any of the 2,200 acres of Farmland of Local Importance that has been actively farmed, the City's adopted agricultural mitigation fee shall be paid for each acre of Farmland of Local Importance to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City. Though the City's Municipal Code identifies the Project site as exempt from the City's adopted fee, the Project Applicant has agreed to payment of the fee as described within this mitigation measure.

Mitigation Measure 4.2-2

As construction occurs along the THSP Project Area boundary, buffers such as roadways, conservation easements, building setbacks, and parking areas, shall be required prior to occupancy of those structures, in compliance with General Plan Policy OSC-2.2 P1.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Agricultural and Forestry Resources

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to agricultural and forestry resources, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to agricultural and forestry resources from the proposed Project would not require the preparation of a subsequent EIR.

Air Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	THSP SEIR page 4.3-15 to 4.3-31 & page 4.3-42 to 4.3-43	No	No	No	Yes THSP SEIR MM 4.3-1a, MM 4.3-1b, MM 4.3-1c, MM 4.3-2 & MM 4.7-1
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	THSP SEIR page 4.3-15 to 4.3-37 & page 4.3-42 to 4.3-43	No	No	No	Yes THSP SEIR MM 4.3-2 & MM 4.7-1
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	THSP SEIR page 4.3-37 & page 4.3-44	No	No	No	Yes THSP SEIR MM 4.3-1a, MM 4.3-3b, MM 4.3-2, & MM 4.7-1
d. Expose sensitive receptors to substantial pollutant concentrations?	THSP SEIR page 4.3-32 to 4.3-41 & page 4.3-44 to 4.3-45	No	No	No	Yes THSP SEIR MM 4.3-4a & MM 4.3-4b
e. Create objectionable odors affecting a substantial number of people?	THSP SEIR page 4.3-41	No	No	No	No

Discussion

Relevant Changes to Project Related to Air Quality

There have not been any changes to the proposed Project related to air quality.

Relevant Changes to Environmental Setting

The proposed Project lies within the central portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the

Basin and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. If a project is found to interfere with the region's ability to comply with federal and State air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered "consistent" with the latest Air Quality Plan (AQP), the project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve Federal and State air quality standards. Additionally, both construction related and long-term emissions are required to be quantified and compared to the SJVAPCD significance thresholds. The SJVAPCD continues to review and refine air quality plans.

Comparative Impacts Discussion

Emissions from the construction and operational phase of the proposed Project were included as part of the emissions estimate for buildout conditions of the THSP Area as evaluated in the previously certified THSP SEIR. The THSP SEIR found that buildout would generate a substantial increase in criteria air pollutants that would exceed the SJVACPD's significance thresholds during both construction and operation of the THSP project. As discussed in the THSP SEIR, buildout of the THSP would result in exceedances of the SJVAPCD thresholds for criteria pollutants including inconsistencies with the 2013 Ozone Plan and the 2012 $PM_{2.5}$ Plan in this regard. However, implementation of THSP SEIR Mitigation Measures 4.3-1a, 4.3-1b, 4.3-1c, 4.3-2 and 4.7-1 would apply to the proposed Project, and be consistent with the assumptions made in the THSP SEIR. Despite these mitigation measures, the THSP SEIR concluded that buildout of the THSP Area would be inconsistent with the SJVAPCD's air quality plans and such impacts were considered significant and unavoidable.

The Project would not increase development within the THSP. The total development intensity would be consistent with impacts previously analyzed in the THSP SEIR. Additionally, the proposed Project would not result in changes to the vehicle trip generation analyzed in the THSP SEIR. Given that the proposed Project land uses would be consistent with those previously approved in the THSP, the impact relative to an applicable air quality plan would be similar to what was identified in the certified EIRs and no new impact or increase in the severity of a previously identified impact would occur.

Construction

Construction emissions for buildout of the THSP were estimated in the previously certified THSP SEIR using the California Emissions Estimator Model (CalEEMod). Based on the THSP SEIR, buildout of the THSP would result in construction emissions that would exceed SJVAPCD's 10 tons per year threshold for reactive organic gases (ROG) and nitrogen oxides (NOx). The THSP SEIR found impacts from construction emissions would be significant and unavoidable after implementation of Mitigation Measures AQ 4.3-1a through 4.3-1c, in the THSP SEIR.

Given that no change in net development is proposed by the Project, construction impacts from the proposed Project would be the same as those identified in the THSP SEIR, which is significant and unavoidable. Additionally, the Project would not increase the number of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements compared to the THSP SEIR.

Therefore, construction equipment used and phasing for the proposed Project would be roughly similar to the THSP SEIR. The proposed Project's impact relative to construction air emissions would be similar to those identified in the THSP SEIR. No new impact or increase in the severity of a previously identified impact would occur. Mitigation from the certified THSP SEIR is applicable to the proposed Project that would reduce the severity of the significant and unavoidable impact. However, even with mitigation incorporated, impacts would remain significant and unavoidable but would not be greater than the impact analyzed in certified EIRs.

Operations

Long-term operational emissions would be generated from the day-to-day operations of the buildout of the THSP. Operational emissions for land use development projects are typically distinguished as mobile, energy, and area sources of emissions. Operational emissions for buildout of the THSP were estimated using CalEEMod and analyzed in the THSP SEIR. According to the THSP SEIR, buildout of the THSP Area would result in operational emissions that exceed SJVAPCD thresholds for ROG, NOX, carbon monoxide (CO), and particulate matter with a diameter smaller than 10 microns (PM10) and smaller than 2.5 microns (PM2.5). The proposed Project would not result in an increase of development density or intensity within the THSP Area and would not result in any changes to vehicular trip generation. Therefore, no new impact or increase in the severity of a previously identified impact would occur. Although the previously identified significant and unavoidable impact would remain, implementation of THSP SEIR Mitigation Measure 4.3-2 would reduce the severity of this impact to the maximum extent feasible. However, impacts would remain significant and unavoidable and would not be greater than the impact analyzed in the THSP SEIR.

The region of the proposed Project area is classified as nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Buildout of the THSP Area would generate emissions of ROG, PM_{10}, and NO_X during construction and operation that would be above the SJVACPD's regional thresholds of significance. According to the findings in the THSP SEIR, the impact relative to ROG, CO, $PM_{2.5}$, PM_{10} and NO_x is considered potentially significant. This was identified as a significant and unavoidable impact within the THSP SEIR.

Similar to the THSP, the proposed Project would contribute to these overall emissions. However, as discussed above, construction and operational air quality impacts would be consistent with the THSP SEIR. Mitigation Measures 4.3-1a through 4.3-1c, 4.3-2 and 4.3-4b from the THSP SEIR would be applicable to the proposed Project and would reduce the severity of the impact. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Exposure of toxic air contaminants was assessed in the THSP SEIR by evaluating diesel particulate matter (DPM) emissions on nearby sensitive receptors. A Health Risk Assessment (HRA) and addendum were prepared for the previously certified THSP SEIR. The HRA addressed the potential contribution of public exposure to DPM by locating sensitive receptors within 500 feet of I-580 (a generator of toxic air contaminants). The HRA determined that proposed Project operations would not exceed the 10 cases per million that is considered significant by the SJVAPCD and CARB. The proposed Project site is located more than 1,000 feet from I-580 and outside of CARB's 500-foot buffer. Therefore, the proposed Project would

not increase risk hazards from freeway exposure. Under the same combined scenario, cancer risk at sensitive receptors adjacent to the THSP Area would have risk up to 4.61 new cases per million persons (in nine-year exposure) and would not exceed the SJVAPCD significance threshold. The HRA determined that the 30- and 70-year exposure periods would exceed SJVAPCD significance thresholds for cancer risk. However, with Project design features including Minimum Efficiency Reporting Value (MERV) 13 (or equivalent air filtration system), all three exposure periods would not exceed the significance threshold.

Impacts associated with the THSP related to criteria pollutant emissions during construction were identified as significant and unavoidable within the THSP SEIR. The proposed Project would not result in an increase in developed area within the THSP Area or an increase in development intensity. Thus, the impact relative to exposure of toxic air contaminants would be similar to that identified in the THSP SEIR. Consistent with the THSP SEIR, with implementation of THSP SEIR Mitigation Measure 4.3-4b, the resulting impact from the proposed Project would be less than significant. No new impact or increase in the severity of a previously identified impact in the certified THSP SEIR would occur as a result of the proposed Project.

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

CO hot spot modeling was performed for the THSP SEIR. As shown in Table 4.3-10 in the THSP SEIR, the nine highest volume intersections in the THSP Area under full buildout would be well below the established standard for CO. As discussed above, the proposed land uses would be consistent with those analyzed in the THSP SEIR. Therefore, the proposed Project impacts related to ambient air quality CO concentrations would be less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.3-1a

Prior to the issuance of any grading permit the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SJVAPCD Regulation VIII, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

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

- *Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the THSP Project Area; and*
- *Fugitive dust emanating from the Project site shall not exceed 20 percent opacity, per SJVAPCD Regulation VIII.*
- *Applicant shall consult with the County Public Health Services Department to develop a Valley Fever Dust Management Plan that addresses Valley Fever exposure. The Plan shall be provided to the City and shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate dust management and safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Valley Fever-containing dust.*

Mitigation Measure 4.3-1b

The following measures shall be implemented during construction to reduce NOX related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.

- *Use of construction equipment rated by the United States Environmental Protection Agency (EPA) as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days, if available and feasible. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. After January 1, 2015, encourage the use of equipment over 50 horsepower that are on-site for more than 5 days to meet the Tier 4 standards, if available and feasible. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite, which shall be available for City review upon request.*
    - *Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and*
    - *Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., 5-minute maximum).*
    - *Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions.*
    - *Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment.*

Mitigation Measure 4.3-1c

Prior to the issuance of any grading permit, the City shall confirm that the Project complies with the SJVAPCD Rule 9510, Indirect Source (ISR). If feasible measures are not available to meet the emissions reductions targets outlined in Rule 9510, then Project applicants shall pay an in-lieu mitigation fee to

the SJVAPCD to offset the Project's emissions-related impacts, or coordinate with the SJVAPCD to implement a Voluntary Emission Reduction Agreement (VERA). If in-lieu fees are required, Project applicants shall coordinate with the SJVAPCD to calculate the amount of the fees required to offset the Project's impacts. The applicant shall document, to the City's reasonable satisfaction, its compliance with this mitigation measure.

Mitigation Measure 4.3-2

Prior to issuance of building permits, each applicant for individual site specific developments under the THSP shall demonstrate compliance with SJVAPCD Rule 9510, Indirect Source Review (ISR) or implementation of a Voluntary Emission Reduction Agreement (VERA). Project applicants shall coordinate with the SJVAPCD to ensure that the Project meets the requirements of SJVAPCD Rule 9510 or implements a VERA. If feasible reduction measures are not available to meet the emissions reductions targets as established by the SJVAPCD, then Project Applicants shall pay an in-lieu mitigation fee to the SJVAPCD to offset the Project's emissions-related impacts. If in-lieu fees are required, Project Applicants shall coordinate with the SJVAPCD to calculate the amount of the fees required to offset the Project's impacts.

Mitigation Measure 4.3-4a

New sensitive land uses including residential, hospital, medical offices, and day care facilities located within 500 feet of the I-580 freeway shall be designed to include air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 (or equivalent system) as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The average particle size efficiency (PSE) removal based on ASHRAE Standard 52.2 for MERV 13 is approximately 75 percent for 0.3 to 1.0 µg/m3 (DPM) and 90 percent for 1.0 to 10 µg/m3 (PM10 and PM2.5).

Mitigation Measure 4.3-4b

New sensitive land uses including residential, hospital, medical offices, and day care facilities shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

Mitigation Measure 4.7-1

The Project shall include, but not be limited to, the following list of design features. These features shall be incorporated into the design of the Project to ensure consistency with adopted statewide plans and programs to the extent feasible. Project applicants shall demonstrate the incorporation of design features of the Project prior to the issuance of building or occupancy permits, as noted below.

Transportation

- *Provide pedestrian connections to the off-site circulation network (building permit triggers).*
- *For commercial uses, implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit).*
- *Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit).*
- *Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit).*
- *Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.).*
- *Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).*
- *Employers shall provide parking cash-out programs for employees (100 percent of employees eligible).*

Energy Efficiency

- *Design buildings to be energy efficient and meet or exceed Title 24 requirements (per Measure E-1 of the City's Sustainability Action Plan (building permit).*
- *Install "cool" roofs and cool pavements, and strategically placed trees as applicable.*
- *Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).*
- *Install high energy efficient appliances (clothes washers, dishwashers, fan, and refrigerators) (occupancy permit).*
- *Install programmable thermostats (building permit).*
- *Design buildings to reduce energy use through solar orientation and take advantage of landscaping and sun screens (building permit).*
- *Reduce unnecessary outdoor lighting (building permit).*

Water Conservation and Efficiency

- *Install water-efficient irrigation systems (building permit).*
- *Landscaping shall consist of drought tolerant native species with water-efficient characteristics (building permit).*
- *Comply with Municipal Code Section 21.20.050, Efficient Landscape Standards (building permit).*
- *Install water-efficient fixtures (e.g., faucets, toilets, showers) (building permit).*
- *Install infrastructure for recycled water per the City's Infrastructure Master Plan.*

Solid Waste

- *Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).*
- *Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).*

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Air Quality

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to air qualtiy, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to air quality from the proposed Project would not require the preparation of a subsequent EIR.

Biological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	THSP SEIR page 4.4-47 to 4.4-58	No	No	No	Yes THSP SEIR MM 4.4-1a through MM 4.4-1p
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	THSP SEIR page 4.4-59	No	No	No	No
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	THSP SEIR page 4.4-60 to 4.4-61	No	No	No	Yes THSP SEIR MM 4.4-3a through MM 4.4-3d
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	THSP SEIR page 4.4-62 to 4.4-64	No	No	No	Yes THSP SEIR MM 4.4-4a
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	THSP SEIR page 4.4-64 to 4.4-66	No	No	No	Yes THSP SEIR MM 4.4-1a through MM 4.4-1o

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	THSP SEIR page 4.4-66 to 4.4-68	No	No	No	Yes THSP SEIR MM 4.4-1h, MM 4.4-1j, MM 4.4-1m & MM 4.4-4a (see also MM 4.4-1a through MM 4.4-1p)

Discussion

Relevant Changes to Project Related to Biological Resources

The proposed Project footprint is within the footprint previously analyzed in the THSP SEIR.

Relevant Changes to Environmental Setting

A Biological Resources Assessment was prepared by Bargas Environmental Consulting in March 2021 for the proposed Project to summarize the findings of baseline biological resources surveys (See Attachment A). The Biological Resources Assessment provides historic and current data that evaluates land cover types and determines the potential for occurrence of common and special-status species, and their habitats, within the Project area. A pedestrian survey was conducted by Bargas staff on November 2, 2020 to assess the current site conditions, characterize the vegetative communities present, document plant and wildlife species observed, and identify presence of pre-existing bird or raptor nests and habitat that could potentially support special-status species.

At one point, there was an orchard on the site of the Commerce Center project, but as of December 2024, the orchard appears to have been removed.

Comparative Impacts Discussion

<u>Plants</u>

The Project area is located within Area A of the THSP Area, which is composed of orchard, ruderal, agricultural, developed and California Aqueduct/Open Water, and is completely undeveloped with no native vegetation or suitable habitat for special status species. Consistent with the THSP SEIR, the Biological Resource Assessment determined that the Project area has a low potential for plant diversity. However, it is important to note that the survey was not conducted during the blooming period for most

annual plants. Four species were determined to have low potential, and one species was determined to have "no potential" to occur in the Project area. The Project area consists almost entirely of orchard crops and lack vegetation community diversity. Therefore, Project implementation would result in a less than significant impact on sensitive plant species. Nonetheless, implementation of Mitigation Measure BIO 4.4-1b in the THSP SEIR was recommended to ensure impacts related to special status plant species remain less than significant.

Wildlife Species

As determined in the THSP SEIR, no federally or State listed species have ever been documented in the THSP Area. The California Red Legged Frog (CRLF) was documented off of the THSP Area in the Corral Hollow Creek area, which is located in the adjacent 3,500 acre preserve area and has been designated as critical habitat for the CRLF by the USFWS. Therefore, it was determined that all areas of the THSP that could potentially support the CRLF are outside the THSP's footprint.

The THSP SEIR also determined that the THSP could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie Falcon, and Coast Horned Lizard. However, even though some of these species have been spotted on the THSP Area in a limited quantity, the lack of quality habitat on the THSP Area for these species was found to be less than significant. No other listed, sensitive or special status wildlife species are known to occur on the THSP, and no suitable habitat was found on the THSP to support other listed, sensitive or special status wildlife species. To ensure that the THSP's impacts on wildlife species remain less than significant, THSP SEIR Mitigation Measures 4.4-1a, 4.4-1b, 4.4-1c, 4.4-1d, 4.4-1e, 4.4-1f, 4.4-1h, 4.4-1i, 4.4-1j, 4.4-1k, 4.4-1l, 4.4-1m, 4.4-1n, and 4.4-1o and avoidance measures were recommended.

The Biological Resources Assessment (Bargas, March 2021) determined that no riparian habitat was observed within the Project area. This is consistent with the impact conclusions of the THSP SEIR. Thus, the proposed Project would not have an adverse effect on any riparian habitat or other sensitive natural community than what was previously analyzed in the certified EIR.

The Biological Resources Assessment determined that the Project area does not include Regional Water Quality Control Board (RWQCB) or CDFW jurisdictional wetlands. However, there is one man-made irrigation ditch that was observed within the Project survey area (Bargas, March 2021). The feature is approximately 3 feet wide and contains chunks of concrete debris, presumably material that had lined the ditch at an unknown period of time. Other man-made features, which include a roadside drainage swale and two similar man-made drainage ditches were observed along the border of the Project area as shown in Appendix A, Exhibit 4. The Biological Resources Assessment determined these man-made features are unlikely to be under the jurisdiction of USACE or RWQCB. For these reasons, the proposed Project would not affect jurisdictional wetlands and the proposed Project's impact on jurisdictional wetlands would remain less than significant.

As determined in the THSP SEIR, the portion of the THSP Area that would be developed is not likely to support any State or federally- listed flora or fauna and is comprised entirely of non-native vegetation and low-grade habitat for any native wildlife species. As determined in the THSP SEIR, buildout of the THSP

would be designed to avoid impacts to the movement of resident or migratory wildlife. Impacts on wildlife movement opportunities were considered less than significant in the previously certified THSP SEIR. Opportunities for terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal. THSP SEIR Mitigation Measure 4.4-4a would ensure a 100-foot setback from the California Aqueduct be required to allow wildlife movement to persist throughout the THSP Area without any significant barriers or blockades, consistent with THSP SEIR Mitigation Measure 4.4-4a. While the Project would introduce paved or hardscaped surfaces such as fencing, structures, or other physical barriers that may represent impediments to wildlife movement through the site, the Project area does not represent a unique habitat type and is surrounded by similar land uses. Consistent with the impact conclusions in the THSP SEIR, the Biological Resources Assessment determined that given the generally low level of development and expansive surrounding agricultural land adjacent to the Project area, changes to the land use in the Project area are not expected to be significant impediments to wildlife movement.

The THSP SEIR concluded that the THSP adheres to all federal, State, and local regulations regarding sensitive species. As discussed above and in the THSP SEIR, the portion of the THSP Area that would be developed is not expected to support any federally or State listed species, and pre-construction surveys and other preventative measures required THSP Mitigation Measures 4.4-1a through 4.4-1f and 4.4-1h through 4.4-1o would ensure that in the unlikely event these species are found in the THSP Area, impacts to those species would be avoided. THSP SEIR Mitigation Measures 4.4-1a through 4.4-1f and 4.4-1h through 4.4-1o would assure that any impacts on California species of special concern that may occur would be less than significant.

The proposed Project area is located within the sphere of influence of the San Joaquin Multi-Species Conservation Plan (SJMSCP). As set forth in THSP SEIR Mitigation Measure 4.4-1h, *all applicants who conduct projects within Area A of the THSP Area (which includes the proposed Project site) shall adhere to the terms of the SJMSCP* to address potential impacts on special-status species associated with the conversion of existing habitat to urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the SJMSCP use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur as a result of the THSP.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.4-1a

Construction operations will be overseen by an appropriately-credentialed biologist (biological monitor), and the Project will implement a worker environmental awareness training program to reduce the Project's potential adverse effects to special status species. This measure is specific to Areas A, B and C of the Project.

Mitigation Measure 4.4-1b

Prior to commencement of ground disturbing activities in any areas of potentially suitable habitat to support special status plant species, pre-activity clearance surveys shall be initiated by a qualified botanist. This measure is specific to Area A, B and C.

- *Surveys shall be floristic in nature and timed during appropriate blooming periods.*
- *Surveys shall target those locales within the Project Site of direct and indirect effects. The results of these surveys shall be submitted to CDFW and USFWS for review.*
- *In the event special-status plant species are detected within portions of the Project Site proposed for development, individual plant(s) or populations shall plant be avoided whenever possible by delineation and observing a no disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species.*
- *If buffers cannot be maintained, then consultation with CDFW and USFWS is warranted to determine appropriate minimization measures for impacts to special-status plant species.*

Mitigation Measure 4.4-1c

Prior to commencement of ground disturbing activities in any areas of potentially suitable habitat to support San Joaquin Kit Fox, no less than sixty (60) days prior to any ground disturbing activates or grading, pre-construction clearance surveys shall be initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less-than-significant level. These SJKF avoidance and minimization measures shall include the following:

1) *No later than forty five (45) days prior to any ground disturbing activities or grading, the developer shall contact a qualified biologist holding proper permits and provide approval to that biologist to relocate known SJKF located on site to the 3,500 acre open space preserve or another relocation preserve approved by the USFWS or covered by the SJMSCP.*
2) *No later than fourteen (14) days prior to any ground disturbing activities or grading, all known dens shall be monitored for at least three (3) consecutive days to ensure that SJKF dens, to the extent they exist on the Project Site, are unoccupied prior to den excavation.*
3) *No later than five (5) business days prior to the initiation of any ground disturbing activities or grading (Grading Start Date), developer shall notify the Regional Offices of CDFW and USFWS in*

writing of its intent to destroy unoccupied SJKF dens and initiate grading. At this time, Developer shall again authorize qualified representative of CDFW and USFWS to attempt to relocate known SJKF, to the extent feasible. If CDFW and USFWS are unable to relocate known SJKF by the Grading Start Date, Developer shall be required to eliminated known SJKF dens in the manner set forth below:

- *Known SJKF dens located on the Project Site shall be excavated and destroyed under the direct supervision of a qualified biologist. Prior to the destruction of the dens, the dens shall be monitored for at least three (3) consecutive days to determine whether the den is active or dormant. Activity at the den can be monitored by placing tracking medium at den entrances and by spot lighting. If no den activity is observed during this period, then den should be destroyed immediately, pursuant to the den destruction procedures set forth below.*

- *Destruction of dens shall be accomplished by careful excavation with hand tools until it is certain that no kit foxes are inside. The den shall be fully excavated and back filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period.*

- *If a kit fox is found inadvertently inside a den during excavation, the animal shall be allowed to escape unhindered, or, to the extent feasible, representatives from the CSFW or USFWS shall be contacted to attempt to relocate and/or collar the kit fox pursuant to SJMSCP or other applicable protocol.*

Mitigation Measure 4.4-1d

During construction, temporary disturbances and Project-related vehicle traffic will be restricted to established roads, construction areas, and other designated lands. Also during construction:

1) *Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways.*

2) *Night-time construction will be minimized to the greatest extent feasible. However if it does occur, then the speed limit will be reduced to 10-mph.*

3) *Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited.*

4) *To prevent inadvertent entrapment of small mammals, including SJKF, during construction, excavated, steep-walled holes or trenches more than 2-feet deep will be covered at the close of each working day by plywood or similar materials. Each excavation shall contain at least one ramp, with long trenches at least one ramp shall be placed every .25 mile. Slope of ramps shall be now steeper than 1:1. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife. If at any time a trapped or injured SJKF is discovered,*

the USFWS and the CDFW will be contacted immediately to attempt to relocate and/or collar the SJKF. Escape ramps shall also be installed immediately to allow trapped animals to escape.

5) *Construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored within Project limits for one or more overnight periods will be thoroughly inspected for any SJKF before the pipe is subsequently buried, capped, or otherwise used or moved. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the USFWS and CDFW has been consulted. If necessary, and under the direct supervision of a biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.*

6) *All food, garbage in plastic shall be disposed of in closed containers and regularly removed from the site to minimize attracting SJKF and other sensitive species to the site.*

7) *Use of rodenticides and herbicides within Project limits will be restricted. Uses of such compounds will observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide or an equivalent material will be used because of a lower adverse health risk to kit fox.*

8) *No dogs, cats or other animals shall be permitted on the Project Site.*

9) *Developer shall provide a sensitive species identification and avoidance education program for all construction employees that consists of a consultation in which persons knowledgeable in kit fox biology and legislative protection to explain endangered species protocols, habitat needs and the measures and conditions of approval being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employees, and any and all other personnel who are working on the construction site.*

Mitigation Measure 4.4-1e

Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support Swainson's hawk, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If Swainson's hawk is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to Swainson's hawk will be incorporated into the Project as described in the CDFW "Staff Report on Mitigation for Impacts to Swainson's Hawk (2012)" to reduce impacts to Swainson's hawk to less-than significant. This measure is applicable to Areas A, B and C of the Project.

1) *If an active nest site is found, the Project will allow sufficient foraging and fledging area to maintain the nest.*

2) *The Project will not remove historic or known Swainson's hawk nest trees unless avoidance measures are determined to be infeasible. Removal of such trees should occur only during the timeframe of October 1 and the last day in February.*

Mitigation Measure 4.4-1f

Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initialed by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to CTS will be incorporated into the Project as necessary to reduce impacts to CTS to less-than significant. This measure is specific to Areas A, B and C of the Project.

1) *Temporary construction disturbances to CTS habitat will be minimized to the extent practicable. All Project-related vehicle traffic will be restricted to established roads, and construction areas.*

2) *A qualified biologist will be on site during all activities that may result in the take of CTS. The biologist will be given the authority to stop any work that may result in the take of this listed species.*

3) *The biologist will be responsible for ensuring that the exclusion fence installed around occupied CTS habitat inspected before the start of each day and remains intact until project construction is complete.*

4) *Plastic monofilament netting (erosion control matting) or similar material will not be used for erosion control or other purposes around occupied CTS habitat because CTS may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding.*

5) *The project proponent or its contractor will implement BMPs to prevent sediment from entering suitable CTS habitat through the use of silt fencing and sterile hay bales.*

6) *A worker training program that includes the CTS will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.*

7) *A speed limit of 20 (mph) will be observed within construction areas, particularly on rainy nights when CTS are most likely to be moving between their breeding ponds and upland habitat. To the extent possible, nighttime construction will be minimized. Off-road traffic outside designated construction areas will be prohibited.*

8) *To prevent entrapment of CTS during construction, any trenches, holes, or other excavations into which CTS could fall and become trapped will be covered. The opening will be completely covered at the end of each workday.*

Mitigation Measure 4.4-1g

Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California red-legged frog (CRLF), pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. This measure is specific to Areas B and C of the Project.

1) *Survey will occur during the wet season (generally October 15 to April 15), no more than 48 hours before new ground disturbance.*

2) *A worker training program that includes the CRLF will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.*

3) *If a CRLF is found, the construction supervisor shall halt work immediately within a buffer area of 50 feet of any discovered CRLF. The construction supervisor will also contact the project biologist and will suspend all construction activities in the immediate construction zone (50-foot radius) until the animal leaves the site voluntarily or is removed by the biologist to a release site using USFWS-approved transportation techniques.*

4) *To prevent entrapment of CRLF during construction, any trenches, holes, or other excavations into which CRLF could fall and become trapped will be covered. The opening will be completely covered at the end of each workday.*

Mitigation Measure 4.4-1h

All applicants who conduct Projects within Areas A and B of the Project Site shall adhere to the terms of the SJMSCP. Participation in the SJMSCP includes compliance with all incidental take measures as required in the SJMSCP, including but not limited to preconstruction surveys to determine presence for special status flora and fauna. Notwithstanding this biological resource section's less-than-significant impact conclusions, if required by applicable law, projects being implemented within Area C shall voluntarily secure Section 7 and/or Section 10 permits in consultation with the appropriate wildlife agencies.

Mitigation Measure 4.4-1i

Pre-construction surveys shall include a survey for burrowing owl and raptor nests, which will be conducted prior to grading. Pre-construction surveys for burrowing owl will be conducted weekly, beginning no later than thirty (30) days and ending no earlier than three (3) days prior to the commencement of disturbance. If burrowing owls are found during the pre-construction survey, then replacement burrows and habitat shall be provided prior to the commencement of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries.

Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restriction to

periods outside the breeding season for this species. The breed season for burring owl runs from February 15 through August 31.

If construction or operation activities occur during the breeding season for burrowing owls, surveys are required prior to such construction to determine the presence or absence of this species within the impact area. Focused surveys shall be conducted under CDFW and Burrowing Owl Consortium protocol by a qualified biologist from February 15 to August 31. If this species is determined to occupy any portion of the Project Site, consultation with the CDFW and USFWS is required and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the SJMSCP or CDFW.

If active burrows are detected outside the breeding season, passive and/or active relocation may be approved following consultation with the CDFW and USFWS. The installation of one-way doors may be installed as part of a passive relocation program. Wintering individuals may be evicted with the use of exclusion devices followed by a period of seven days to ensure that animals have left their burrows. Burrowing owl burros shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure that animals do not reenter.

Mitigation Measure 4.4-1j

To avoid the potential for disturbance of nesting birds on or near the Project Site, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct preconstruction surveys for nesting birds according to the following guidelines:

1) *The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading.*

2) *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*

3) *Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.*

4) *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the*

designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP.

Mitigation Measure 4.4-1k

In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code, any vegetation clearing within the Project Site shall take place outside of the typical avian nesting season (e.g., February 1st until September 1st) to the maximum extent practical. If work needs to take place between February 1st and September 1st, a pre-construction survey for nesting birds should be completed prior to the onset of Project activities. If a lapse in Project activity occurs for 7 days or more during the bird nesting season than initial avian clearance surveys shall be repeated. A buffer zone from occupied nests should be maintained during physical ground disturbing activities. Once nesting has ended, the buffer may be removed.

Mitigation Measure 4.4-1l

Prior to construction, the Project applicant will stake, flag, fence or otherwise conspicuously delineate all environmentally sensitive areas that are to be protected in place and remain undisturbed during construction. Environmentally sensitive areas would include wetland, riparian habitat, aquatic habitat, raptor nesting locations, etc. The construction materials used to delineate environmentally sensitive areas would be removed no later than 30 days following physical completion of construction.

Mitigation Measure 4.4-1m

The discovery of any previously unidentified protected species that are not covered by the SJMSCP, including those protected under the MBTA and the Fish and Game Code, shall be avoided and evaluated by a qualified biologist during surveys. The USFWS and CDFG shall be notified of the presence of any previously unreported protected species. Any unanticipated take of protected wildlife shall be reported immediately to the USFWS and CDFG.

Mitigation Measure 4.4-1n

Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support Western spadefoot toad, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence.

1) *For work conducted within suitable habitat and during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no spadefoot toads are in the work area.*

2) *If western spadefoot toad is found within the construction footprint, it will be allowed to move out of harm's way of its own volition or a qualified biologist will relocate the organism to the nearest burrow that is outside of the construction impact area.*

Mitigation Measure 4.4-1o

Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist.

Mitigation Measure 4.4-1p

The Project applicant shall execute a management and funding agreement for the managing and monitoring of one hundred percent of the approximately 3,500 acre open space preserve subject to the three conversation easements discussed in this Section, which shall occur before the commencement of any ground disturbing activities in Area C. (Note Areas A and B are already subject to a management and funding agreement and therefore this Measure applies to Area C.)

Mitigation Measure 4.4-3a

The project area includes numerous small episodic drainage features. If adverse effects to them cannot be avoided, then the Project shall notify the appropriate regulatory agency (i.e., USACE, CDFW and RWQCB) prior to impacting the feature, to comply with the requisite permitting requirements.

1) *Section 401 of the CWA requires a water quality certification for discharges and/or adverse impacts to regulated waterways and aquatic environments. The RWQCB is empowered to enforce this regulation through the Water Quality Certification Program. For this Project, activities may require a CWA Section 401 Water Quality Certification (WQC).*

2) *Section 1600 of the California Fish and Game Code (CFGC) regulates substantial alteration of waters and their adjacent riparian lands within the State. For this Project, activities may require Lake and Streambed Alteration Notification.*

3) *If impacts to special aquatic resource areas are ultimately unavoidable within the Project Site, then the applicant should develop an informal plan to offset or compensate for adverse effects to these resources to ensure rapid and favorable action during any warranted permitting processes. With regard to Waters of the State, the Project has voluntarily elected to offset locales associated with permanent losses, at a mitigation to impact ratio of 3:1, and 1:1 for temporary disturbances to regulated waters, riparian habitats or other sensitive natural communities in all areas where*

Project related activities would be expected to adversely affect watercourses, streams, drainages, and their tributaries. The offset associated with permanent losses would occur by purchasing conservation credits from an approved mitigation bank, in-lieu fee program, or equivalent resource agency-approved process.

4) *Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation.*

Mitigation Measure 4.4-3b

A Jurisdictional Determination would be required from the USACE documenting isolated conditions and lack of jurisdictional authority on the Project site.

Mitigation Measure 4.4-3c

A RWQCB Report of Waste Discharge (ROWD) pursuant to the California Water Code Section 13260 would need to be acquired for impacts to "waters of the State" under the jurisdictional authority of the RWQCB.

Mitigation Measure 4.4-3d

A CDFW Streambed Alteration Agreement shall also be obtained, where necessary under applicable laws and regulations, for any proposed Project activities that would affect State waters regulated by the CDFW within the Project Site.

Mitigation Measure 4.4-4a

A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Biological Resources

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to biological resources, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to biological resources from the proposed Project would not require the preparation of a subsequent EIR.

Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	THSP SEIR page 4.5-21 to 4.5-24	No	No	No	Yes THSP SEIR MM 4.5-1a & MM 4.5-1b
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	THSP SEIR page 4.5-24 to 4.5-25	No	No	No	Yes THSP SEIR MM 4.5-2a & MM 4.5-2b
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	THSP SEIR page 4.5-22	No	No	No	Yes THSP SEIR MM 4.5-3a & MM 4.5-2a
d. Disturb any human remains, including those interred outside of formal cemeteries?	THSP SEIR page 4.5-24 to 4.5-25	No	No	No	Yes THSP SEIR MM 4.5-2b

Discussion

Relevant Changes to Project Related to Cultural Resources

The proposed Project footprint is within the footprint previously analyzed in the THSP SEIR.

Relevant Changes to Environmental Setting

There has been no development of the Project site. No new resources have been encountered on the Project site.

Comparative Impacts Discussion

The THSP Area contains one historic resource (P-39-000090 California Aqueduct) that is listed on the National Register or California Register and is considered a historical resource for the purposes of CEQA. While the historic resource crosses through the THSP Area, it was determined in the THSP SEIR that implementation of the THSP would have no direct impacts to the aqueduct. The previously certified THSP SEIR determined the only potential impact to be a potential indirect impact due to visual effects on the resource, but the THSP SEIR found that the visual effects would not detract from the significance and

National Register or California Register eligibility of the resource (P-39-000090 California Aqueduct). Impacts to cultural or historical resources were determined to be less than significant with implementation of THSP SEIR Mitigation Measures 4.5-1a and 4.5-1b.

Similar to the THSP, build-out of the proposed Project has the potential to impact unknown archaeological resources due to grading and construction activities. Future development that may occur under the proposed Project site would be located within the same development footprint analyzed in the THSP SEIR. Given that the proposed Project would be located in the same footprint, the Project would not require substantially different ground disturbance than analyzed in the THSP. Impacts to unknown archaeological resources during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR. The procedures and provisions of THSP SEIR Mitigation Measure 4.5-2a would ensure that impacts to unanticipated archaeological discoveries are reduced to less-than-significant levels.

The records search and field survey conducted for the THSP SEIR did not identify any paleontological resources within or adjacent to the THSP boundaries. However, the surface sediments in most of the THSP Area have a low sensitivity for paleontological resources, but this sensitivity increases with depth (below 3-5 feet).[2] As such, build-out of the THSP Area has the potential to impact unknown archaeological resources because of its grading and construction activities. The THSP SEIR concluded that implementation of the THSP with mitigation measures would have a less than significant impact on paleontological resource. THSP SEIR Mitigation Measure 4.5-3a would require paleontological monitoring by a trained paleontologist and would reduce the potential impacts to paleontological resources or resource sites, or unique geological feature from implementation of the Project to a less-than-significant level.

The City of Tracy likely contains undiscovered resources, and the development of the proposed Project has the potential to disturb any human remains not previously discovered because of its grading and construction activities. However, construction of the THSP would be required to comply with federal and state regulations, which would reduce any potential impacts to undiscovered human remains. The THSP SEIR concluded that implementation of THSP SEIR Mitigation Measure 4.5-2b would have a less-than-significant impact on human remains. THSP SEIR Mitigation Measure 4.5-2b would ensure that impacts to unanticipated human remains are reduced to less than significant levels.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.5-1a

Lammers Road Homestead (P-39-000120) Monitoring. *A trained archaeological monitor (Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in archaeology OR adequate training and experience in archaeological field methods) shall be present within 100 feet of the Lammers Road Homestead (P-39-000120) (Lammers Road Homestead measures 490' (N-S) x 400' (E-*

[2] THSP Draft EIR, page 4.5-25.

W)) during ground disturbance associated with the Project. The archaeological monitor shall work under the direction of a qualified archaeologist (M.S./M.A. in anthropology, archaeology, or related discipline with an emphasis in archaeology and demonstrated competence in archaeological research, fieldwork, reporting, and curation and meets the Secretary of Interior standards as a qualified archaeologist). If a buried historic or archaeological feature or deposit is present it shall undergo archaeological excavation, analysis, technical reporting, and the collection shall be offered to a local repository, such as the Tracy Historical Museum. If no resources are found, the archaeological monitor shall submit a report that documents negative findings for buried historic archaeology.

Mitigation Measure 4.5-1b

Construction Personnel Training. *Construction supervisory personnel shall be notified of the existence of cultural resources and required to keep personnel and equipment away from these areas. A qualified archeologist (see definition under MM 4.5-1a) shall be notified prior to initiation of construction activities. During construction and operations, personnel and equipment shall be restricted to the project work site.*

Mitigation Measure 4.5-2a

Training and Reporting. *Prior to the initiation of disturbing activities associated with the Project area, all construction personnel shall be alerted to the potential for encountering buried or unanticipated cultural and paleontological remains, including prehistoric and/or historical resources. Construction personnel shall be instructed that upon discovery of buried cultural materials, all work within a 30 meter vicinity of the find will be halted immediately, and the lead agency will be notified. Once the find has been identified by a qualified archaeologist, the lead agency shall make the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find is found to be an historical resource per State CEQA Guidelines as discussed in Section 4.5.4.2.*

Mitigation Measure 4.5-2b

Human Remains. *If human remains are encountered during ground disturbing activities, all work within a 30 meter vicinity of the find will be halted immediately, and the City of Tracy and the San Joaquin County Coroner shall be notified. If the remains are determined to be Native American, the Native American Heritage Commission shall be notified within 24 hours as required by Public Resources Code §5097.94 and §5097.98. The Native American Heritage Commission shall notify the designated Most Likely Descendant(s), who will in turn provide recommendations for the treatment of the remains within 48 hours of being granted access to the find.*

Mitigation Measure 4.5-3a

Paleontological Monitoring. *Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro*

Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a train paleontologist.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Cultural Resources

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to cultural resources, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to cultural resources from the proposed Project would not require the preparation of a subsequent EIR.

Geology and Soils

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	THSP SEIR page 4.7-12 & 4.7-14	No	No	No	No
ii. Strong seismic ground shaking?	THSP SEIR page 4.6-12 & 4.6-14	No	No	No	No
iii. Seismic-related ground failure, including liquefaction?	THSP SEIR page 4.6-12 & 4.6-14	No	No	No	No
iv. Landslides?	THSP SEIR page 4.6-12 & 4.6-14	No	No	No	No
b. Result in substantial soil erosion or the loss of topsoil?	THSP SEIR page 4.6-13 to 4.6-14	No	No	No	No
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	THSP SEIR page 4.6-13 to 4.6-14	No	No	No	No
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	THSP SEIR page 4.6-13 & page 4.6-15	No	No	No	Yes THSP SEIR MM 4.6-4
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	n/a	No	No	No	No

Discussion

Relevant Changes to Project Related to Geology and Soils

The Project does not introduce any new types of construction or structural building requirements that would affect geology or soils.

Relevant Changes to Environmental Setting

There has been no development on the Project site, and geologic and soils conditions have not changed since certification of the THSP SEIR.

Comparative Impacts Discussion

The previously certified THSP SEIR determined that the THSP Area is not considered susceptible to the risk of loss, injury, or death due to fault rupture and the associated impacts. As discussed in the THSP SEIR, no known active faults cross the THSP Area and the THSP Area is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest mapped active fault (Carnegie/Corral Hollow) is located approximately eight miles southwest of the THSP Area. The THSP SEIR identified that the impact of ground shaking to people or property caused by seismic activity on nearby faults would be increased as a result of site development. The THSP SEIR concluded that implementation of the requirements of the California Building Code (CBC) and the Tracy General Plan would ensure that impacts on humans associated with seismic hazards would be less than significant. See analysis in Section VI (c) below for discussion related to landslides.

Conversion of undeveloped land to urbanized development within the Project site would be the same as considered in the THSP. The proposed Project does not include improvements further than those previously analyzed in the THSP SEIR. Thus, the proposed Project would not result increase the development intensity or increase the number of persons within the Project site. Implementation of the requirements of the CBC and the General Plan would ensure Project would not expose persons or structures to seismic hazards and impacts associated with the proposed Project would be less than significant. As such, the impacts on humans associated with seismic hazards would not be any greater than previously analyzed in the THSP SEIR. The proposed Project would not result in a new specific impact or a substantial increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP As construction of the THSP occurs, ground surfaces exposed through the removal of vegetation could be susceptible to erosion from wind, water, and air quality. The use of Best Management Practices during construction as required by the Project Stormwater Pollution Prevention Plan would reduce impacts to a less than significant level.

The construction of new buildings and structures as part of the proposed Project would also create new impervious areas, such as walkways, driveways, parking lots, and rooftops. These impervious areas often result in increased stormwater runoff which can exacerbate soil erosion. However, the proposed Project would not increase developable acres compared to what was previously analyzed in the THSP SEIR. Further, the Project would not result in increased development intensity within the THSP Area. With

implementation of the Best Management Practices during construction as required by the Project Stormwater Pollution Prevention Plan, the proposed Project's impact on soil erosion would be less than significant, similar to those impacts previously analyzed in the THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Similar to the THSP Area, the proposed Project would have the potential to be located on a geologic unit or soil that would become unstable and potentially result in on- or off-site impacts related to landslide, lateral spreading, subsidence, liquefaction and/or collapse due to steep slopes and proximity to a known earthquake fault. However, the proposed Project would be required to comply with Objective SA-1.1, Policy 1 of the City's General Plan, as required by the THSP SEIR. With implementation of this policy, impacts would be less than significant, similar to the previously certified THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

As discussed in the THSP SEIR, the THSP Area contains soils that are highly expansive and subject to significant volume changes due to moisture fluctuations. The THSP SEIR concluded that, with compliance with CBC requirements and implementation of THSP SEIR Mitigation Measure 4.6-4 and geotechnical recommendations, implementation of the THSP would have a less than significant impact related to expansive soils. As the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, the proposed Project would have the same potential to be located in highly expansive soils. With Implementation of THSP SEIR Mitigation Measure 4.6-4, the proposed Project's impact as a result of expansive soils would be less than significant.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.6-4

During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Geology and Soils

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to geology and soil, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to geology and soils from the proposed Project would not require the preparation of a subsequent EIR.

Greenhouse Gas Emissions

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	THSP SEIR page 4.7-11 to 4.7-19 & page 4.7-23 to 4.7-24	No	No	No	Yes THSP SEIR MM 4.7-1
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	THSP SEIR page 4.7-19 to 4.7-22 & page 4.7-24	No	No	No	Yes THSP SEIR MM 4.7-1

Discussion

Relevant Changes to Project Related to Greenhouse Gas Emissions

The proposed Project is consistent with the type of uses, square footage, and roadway/access assumptions analyzed in the THSP SEIR.

Relevant Changes to Environmental Setting

Since the certification of the THSP SEIR, the California Air Resources Control Board (CARB) prepared a 2022 Scoping Plan Update which assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The plan addresses recent legislation and direction from Governor Newsom, extends and expands upon earlier scoping plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The plan also takes the unprecedented step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches. The plan outlines the following

- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

The 2022 Scoping Plan establishes actions across a number of inventory sectors:

- GHG Emissions Reductions Relative to the SB 32 Target
  - 40% below 1990 levels by 2030
- Smart Growth / Vehicle Miles Traveled (VMT)
  - VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045
- Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)
  - 100% of LDV sales are ZEV by 2035
- Truck ZEVs
  - 100% of medium-duty (MDV)/HDV sales are ZEV by 2040
- Aviation
  - 20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045
  - Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.
- Ocean-going Vessels (OGV)
  - 2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027.
  - 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.
- Port Operations
  - 100% of cargo handling equipment is zero-emission by 2037.
  - 100% of drayage trucks are zero emission by 2035.
- Freight and Passenger Rail
  - 100% of passenger and other locomotive sales are ZEV by 2030.
  - 100% of line haul locomotive sales are ZEV by 2035.
  - Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.
- Oil and Gas Extraction
  - Reduce oil and gas extraction operations in line with petroleum demand by 2045.
- Petroleum Refining
  - CCS on majority of operations by 2030, beginning in 2028
  - Production reduced in line with petroleum demand.
- Electricity Generation
  - Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2030 and 30 MMTCO2e in 2035.

- Retail sales load coverage
  - 20 gigawatts (GW) of offshore wind by 2045
  - Meet increased demand for electrification without new fossil gas-fired resources.
- New Residential and Commercial Buildings
  - All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.
- Existing Residential Buildings
  - 80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035.
  - Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.
- Existing Commercial Buildings
  - 80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045.
  - Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.
- Food Products
  - 7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.
- Construction Equipment
  - 25% of energy demand electrified by 2030 and 75% electrified by 2045.
- Chemicals and Allied Products; Pulp and Paper
  - Electrify 0% of boilers by 2030 and 100% of boilers by 2045.
  - Hydrogen for 25% of process heat by 2035 and 100% by 2045
  - Electrify 100% of other energy demand by 2045.
- Stone, Clay, Glass, and Cement
  - CCS on 40% of operations by 2035 and on all facilities by 2045.
  - Process emissions reduced through alternative materials and CCS.
- Other Industrial Manufacturing
  - 0% energy demand electrified by 2030 and 50% by 2045.
- Combined Heat and Power
  - Facilities retire by 2040.
- Agriculture Energy Use
  - 25% energy demand electrified by 2030 and 75% by 2045.
- Low Carbon Fuels for Transportation
  - Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.
- Low Carbon Fuels for Buildings and Industry
  - In 2030s biomethane blended in pipeline.
  - Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040.
  - In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters.
- Non-combustion Methane Emissions
  - Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies.
  - Moderate adoption of enteric strategies by 2030.
  - Divert 75% of organic waste from landfills by 2025.
  - Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.

- High GWP Potential Emissions
  - Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.

Comparative Impacts Discussion

The proposed Project would not change the amount of development, compared to what was previously analyzed in the THSP SEIR. The THSP SEIR found that GHG emissions generated by the THSP (both construction and operational-related) would exceed the applicable threshold set forth in SJVAPCD's guidance because the THSP's GHG emissions cannot feasibly be reduced to a less-than-significant level despite the incorporation of numerous sustainability measures. As such, despite the implementation of THSP SEIR Mitigation Measure 4.7-1, the impact would be the same as identified in the THSP SEIR, which is significant and unavoidable. This finding is supported by the THSP SEIR because the proposed Project is consistent with the overall land use density and intensity allowed by the THSP. Thus, the proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

According to the THSP SEIR, full buildout of the Project would potentially conflict with or otherwise interfere with achievement of CARB's Scoping Plan, the City's Sustainability Action Plan, the California Attorney General's Office, or the California Air Pollution Control Officer's Association (CAPCOA) applicable measures. However, THSP SEIR Mitigation Measure 4.7-1 would lessen the impact to less than significant. This is consistent with the impact conclusions of the THSP SEIR.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.7-1

The Project shall include, but not be limited to, the following list of design features. These features shall be incorporated into the design of the Project to ensure consistency with adopted statewide plans and programs to the extent feasible. Project applicants shall demonstrate the incorporation of design features of the Project prior to the issuance of building or occupancy permits, as noted below.

Transportation

- *Provide pedestrian connections to the off-site circulation network (building permit triggers).*
- *For commercial uses, implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit).*
- *Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit).*
- *Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit).*

- *Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.).*
- *Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).*
- *Employers shall provide parking cash-out programs for employees (100 percent of employees eligible).*

Energy Efficiency

- *Design buildings to be energy efficient and meet or exceed Title 24 requirements (per Measure E-1 of the City's Sustainability Action Plan (building permit).*
- *Install "cool" roofs and cool pavements, and strategically placed trees as applicable.*
- *Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).*
- *Install high energy efficient appliances (clothes washers, dishwashers, fan, and refrigerators) (occupancy permit).*
- *Install programmable thermostats (building permit).*
- *Design buildings to reduce energy use through solar orientation and take advantage of landscaping and sun screens (building permit).*
- *Reduce unnecessary outdoor lighting (building permit).*

Water Conservation and Efficiency

- *Install water-efficient irrigation systems (building permit).*
- *Landscaping shall consist of drought tolerant native species with water-efficient characteristics (building permit).*
- *Comply with Municipal Code Section 21.20.050, Efficient Landscape Standards (building permit).*
- *Install water-efficient fixtures (e.g., faucets, toilets, showers) (building permit).*
- *Install infrastructure for recycled water per the City's Infrastructure Master Plan.*

Solid Waste

- *Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).*
- *Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).*

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Greenhouse Gas Emissions

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to greenhouse gas emissions, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to greenhouse gas emissions from the proposed Project would not require the preparation of a subsequent EIR.

Hazards and Hazardous Materials

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	THSP SEIR page 4.8-43 to 4.8-52 & page 4.8-54	No	No	No	Yes THSP SEIR MM 4.8-1
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	THSP SEIR page 4.8-43 to 4.8-52 & page 4.8-54 to 4.8-57	No	No	No	Yes THSP SEIR MM 4.8-2 & MM 4.8-4
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	THSP SEIR page 4.8-45 & page 4.8-55 & page 4.8-57	No	No	No	Yes THSP SEIR MM 4.8-3 & MM 4.8-5
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	THSP SEIR page 4.8-52	No	No	No	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	THSP SEIR page 4.8-52 & Page 4.8-57	No	No	No	Yes THSP SEIR MM 4.8-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	THSP SEIR page 4.8-53	No	No	No	No
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	THSP SEIR page 4.8-53	No	No	No	Yes THSP SEIR MM 4.12-1, MM 4.12-2 & MM 4.12-3
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	THSP SEIR page 4.8-53	No	No	No	Yes THSP SEIR MM 4.8-8a, MM 4.8-8b & MM 4.8-8c

Discussion

Relevant Changes to Project Related to Hazards and Hazardous Materials

The proposed Project is consistent with the assumptions analyzed in the THSP SEIR regarding the type of uses, operations, and hazardous materials present onsite or that could be used during project operations.

Relevant Changes to Environmental Setting

A Phase I Environmental Site Assessment (ESA) was prepared by Wallace Kuhl and Associates in February 2021 for the proposed Project to summarize the findings of the site reconnaissance. The Phase I Environmental Site Assessment provides historic and current data that evaluates the site for evidence of potential Recognized Environmental Conditions (RECs) resulting from current and/or former site activities. The Phase I results are provided in Attachment B. No development has occurred on the project site since preparation of the THSP SEIR.

As identified in the THSP SEIR, the THSP Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. The proposed Project does not include improvements outside the area previously analyzed in the THSP SEIR. Therefore, the proposed Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and there would be no impact and no further analysis is required.

The proposed Project area is not located within 2 miles of a private airstrip. Based on the nature of the proposed Project, and given that the THSP site is not located within two miles of a private airstrip, no impact would occur.

Comparative Impacts Discussion

The Project would include the same light industrial uses currently allowed by the THSP. The types of uses and facilities allowed in the THSP Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. Upon development of the proposed Project, hazardous materials would be limited to those associated with property maintenance and office and warehouse operations that typically include aerosols, paints, solvents, and fertilizers and pesticides for site landscaping. Operation of the Project would include the use and storage of cleaning supplies and maintenance chemicals in small quantities. Because these materials would be used in very limited quantities, they are not considered a significant hazard to the public. Compliance with THSP SEIR Mitigation Measure 4.8-1 would ensure that hazardous materials would not create a significant hazard to the public.

According to the Phase I ESA, the site has been planted with an orchard from at least 1963 to 1993 and fallow land from at least 2006 to 2012. Currently, the Project site is planted with an existing almond orchard since at least 2016. Based on the historical operations of the orchard between 1963 to present day, the application of pesticides, such as organochlorine pesticides and arsenical pesticides may have been used. The Phase I ESA revealed no RECs in connection with the site except for concerns from stained soils beneath a semi-truck attached to the irrigation well within the fenced area located on the northwestern portion of the site. Presumably, the truck was used in lieu of land power to run the well. Additionally, a 10,000-gallon diesel aboveground storage tank adjacent to the well and many one and two-gallon containers within the fenced area were observed. However, it was determined that the irrigation well, semi-truck, and area of stained soil are located off the Project site. The Phase I ESA recommends soil sampling of the orchard to evaluate the presence of historically applied pesticides. Additionally, the Phase I ESA recommends the removal of the stained soils beneath the semi-truck attached to the irrigation well be excavated and sampled to ensure all impacted soils are removed prior to property transaction. Implementation of THSP SEIR Mitigation Measure 4.8-2a would be applicable to the project and require soil sampling to occur prior to the issuance of grading permits. No evidence of RECs was found associated with the Project site.

As identified in Figure 4.8-4 on the THSP SEIR, several pipelines bisect the THSP development area. The two PG&E natural gas pipelines and the Chevron KML pipeline bisects the northeast corner of the Project site. Because the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, the proposed Project would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. However, these pipelines are inspected and maintained in accordance with Federal regulations (49 CFR 192) and the California Public Utilities Commission's (CPCU's) General Order 112-E regulations. Regular patrols are performed along the pipelines to monitor conditions and control encroachment. Additionally, the Chevron KML pipeline is

monitored 24/7 by a supervisory control and data acquisition (SCADA) system. A review of the Regional Water Quality Control Board's Geotracker database and Department of Toxic Substances Control's Envirostor database found no records pertaining to open cases of a leaking underground storage tanks (LUSTs), toxic releases, or site cleanup requirements within the proposed Project area.[3,4] With implementation of the above mitigation measures, the proposed Project's impact on release of hazardous materials into the environment would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

As identified in the THSP SEIR, three active crude oil pipelines (Chevron 18-inch pipeline, PPL 16-inch pipeline, Shell 20-inch pipeline) and two natural gas pipelines (26-inch natural gas pipeline and 36-inch natural gas pipeline) traverse the THSP Area. The two PG&E natural gas pipelines and the Chevron KML pipeline bisects the northeast corner of the Project site. In the event a full pipeline rupture from the pipeline were to occur, the THSP SEIR considered hypothetical flow paths that could result in "pools" of crude oil. If a full pipeline rupture were to occur, there is the potential for crude oil to flow in a down gradient towards the Project site. As illustrated in Figure 4.8-3 of the THSP SEIR, no crude oil pools would be located within the Project site. With implementation of THSP SEIR Mitigation Measures 4.8-3 and 4.3-4, the proposed Project's impact in regard to emitting hazardous substances or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a proposed school would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

The proposed Project includes a new Vesting Tentative Subdivision Map and Development Review Permit application that would be subject to review for compatibility with the 2009 San Joaquin ALUCP (amended January 2018). As identified in Figure 4.10-2 of the THSP SEIR, the proposed Project would be within the Airport Influence Area Zone 2, 3, 4, and 7. Specifically, the proposed Buildings 5, 6, and 7 would be within Zones 2 and 3, which has a preliminary height limit of 35 feet for structures. Proposed Buildings 1, 2, 3, and 4 would be within Zone 4, which has a preliminary height limit of 70 feet for structures. Objects or structures greater than these allowed heights are subject to the Federal Aviation Administration (FAA) Airspace Review. Additionally, the proposed SPA would modify the current THSP Development standards for M1-TH zone to allow a maximum building height of 47 feet tall.

The San Joaquin ALUCP has restrictions on certain land uses within Zones 2, 3, and 4, such as waterways (e.g., retention basins, artificial lakes, ponds, etc.) which would create a hazard to birds and aircrafts. As proposed, the proposed Project would construct two detention basins to serve the buildings and New Public Street.

[3] State of California, Department of Toxic Substances Control. EnviroStor. Available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Tracy%2C+CA. Accessed June 9, 2021.
[4] State of California, Water Resources Control Board. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Tracy%2C+CA. Accessed June 9, 2021.

On January 10, 2022, the Project applicant received approval from the San Joaquin Airport Council of Governments Land Use Commission (SJCOG ALUC) to address these points. Per SJCOG ALUC's approval, the FAA has issued final Determination of No Hazard to Air Navigation letters (Determination Letters) for all seven (7) proposed buildings within the Project. Further, the SJCOG ALUC's approval determined that the proposed drainage basins would meet applicable storm water standards and would drain within 14 hours or less in conformance with the ALUC Plan.

For these reasons, with implementation of THSP SEIR Mitigation Measures 4.8-6 and 4.10-1, the proposed Project's impact on the San Joaquin ALUCP would be less-than-significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

As discussed in the THSP SEIR, the Project applicant would be required to pay applicable impact fees to ensure payment of a proportionate share toward the planned facilities. THSP SEIR Mitigation Measures 4.12-1, 4.12-2, and 4.12-3 in the Public Services Section of the THSP SEIR require future Project applicants within the THSP to pay the applicable impact fees, which ensure payment of a proportionate share toward the planned facilities. With the Project's compliance with the General Plan and provision of adequate emergency planned facilities within and near the THSP Area, implementation of the THSP would result in a less than significant impact with respect to interference with an adopted emergency response plan or emergency evacuation plan. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Similar to the THSP Area analyzed in the THSP SEIR, the proposed Project is zoned "Moderate" in the Local Responsibility Area and "Un-zoned" in the State Responsibility Area. As identified in the previously certified THSP SEIR, there is only a limited fire threat to the THSP Area. In addition, the Project site would not expand beyond the boundaries of the development considered in the THSP. With implementation of THSP SEIR Mitigation Measures 4.8-8a, 4.8-8b, and 4.8-8c, the proposed Project's impact in regards to exposing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in the severity of the impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.8-1

Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare and implement, as necessary, risk

management plans (RMP) for determination of risks to the community. The RMP will be reviewed and approved by the San Joaquin County Environmental Health Department (EHD) through the Certified Unified Program Agencies (CUPA) process.

Mitigation Measure 4.8-2a

Prior to issuance of grading permits, a Phase II ESA focused on soil sampling shall be conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist. The sampling shall be conducted in consultation with Conoco Phillips, Shell and the San Joaquin (EHD), with regard to potential contaminated soils from pipeline leaks. Upon completion of site characterization activities, the Site Characterization specialist shall recommend remedial activities, if necessary, in consultation with EHD. This recommendation from the Phase II ESA shall be implemented to the satisfaction of EHD.

Mitigation Measure 4.8-2b

Prior to issuance of grading permits, the Project Applicant shall work with Conoco Phillips and Shell to implement and observe a site damage-prevention plan to the satisfaction of the City of Tracy Engineering Division. This may potentially include the following:

- *Designing a site development plan incorporating permanent land use over the pipeline right-of-way that minimizes the potential for damage to the lines (as discussed above, this is already an integrated plan design feature, but is listed here because it is an important component of a damage prevention plan);*
- *Prominently marking the line locations prior to site development, maintaining markings throughout the development process, and final marking after work is complete;*
- *Communicate plans for significant excavation or land contouring work;*
- *Identify changes in land contour that could significantly reduce the soil cover over the pipelines;*
- *Evaluate the effects of heavy construction vehicles crossing the lines, designate areas for heavy construction vehicles to cross the lines, and provide temporary fill or other temporary protection over the lines where necessary;*
- *Minimize installations of new buried utilities and services across the existing pipelines;*
- *Evaluate whether the existing lines should be lowered to increase vertical separation between the pipelines and new surface features; and*
- *Develop other damage-prevention measures as may be necessary.*

In addition to the damage prevention measures listed above, the Project Applicant and the pipeline operators should consider other measures for reducing risk suggested in the Pipelines and Informed Planning Alliance (PIPA) recommended practices on informed land use. PIPA recommended practices

are not "mandated", but they are best management practices intended to reduce risk and enhance pipeline safety.

Mitigation Measure 4.8-3

The proposed underground storm drain system, roadways, graded slopes, and final surface topography shall be designed and constructed in accordance with the recommendations outlined in the Liquid Petroleum Pipeline Risk and California Aqueduct Flood Risk for the Proposed Tracy Hills School Site, Jefferson School District, City of Tracy, San Joaquin County, California prepared by Wilson Geosciences, Inc. dated May 2013 and to the satisfaction of the City of Tracy Engineering Division.

Mitigation Measure 4.8-4

In accordance with the Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan prepared by PlaceWorks dated September 2014, proposed development adjacent to the natural gas and/or crude oil pipelines shall implement the following measures:

1. *Incorporate a minimum 13-foot setback distance from the centerline of the Phillips 66 pipeline to the nearest buildings/structures in the proposed development.*

2. *Incorporate a minimum setback distance of 25 feet from the centerline of any pipeline within the two natural gas pipelines and the Chevron crude oil pipeline. This would result in an additional 15 feet on the northeast side of the PG&E easement and an additional 20 feet on the southwest side of the easement to be dedicated as open space or public space or used for landscaping.*

3. *Incorporate designated land uses over the pipeline easements, such as public space, open space, or green space, to minimize the potential for third party damage.*

4. *Mark the pipeline locations prior to THSP development, maintaining the markings throughout the development process, and installing final markings after the work is complete.*

5. *Coordinate with the pipeline operators when development calls for excavation or utility trenching near the pipelines.*

6. *All contractors must initially pothole or hand dig to the proposed depth of the utility trench or excavation if working within 25 feet of the pipeline easements.*

7. *Consult with the pipeline operators on whether heavy construction vehicles with axle loads greater than 15,000 pounds would create stress on the pipelines at their current burial depths when crossing the lines and/or easements. Establish temporary fill or other protective measures as needed and establish permanent crossing areas for vehicles in excess of 15,000 pounds.*

8. *Avoid placing new utilities and services within the pipeline easements and minimize utility crossings over the pipeline easements to the extent feasible.*

9. *Select landscaping vegetation with shallow root structures within the setback zone to avoid root structures that damage pipeline coatings.*
10. *Avoid planting trees that prevent direct observation of the pipelines by aerial patrol.*
11. *Use non-flammable fencing along the pipeline easement.*
12. *Manage storm water runoff to prevent erosion of the pipeline bedding.*
13. *Maintain access to the pipelines by pipeline personnel and first responders in the event of an emergency.*
14. *Project Applicants or sales representatives shall disclose to potential occupants regarding the proximity of the natural gas and crude oil pipelines, as required in accordance with Assembly Bill 1511 – Real Property: Disclosures: Transmission Pipeline.*
15. *Home Owners Associations (HOA) shall maintain an emergency contact list with phone numbers of the local police, fire department, and pipeline operators (PG&E, Chevron, Phillips 66, and Shell).*
16. *Coordinate with the pipeline companies so that the property occupants are notified if excavation or maintenance activities for the pipelines are planned along the pipeline easements.*
17. *Report any roadwork or underground utility work that involves digging in or near the pipelines to the pipeline companies.*
18. *Report immediately any odors or leakage from the pipelines to the pipeline operator and local emergency response personnel (i.e., the Tracy Fire Department).*
19. *HOAs shall maintain at an appropriate on-site location an emergency response plan that outlines emergency procedures to be followed in the event of a pipeline release.*

For additional detail refer to the September 2014 Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan.

Mitigation Measure 4.8-5

The Project Applicant shall secure all necessary approvals through the California Department of Education and Department of Toxic Substances Control for the proposed school site in THSP Phase 1.

Mitigation Measure 4.8-6

The proposed retention basins have been designed and constructed in accordance with the recommendations outlined in the Federal Aviation Administration Advisory Circular No. 150/5200-33B to control hazardous wildlife. In the event that the basins do not have a drawdown time of 48 hours following a storm event, the Project Applicant shall fund and the City shall use physical barriers, such as bird balls, wires, grids, pillows or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions which shall be approved and inspected by the City. In addition,

all vegetation in or around the basins that provide food or cover for hazardous wildlife should be eliminated.

Mitigation Measure 4.8-8a

Provide a 100-foot firebreak between developed areas and any land that is covered with flammable material such as grass, brush, or forest covered land, including conservation easements (including but not limited to CE 1, CE 2, and CE 3), but excluding conservation corridors. Grasses or weeds including the conservation corridor, that can be expected to burn shall be cattle grazed, disked or mowed to a height of no more than 4 inches pursuant to the terms of the adopted Preserve Management Plan (dated October 2011), and in accordance with City of Tracy Municipal Code in order to minimize the amount of fuel to sustain or allow the spread of fire.

Mitigation Measure 4.8-8b

Provide fire department access to all easement corridors and conservation easements (including but not limited to CE 1, CE 2, and CE 3) for the purpose of suppressing wildland fires outside of firebreaks.

Mitigation Measure 4.8-8c

All new buildings that are located on the south side of I-580 and immediately adjacent to conservation easements (including but not limited to portions of CE 1, CE 2, and CE 3) shall include measures that increase the likelihood that a structure would withstand intrusion by fire. This shall be accomplished by constructing those buildings on the edge of development to the standards of the California Building Code, Chapter 7A, Building and Construction Methods for Exterior Wildfire Exposure.

Mitigation Measure 4.10-1

All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project Applicant submissions), including but not limited to:

- *Land use restrictions of the ALUCP;*
- *All proposed school sites within a 2 mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics.*

Mitigation Measure 4.12-1

As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees.

Mitigation Measure 4.12-2

Prior to issuance of the first building permit, the developer shall construct an all-whether, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall

be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City.

Mitigation Measure 4.12-3

Prior to final inspection or certificate of occupancy for the 289th house within Tracy Hills, a fire station and all related equipment shall be constructed and operational to serve Tracy Hills in accordance with the Citywide Public Safety Master Plan. Additional station(s) shall subsequently be constructed and operational, the design of which shall be in accordance with the Citywide Public Safety Master Plan, and adopted standards of coverage, to the satisfaction of the Fire Chief.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Hazards and Hazardous Materials

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to hazards and hazardous materials, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to hazards and hazardous materials from the proposed Project would not require the preparation of a subsequent EIR.

Hydrology and Water Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements?	THSP SEIR page 4.9-25 & page 4.9-30 to 4.9-31	No	No	No	Yes THSP SEIR MM 4.9-1a & MM 4.9-1b
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	THSP SEIR page 4.9-25 to 4.9-26	No	No	No	No
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	THSP SEIR page 4.9-26 to 4.9-27 & page 4.9-31	No	No	No	Yes THSP SEIR MM 4.9-2
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	THSP SEIR page 4.9-27 to 4.9-28	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	THSP SEIR page 4.9-28 to 4.9-29	No	No	No	No
f. Otherwise substantially degrade water quality?	THSP SEIR page 4.9-29 & page 4.9-31 to 4.9-32	No	No	No	Yes THSP SEIR MM 4.9-3
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	THSP SEIR page 4.9-29 & page 4.9-32	No	No	No	Yes THSP SEIR MM 4.9-4
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	THSP SEIR page 4.9-29	No	No	No	No
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	THSP SEIR page 4.9-29	No	No	No	No
j. Inundation by seiche, tsunami, or mudflow?	THSP SEIR page 4.9-29 to 4.9-30	No	No	No	No

Discussion

Relevant Changes to Project Related to Hydrology and Water Quality

The proposed Project would still be required to incorporate low impact development (LID) features, including directing drainage from impervious surfaces to retention basins for infiltration as part of BMPs per the City's Manual of Stormwater Quality Control Standards. The Project is proposing two retention basins that would serve the buildings and New Public Street. In addition, as required in the THSP, development projects greater than 100,000 square feet are required to implement specific controls, as identified in the City's SWQC Manual, and to submit a Storm Water Quality Control Plan (SWQCP) that

demonstrates that the proposed Project would conform to all requirements of the City standards. Compliance with NPDES permit requirements and implementation of BMPs during construction would ensure the proposed Project's impact on water quality standards or waste discharge requirements

Relevant Changes to Environmental Setting

The project site has remained vacant since certification of the THSP SEIR. Ground conditions have not materially changed. While Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR mapped a small portion of the THSP as being within the 100-year and 500-year floodplain areas, the proposed Project site is not within any floodplain areas. Thus, there would be no impact associated with placing housing within a 100-year flood hazard area or redirecting flood waters.

As identified in the THSP SEIR, the THSP, and therefore the proposed Project, is not located within the dam inundation risk areas. As a result, no impacts would occur as a result of the failure of a levee or dam.

As identified in the THSP SEIR, the THSP, and therefore the proposed Project, is located inland across several mountain ranges from the Pacific Ocean and is not downstream of any significant body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami and no impact would occur.

Comparative Impacts Discussion

As determined in the THSP SEIR, the buildout of the THSP would have a less than significant impact in respect to violation of water quality with the implementation of the terminal retention/percolation basins or other facilities. Construction activities for buildout of the THSP Area, which would include site development, infrastructure, and the storm drain system, would require a National Pollutant Discharge Elimination System (NPDES) permit. As determined in the THSP SEIR, future development of the THSP Area would be responsible for obtaining and complying with NPDES permit requirements. Implementation of BMPs during construction, would minimize water quality impacts to a less-than-significant level.

After construction, stormwater from buildout of the THSP Area could have the potential to degrade the quality of water that would drain to open space areas along the I-580, California Aqueduct and/or Delta Mendota Canal. Retention basins would provide attenuation storage and opportunities for pollutants to settle and be retained within the basin and provide opportunities for recharge. As determined in the THSP SEIR, retention basins would be utilized to satisfy the requirements set forth in the City's Storm Water Quality Control Manual (SWQC) and NPDES for new development areas. In addition, proposed open channels and existing drainage swales would be used for storm runoff from some of the upslope offsite sub-basins to downstream terminal retention/percolation basins or other facilities. Thus, impacts to water quality would be less-than-significant with the implementation of the terminal retention/percolation basins, open channels and drainage swales as determined in the THSP SEIR.

Potential water quality impacts associated with the proposed Project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations.

To minimize water quality impacts associated with the proposed Project, construction activities would be required to comply with a SWPPP, consistent with the NPDES. Additionally, the proposed Project would also implement stormwater control measures such as Low Impact Development (LID) and Best Management Practices (BMP's) per the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment, as analyzed in the THSP SEIR.

Project implementation would increase impervious surfaces through construction of buildings, parking areas, roadways, and other improvements, as compared to existing conditions. However, the proposed Project would still be required to incorporate low impact development (LID) features, including directing drainage from impervious surfaces to retention basins for infiltration as part of BMPs per the City's Manual of Stormwater Quality Control Standards. The Project is proposing two retention basins that would serve the buildings and New Public Street. In addition, as required in the THSP, development projects greater than 100,000 square feet are required to implement specific controls, as identified in the City's SWQC Manual, and to submit a Storm Water Quality Control Plan (SWQCP) that demonstrates that the proposed Project would conform to all requirements of the City standards. Compliance with NPDES permit requirements and implementation of BMPs during construction would ensure the proposed Project's impact on water quality standards or waste discharge requirements would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in the severity of the impact that was identified in the certified EIR and would therefore be consistent with the effects of implementation of the THSP.

The Project would increase impervious surfaces through the construction of new industrial buildings, parking areas, roadways and other improvements, as compared to existing use. However, the Project would not change the amount of development allowed, and would therefore not change the demand on water supplies or interfere with groundwater recharge. As identified in the THSP SEIR, on-site stormwater features, such as retention basins would still be included to facilitate groundwater recharge as part of buildout of the THSP Area in accordance with BMPs set forth in the City's Manual of Stormwater Quality Control Standards. Therefore, similar to the approved THSP, implementation of the proposed Project would not deplete groundwater supplies or interfere with groundwater recharge, any greater than already analyzed in the THSP SEIR and this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Development of the proposed Project would have the potential to alter drainage patterns, as compared to existing conditions, from increased erosion and sedimentation through the removal of vegetation during construction activities. Development of the proposed Project would result in an increase of impervious surfaces through construction of industrial buildings, parking areas, roadways, and other improvements. Although, the Project would increase in impervious surfaces from existing conditions, the proposed development was previously anticipated for in the THSP SEIR. Individual development projects within the THSP are required to provide site-specific or project-specific storm drainage solutions that would be consistent with the overall infrastructure approach within the Tracy SDMP. Implementation of the THSP would result in an increase in flow rates and volumes of runoff with an increase in the amount

of impervious surface such as buildings, streets and parking areas. However, with implementation of THSP SEIR Mitigation Measures 4.9-1a and 4.9-2, potential impacts on erosion and sedimentation would be less than significant.

Onsite flows and flows from the off-site, upstream drainages tributary to the THSP would be intercepted and conveyed through a combination of open channels and underground storm drain system and discharge to the proposed retention basins. The retention basins would capture increases in peak flow as result of development and would substantially reduce or eliminate downstream flow. With implementation of the drainage improvements described in the SDMP, it is unlikely that the THSP Area would result in or be affected by flooding.

The THSP SEIR determined that buildout of the THSP would increase erosion and sedimentation through the removal of vegetation during construction of THSP infrastructure. The proposed Project would have the potential to contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Implementation of THSP SEIR Mitigation Measures 4.9-1b and 4.9-3 would ensure that appropriate infrastructure and water quality features are in place. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.9-1a

Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB.

Mitigation Measure 4.9-1b

Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval.

Mitigation Measure 4.9-2

All Project Applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan.

Mitigation Measure 4.9-3

All Project Applicants shall implement the following measures:

1. *Shall implement sound Integrated Pest Management (IPM) principles and practices in an effort to minimize the use of pesticides in common landscaped areas, open space areas, or park areas. These programs shall include setting acceptable thresholds of infestations and a process for determining the best prevention or treatment method for a given pest. Pest problems in common landscaped areas, open space areas, or park maintenance shall be managed through prevention and treatment using physical, mechanical and biological controls. The use of toxic pesticides will be implemented only after other non-toxic approaches or products have been determined infeasible. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure.*
2. *Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to:*
    - *Hazardous material use controls;*
    - *Hazardous materials exposure controls;*
    - *Hazardous material disposal and recycling.*
3. *Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system.*

Mitigation Measure 4.9-4

All Project Applicants within the 100-year floodplain shall submit and obtain approval of grading and building plans that demonstrate that the building's finished floor elevations are a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and meet the requirements to withstand a 200-year flood per the ULOP Criteria.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Hydrology and Water Quality

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to hydrology and water quality, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to hydrology and water quality from the proposed Project would not require the preparation of a subsequent EIR.

Land Use and Planning

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Physically divide an established community?	THSP SEIR page 4.10-13 to 4.10-14	No	No	No	No
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	THSP SEIR page 4.10-14 to 4.10-20 & page 4.10-22	No	No	No	Yes THSP SEIR MM 4.10-1
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	THSP SEIR page 4.10-21	No	No	No	No

Discussion

Relevant Changes to Project Related to Land Use and Planning

The project is consistent with the uses proposed in the THSP.

Relevant Changes to Environmental Setting

The project site remains vacant, and is surrounded by vacant land, the Delta Mendota Canal, and California Aqueduct.

Comparative Impacts Discussion

The proposed Project would convert undeveloped land to urbanized development. Although portions of the THSP area have developed, those areas are south of the proposed Project site. Because the Project area is vacant and does not have any established communities on site, implementation of the Project would not physically divide an established community.

The proposed Project includes a new Vesting Tentative Subdivision Map and Development Review Permit application that would be subject to review for compatibility with the 2009 San Joaquin ALUCP (amended January 2018). As shown in Figure 4.10-2 of the THSP SEIR, the proposed Project site, specifically Buildings

5, 6, and 7, would be within the Tracy Municipal Airport Zones 2, 3, 4 and the Traffic Pattern Zone,[5] which has a height limit of 35 feet for structures. Proposed Buildings 1, 2, 3, and 4 would be within Zone 4, which has a height limit of 70 feet for structures. Objects or structures greater than these allowed heights are permitted, subject to Federal Aviation Administration (FAA) Airspace Review. Additionally, the proposed SPA would modify the current THSP Development standards for M1-TH zone to allow a maximum building height of 47 feet tall for future buildings. As discussed in Section VIII, Hazards and Hazardous Materials of the THSP SEIR, a portion of the northeast corner of the THSP Area is located within the Tracy Municipal Airport, Traffic Pattern Zone 7 in the 2009 San Joaquin Airport Land Use Compatibility Plan (ALUCP) as shown in Figure 4.10-2 of the THSP SEIR.

The San Joaquin ALUCP also has restrictions on certain land uses within Zones 2, 3, and 4, such as waterways (e.g., retention basins, artificial lakes, ponds, etc.) which would create a hazard to birds and aircrafts. As currently proposed, the proposed Project would construct two drainage basins to serve the buildings and New Public Street. With implementation of THSP SEIR Mitigation Measure 4.10-1, potential impacts regarding compatibility with the existing land use plans and policies would be reduced to a less-than- significant level by ensuring that tentative and final maps comply with 2009 ALUCP.

On January 10, 2022, the Project applicant received approval from the SJCOG ALUC to address these points. Per SJCOG ALUC's approval, the FAA has issued final Determination of No Hazard to Air Navigation letters (Determination Letters) for all seven (7) proposed buildings within the Project. Further, the SJCOG ALUC's approval determined that the proposed drainage basins would meet applicable storm water standards and would drain within 14 hours or less in conformance with the ALUC Plan.

For these reasons, the proposed Project would not conflict with any policies online in the 2009 San Joaquin ALUCP (amended January 2018).

However, the proposed Project's increase in maximum building height from 45 feet to 47 feet, the proposed Project would conflict with the adopted THSP. As part of the proposed Project, an amendment to the THSP is required to demonstrate consistency and compliance.

As discussed in the Biological Resources section above, the Project area is located within Area A of the THSP which falls within the Sphere of Influence of the SJMSCP. As such, the proposed Project would have the potential to conflict with the SJMCP. However, with implementation of THSP SEIR Mitigation Measures 4.4-1h, 4.4-1j, 4.4-1m, and 4.4-4a, the proposed Project's impact concerning applicable conservation plans would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[5] THSP Draft EIR, page 4.10-19

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.10-1

All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project Applicant submissions), including but not limited to:

- *Land use restrictions of the ALUCP;*
- *All proposed school sites within a 2 mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics.*

Mitigation Measure 4.4-1h

All applicants who conduct Projects within Areas A and B of the Project Site shall adhere to the terms of the SJMSCP. Participation in the SJMSCP includes compliance with all incidental take measures as required in the SJMSCP, including but not limited to preconstruction surveys to determine presence for special status flora and fauna. Notwithstanding this biological resource section's less-than-significant impact conclusions, if required by applicable law, projects being implemented within Area C shall voluntarily secure Section 7 and/or Section 10 permits in consultation with the appropriate wildlife agencies.

Mitigation Measure 4.4-1j

To avoid the potential for disturbance of nesting birds on or near the Project Site, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct preconstruction surveys for nesting birds according to the following guidelines:

1) *The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading.*
2) *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*
3) *Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.*
4) *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The*

monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP.

Mitigation Measure 4.4-1m

The discovery of any previously unidentified protected species that are not covered by the SJMSCP, including those protected under the MBTA and the Fish and Game Code, shall be avoided and evaluated by a qualified biologist during surveys. The USFWS and CDFG shall be notified of the presence of any previously unreported protected species. Any unanticipated take of protected wildlife shall be reported immediately to the USFWS and CDFG.

Mitigation Measure 4.4-4a

A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Land Use and Planning

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to land use and planning, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to land use and planning from the proposed Project would not require the preparation of a subsequent EIR.

Noise

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	THSP SEIR page 4.11-14 to 4.11-22 & page 4.11-34 to 4.11-35	No	No	No	Yes THSP SEIR MM 4.11-3a through MM 4.11-3e
b. Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?	THSP SEIR page 4.11-18	No	No	No	No
c. Substantially permanently increase in ambient noise levels in the project vicinity above levels existing without the project?	THSP SEIR page 4.11-19 to 4.11-27 & page 4.11-29 to 4.11-31 & page 4.11-33 to 4.11-35	No	No	No	Yes THSP SEIR MM 4.11-3a through MM 4.11-3e
d. Substantially temporarily or periodically increase in ambient noise levels in the project vicinity above levels existing without the project?	THSP SEIR page 4.11-14 to 4.11-18 & page 4.11-33	No	No	No	Yes THSP SEIR MM 4.11-1
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	THSP SEIR page 4.11-27	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	n/a	No	No	No	No

Discussion

Relevant Changes to Project Related to Noise

According to the THSP SEIR, the THSP Area is located approximately 0.22 miles west of the Tracy Municipal Airport. The Project area is located approximately 0.22 miles west of the Tracy Municipal Airport. According to the San Joaquin County Airport Land Use Compatibility Plan Update (ALUCP) the airport has approximately 59,701 operations, primarily performed by single engine piston aircrafts involved in flight training. A small portion of the THSP Area is located within the 55 CNEL Airport Noise Contour. However, as discussed in the THSP SEIR, this portion of the THSP Area, which includes the northeast corner of the Project site, is proposed for light industrial uses, which are not considered sensitive receptors. According to the THSP SEIR, the THSP Area is not located within two miles of a private airstrip. Therefore, the proposed Project is not located within a distance of two miles from a private airstrip.

Relevant Changes to Environmental Setting

The project site remains vacant, and is surrounded by vacant land, the Delta Mendota Canal, and California Aqueduct.

Comparative Impacts Discussion

The proposed Project area is located 0.57-mile north of I-580, immediately adjacent to Corral Hollow Road, immediately adjacent to the California Aqueduct, and 0.30 mile south of the Union Pacific Railroad. Within the Project area, there are no new sensitive receptors beyond those identified in the THSP SEIR. The nearest identified sensitive receptor is single-family residential uses located approximately 0.15 miles south of the Project site. At this distance, construction and operational noise levels would remain low. While the proposed Project would result in an increase of industrial buildings within the Project area, stationary noise impacts associated with operations of industrial buildings on this site were analyzed in the THSP SEIR. Additionally, with implementation of the above mitigation measures, impacts to noise levels would not be altered any greater than what was previously analyzed and remain less than significant. This is consistent with the impact conclusions of the THSP SEIR. Future mobile traffic noise

levels generated along heavily-traveled roadways may result in potentially significant impacts for existing sensitive receptors and future buildings in the THSP Area.[6] THSP SEIR Mitigation Measures 4.11-1 and 4.11-3a-e and adherence to Municipal Code requirements would lessen stationary noise impacts to less than significant. No new specific impact would result, nor a substantial increase in the severity of an impact that was previously identified in the certified EIRs. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Noise emissions from construction of the proposed Project would be localized and occur intermittently for varying periods of time. The highest construction noise levels associated with construction would be generated during grading, excavation, and foundation work, with lower noise levels occurring during building construction and finishing. According to the THSP SEIR, potentially significant impacts from construction noise could occur with THSP implementation. Construction of the proposed Project would include similar construction equipment and schedule as was previously analyzed in the THSP SEIR. Therefore, notable temporary sound level increases would not be greater than previously evaluated. Implementation of THSP SEIR Mitigation Measure 4.11-1 would reduce the potential for a substantial temporary or periodic increase in ambient noise levels to occur by demonstrating compliance with construction-related policies to the satisfaction of the City of Tracy Engineering and Building Division. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Construction of the proposed buildings has the potential to produce short-term construction vibration effects and operational vibration as a result of the proposed Project's traffic and mechanical equipment operations. Construction of the proposed Project would generate short-term construction vibration during site preparation and construction of the buildings, paving and related activities. Vibration from construction activities rarely reaches the levels that can damage structures, but ground borne vibration and noise can reach perceptible and audible levels in buildings that are very close to the construction site. Even with vibration reduction measures, such as use of vibration attenuating construction equipment (static rollers) and discretionary scheduling of the noisiest construction activities, ground borne vibration from construction within the THSP Area when in close proximity to sensitive receptors would be a potentially significant impact relative to perception and annoyance.

With respect to the proposed Project, short-term construction vibration impacts could result at adjacent sensitive receptors (residential uses) in the THSP Area. Vibration effects would be reduced by a combination of appropriate equipment and process selection, as well as implementation of proper administrative controls and best management practices referred to in THSP SEIR Mitigation Measure 4.11-1. Even with these vibration reduction approaches, it is still possible that individual, site-specific developments could exceed either the annoyance threshold and/or the architectural damage threshold. This potential situation would be exacerbated with the use of standard pile driving techniques. As such, ground borne vibration from construction could result in a potentially significant impact with respect to perception or architectural damage. However, implementation of THSP SEIR Mitigation Measure 4.11-1

[6] THSP Draft EIR, page 4.11-22.

would reduce construction vibration levels, resulting in a less-than-significant impact. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

The previously approved THSP SEIR evaluated stationary source noise impacts such as mechanical equipment, slow moving delivery/supply trucks, activities at the loading docks, parking lots, landscape maintenance, and outdoor pools. As the THSP is primarily vacant, the previously approved EIR found new noise sources would be introduced as a result of the proposed Project and THSP buildout. However, THSP SEIR Mitigation Measures 4.11-3a-e and adherence to Municipal Code requirements would lessen impacts to less than significant.

As discussed in the previously certified THSP SEIR, Specific Plan implementation would cause a substantial noise increase to most nearby roadways within and in close proximity to the Specific Plan limits during Long Range Plus THSP Buildout Conditions.[7] The Specific Plan impact was identified as significant and unavoidable. According to the THSP SEIR, impacts would occur on off-site roadways where it is infeasible to implement mitigation measures. Therefore, impacts to off-site uses from traffic noise remain significant and unavoidable. The proposed Project would include land uses that are equivalent to those analyzed in the THSP SEIR. The Project does not propose an increase in development density within the THSP Area. Similar to the THSP, mitigation measures would not be feasible to apply on off-site roadways and the proposed Project would also result in a significant and unavoidable impact related to future mobile traffic noise. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.11-1

Prior to the issuance of demolition permits or ground disturbing activities (whichever occurs first), the Contractor shall demonstrate to the satisfaction of the City of Tracy Engineering and Building Divisions that the Project complies with the following:

- *Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.*
- *Property occupants located adjacent to the Project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the Project. A sign, legible at a distance of 50 feet shall also be posted at the Project construction*

[7] THSP Draft EIR, page 4.11-22.

site. All notices and signs shall be reviewed and approved by the City of Tracy Planning Division prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- *The Contractor shall provide evidence that a construction staff member would be designated as a Noise Disturbance Coordinator and would be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Planning Division. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.*

- *During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.*

- *Construction activities shall occur between the hours of 7:00 AM and 10:00 PM daily pursuant to Section 9.12.030 and Section 4.12.820 of the Tracy Municipal Code.*

Mitigation Measure 4.11-3a

Prior to issuance of any Building Permit, the Project applicant shall demonstrate, to the satisfaction of the City of Tracy, compliance with the following:

- *To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and*

- *All mechanical equipment shall be screened and enclosed to minimize noise or the equipment shall be factory rated at a noise level that would comply with the noise limits set forth in the City's Municipal Code.*

Mitigation Measure 4.11-3b

Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval.

Mitigation Measure 4.11-3c

All feasible sound attenuation shall be incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking area has been minimized to the greatest extent practicable such that parking lot noise would not exceed the standards indicated in Tracy Municipal Code Section 4.12.750 (General Sound Level Limits).

Mitigation Measure 4.11-3d

Prior to the issuance of Building Permits, any residential development within 2,040 feet of the I-580 centerline shall be designed in compliance with the California Building Code (CBC) and an Acoustical Noise Analysis shall be prepared to ensure that the City of Tracy's exterior and interior noise level standards defined in General Plan Figure 9-3, Land Use Compatibility for Community Noise Environment, are met at all residential, commercial, and recreational land uses. The analysis shall verify that residences are adequately shielded and/or located at an adequate distance from mobile noise sources.

Residential buildings or structures shall be designed to ensure interior noise levels do not exceed 45 dBA. In addition, individual developments shall, to the extent feasible, implement site-planning techniques such as the following:

- *Increasing the distance between the noise source and the receiver;*
- *Using non-noise sensitive structures such as garages to shield noise-sensitive areas;*
- *Orienting buildings to shield outdoor spaces from a noise source;*
- *Incorporating architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented as required by the City to comply with City noise standards;*
- *Incorporating noise barriers, walls, or other sound attenuation techniques, as required by the City to comply with City noise standards; and*
- *Modifying elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations), as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets.*

Mitigation Measure 4.11-3e

Prior to the issuance of Grading Permits, any residential development associated with the THSP Buildout (i.e., development other than Phase 1a) located within 260 feet of the Union Pacific Railroad corridor shall have an Acoustical Analysis prepared to fully analyze acoustical impacts and develop measures, if required, to ensure that the City's exterior standards of 70 dBA would be achieved for the

proposed land uses that are subject to noise from train pass-bys. The analysis shall conduct detailed train noise modeling to verify that residences are adequately shielded and/or located at an adequate distance from the rail corridor to comply with the City's exterior standards. The analysis shall also ensure that interior noise levels do not exceed 45 dBA.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Noise

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to noise, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to noise from the proposed Project would not require the preparation of a subsequent EIR.

Public Services and Utilities

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i. Fire protection?	THSP SEIR page 4.12-36 to 4.12-37 & page 4.12-47	No	No	No	Yes THSP SEIR MM 4.12-1, MM 4.12-2 & MM 4.12-3
ii. Police protection?	THSP SEIR page 4.12-37	No	No	No	Yes THSP SEIR MM 4.12-4a & MM 4.12-5b
iii. Schools?	THSP SEIR page 4.12-37 to 4.12-38	No	No	No	No
iv. Parks?	THSP SEIR page 4.13-29	No	No	No	No
v. Other public facilities?	n/a	No	No	No	No
b. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	THSP SEIR page 4.13-29	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	THSP SEIR page 4.13-29	No	No	No	No
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	THSP SEIR page 4.12-43 to 4.12-44 & page 4.12-46 to 4.12-47	No	No	No	No
e. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	THSP SEIR page 4.12-39 to 4.12-43 & page 4.12-48 to 4.12-49	No	No	No	Yes THSP SEIR MM 4.12-6
f. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	THSP SEIR page 4.9-13 to 4.9-14 & page 4.9-19 to 4.9-20 & page 4.9-28 to 4.9-29	No	No	No	No
g. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	THSP SEIR page 4.12-39 to 4.12-43 & page 4.12-46 & page 4.12-48	No	No	No	No
h. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	THSP SEIR page 4.12-43 to 4.12-44 & page 4.12-46 to 4.12-48	No	No	No	Yes THSP SEIR MM 4.12-7a & MM 4.12-8b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
i. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	THSP SEIR page 4.12-44 to 4.12-45 & page 4.12-47	No	No	No	No
j. Comply with federal, state, and local statutes and regulations related to solid waste?	THSP SEIR page 4.12-44 to 4.12-45 & page 4.12-47	No	No	No	No

Discussion

Relevant Changes to Project Related to Public Services and Utilities

The proposed Project would develop the same types of uses at the same square footages as that analyzed in the THSP SEIR. The proposed Project would add New Public Street along the south side of the Commerce Center, creating an intersection at Corral Hollow Road. The Commerce Center itself would have a new internal roadway that would run east-west and connect to Corral Hollow Road. Internal roadways to access the buildings on the Commerce Center site would also be constructed. All roadways on the Commerce Center site would be accessible by emergency vehicles, service vehicles, and utility vehicles.

The proposed Project only proposes developing industrial uses, and no residential uses are proposed. Student generation directly when residential units are constructed and a site generates new residents. Because the proposed Project would not generate any residents, there would be no student generation and no impact to schools.

The proposed Project only proposes developing industrial uses, and no residential uses are proposed. The City's park dedication requirement applies when residential units are constructed and a site generates new residents. The THSP stated that, "each tentative subdivision map shall either include adequate neighborhood park land to bring the total neighborhood park land within the tentative map approved portion of the Specific Plan to three acres per 1,000 population, or the developer shall demonstrate how future tentative map areas of the Specific Plan will include park land to achieve the minimum three acres per 1,000 population requirement, and otherwise comply with the Parks Master Plan."[8] The proposed VTSM does not propose any development at this time. Because the proposed Project would not generate any residents, there would be no new population growth or demand for parks and recreation facilities.

[8] THSP, page 2-19.

The VTSM portion of the proposed Project would remain undeveloped at this time, and therefore would not change the demand for public services and utilities from that analyzed in the THSP SEIR.

Relevant Changes to Environmental Setting

The Project site remains vacant and retains unobstructed frontage along Corral Hollow Road. Some homes within the THSP have been constructed between the California Aqueduct and I-580, and there are some residences further south of I-580.

Comparative Impacts Discussion

Project implementation would increase service demand compared to the site's existing uses because the Project would introduce new industrial uses to a vacant site. However, the proposed industrial uses have been anticipated for and previously analyzed in the THSP SEIR for this site. The proposed Project would develop the same types of uses at the same square footages as analyzed in the THSP SEIR, and would not increase demand for fire or police services beyond that disclosed in the THSP SEIR.

The THSP SEIR identified that development of the THSP would include two fire stations within the THSP Area, which would be adequately equipped to provide fire services for the buildout of the THSP once implemented.[9] As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, additional service population was already accounted for in the Citywide Public Safety Master Plan and would not require additional fire protection facilities beyond what has been planned. Additionally, all project applicants of individual projects within the THSP Area would be required to pay a fair and equitable amount to the City's Public Buildings impact fee to offset the capital costs for fire protection and emergency service facilities.

Fire protection needs would not be altered by implementation of the proposed Project with implementation of THSP SEIR Mitigation Measures 4.12-1 and 4.12-3, and implementation of the proposed Project would not result in the need to construct additional fire stations, beyond those identified in the THSP SEIR. Given that no additional fire stations beyond those identified in the THSP would be required to serve the proposed Project, Project implementation would not create substantial adverse physical impacts associated with construction of a new fire station. As such, this impact would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

The THSP SEIR noted that the Citywide Public Safety Master Plan proposes the construction of a new police substation located closer to the THSP Area than the current primary police station; however the new substation would not be associated with the THSP. Project implementation would increase police protection demand compared to the site's existing uses because the Project would result in the

[9] Subsequently, the City of Tracy Fire Department determined, Standards of Response Coverage report, that only one fire station would be needed to serve the THSP Area. Personal communication with Fire Chief Randy Bradley on January 28, 2020.

development of new industrial uses, which would create more service demand than the existing vacant site. Although the proposed Project would create more service demand than existing uses, these proposed industrial uses have been anticipated for and previously analyzed in the THSP SEIR for this site. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area. The THSP SEIR identified Mitigation Measures 4.12-4a and 4.12-5b to reduce the impact of development in the THSP area to less than significant. Those mitigation measures would apply to the proposed Project. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional police stations, beyond those identified in the THSP SEIR. Given that no additional police stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with construction of a new police station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

The City of Tracy provides wastewater services throughout the City and the THSP Area. As part of its regular review of citywide growth, the City prepares and implements it Wastewater Master Plan (WWMP). The WWMP identifies the need for a wastewater treatment system upgrade. The THSP SEIR analyzed the demand for wastewater services as a result of THSP development. The THSP SEIR determined that compliance with all applicable regulations would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). The proposed Project would include the same types of uses and square footages as disclosed in the THSP SEIR, and the Project's wastewater generation would be within the assumptions discussed in the THSP SEIR. Therefore, the proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB any greater than previously analyzed in the THSP SEIR, and wastewater impacts would be considered less than significant.

Although the WWMP anticipates the need for a wastewater treatment system upgrade, the timing of improvements identified in the WWMP is subject to the pace of development in the city and demand for additional wastewater infrastructure. Similarly, the City's Water Master Plan (WMP) informs what water system improvements may be necessary to serve development in the city. The proposed Project would include the same types of uses and square footages as disclosed in the THSP SEIR, and the Project's wastewater service demand and water infrastructure demand would be within the demand assumptions discussed in the THSP SEIR. The THSP SEIR identified mitigation, however, to specify the need for flow monitoring as individual projects are proposed to determine available capacity in both the water and wastewater systems. If additional infrastructure is determined to be necessary to serve an individual project within the THSP area, then development of such improvements shall occur. Implementation of THSP SEIR Mitigation Measures 4.12-7a and 4.12-8 would ensure that flow monitoring occurs, that necessary interim or permanent infrastructure improvements are implemented, and development impact fees are collected to offset the cost of infrastructure. Therefore, the proposed Project would not be expected to result in waster or wastewater infrastructure improvements greater than previously analyzed in the THSP SEIR, and wastewater impacts would be considered less than significant.

As discussed in the THSP SEIR, the construction of new stormwater drainage facilities or expansion of existing facilities would be required for buildout of the THSP Area as well as individual development projects. The storm drainage infrastructure within the THSP Area would incorporate terminal retention basins as the means of managing runoff from new development via storage and percolation. These basins are depicted in Figure 4.9-4 of the THSP SEIR, and shown on Figure 6 of this Consistency Analysis for the Commerce Center. Development of the proposed Project would result in an increase of impervious surfaces through construction of industrial buildings, parking areas, roadways, and other improvements as was previously analyzed in the THSP SEIR. However, because the proposed Project would be located within the same footprint as what was previously analyzed in the THSP SEIR and include a similar amount of impervious surface area, storm water runoff generated by implementation of the proposed Project would be self-contained and would not utilize any existing downstream City storm drainage facilities any greater than previously analyzed in the THSP SEIR. The proposed Project would construct two retention/detention basins on site to serve the new buildings and New Public Street**.** For these reasons, implementation of the proposed Project would not require new stormwater drainage facilities, the construction of which would cause significant environmental effects. This would not be a new specific impact or a substantial increase in the severity of an impact that was identified in the certified EIRs and would therefore be consistent with the effects of implementation of the THSP.

According to the water supply assessment (WSA) prepared for the THSP, industrial uses in the THSP Area would have a potable water demand of 1.5 acre-feet per acre per year (af/ac/yr). The THSP SEIR had concluded a total water demand of 529 af/yr for buildout of industrial uses in the THSP. Project implementation would introduce seven industrial buildings, resulting in a water demand of 58.35 af/yr, [10] which would be approximately 11 percent of the water demand for industrial uses in the THSP. Therefore, Project implementation would be within the water demand as analyzed In the THSP SEIR, and there remains a sufficient water supply to meet water demand for the THSP Area.

Implementation of the Commerce Center would introduce employes within the THSP area which would generation of solid waste. Conservatively assuming that the Commerce Center can accommodate 1,698 employees, and based upon the current generation factor of 7.52 pounds per person per day (the residential, commercial, industrial average), the proposed Project would result in 12,768 pounds of solid waste per day, or 6.38 tons.[11] The THSP SEIR assumed the generation of approximately 54 tons of solid waste generated per day. Therefore, the proposed Project is within the solid waste generation projections analyzed in the THSP SEIR, and the landfill would have capacity to serve the proposed Project. Compliance with applicable statutes and regulations, including the City's waste diversion programs and the CALGreen Code would ensure that recycling mandates are met, and that sustainable materials generating less construction waste would be implemented. Therefore, the proposed Project is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[10] Project Water Demand = Unit Water Demand Factor x Project Building Area = 1.5 af/ac/yr x 38.9 ac = 58.35 af/yr.
[11] [1,698 people] * [7.52 lbs waste/person/day] = [12,768 lbs waste/day].

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.12-1

As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees.

Mitigation Measure 4.12-2

Prior to issuance of the first building permit, the developer shall construct an all-weather, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City.

Mitigation Measure 4.12-3

Prior to final inspection or certificate of occupancy for the 289th house within Tracy Hills, a fire station and all related equipment shall be constructed and operational to serve Tracy Hills in accordance with the Citywide Public Safety Master Plan. Additional station(s) shall subsequently be constructed and operational, the design of which shall be in accordance with the Citywide Public Safety Master Plan, and adopted standards of coverage, to the satisfaction of the Fire Chief.

Mitigation Measure 4.12-4a

The Project applicant of individual projects within the THSP Project Area shall consult with the Police Department during preliminary stages of site design to review safety features, determine their adequacy, and suggest design and/or physical improvements to the proposed site plan. This is achieved through the City's development review process, which currently is coordinated with various City Departments' review of new development proposals.

Mitigation Measure 4.12-5b

As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees.

Mitigation Measure 4.12-6

Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development.

Mitigation Measure 4.12-7a

As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City.

Mitigation Measure 4.12-8b

As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Public Services and Utilities

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to public services and utilities, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to public services and utilities from the proposed Project would not require the preparation of a subsequent EIR.

Transportation/Traffic

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	THSP SEIR page 4.13-77 to 4.13-116 & page 4.13-119 to 4.13-170 & page 4.13-181 to 4.13-223	No	No	No	Yes THSP SEIR MM 4.13-5a-c & MM 4.13-6a-c & MM 4.13-7a-c & MM 4.13-8a-d & MM 4.13-9a-c & MM 4.13-10a-c & MM 4.13-14a & MM 4.13-14b & MM 4.13-14d & MM 4.13-15a-c
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	THSP SEIR page 4.13-175 & page 4.13-176 to 4.13-181	No	No	No	No
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	n/a	No	No	No	No
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	THSP SEIR page 4.13-119 & page 4.13-174 & page 4.13-223 to 4.13-224	No	No	No	Yes THSP SEIR MM 4.13-15e & MM 4.13-15f
e. Result in inadequate emergency access?	n/a	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
Would the project:					
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	THSP SEIR page 4.13-117 to 4.13-119 & page 4.13-171 to 4.13-174 & page 4.13-222 & page 4.13-224 to 225	No	No	No	Yes THSP SEIR MM 4.13-1b & MM 4.13-15d & MM 4.13-15g

Discussion

Relevant Changes to Project Related to Transportation/Traffic

The proposed Project would develop the same types of uses at the same square footages as that analyzed in the THSP SEIR. The proposed Project would add New Public Street along the south side of the Commerce Center, creating an intersection at Corral Hollow Road. The Commerce Center itself would have a new internal roadway that would run east-west and connect to Corral Hollow Road. Internal roadways to access the buildings on the Commerce Center site would also be constructed.

Relevant Changes to Environmental Setting

The Project site remains vacant and retains unobstructed frontage along Corral Hollow Road. Some homes within the THSP have been constructed between the California Aqueduct and I-580, and there are some residences further south of I-580.

Comparative Impacts Discussion

A Traffic Study was prepared by Kimley-Horn and Associates, Inc. (June 2021[12]) for the proposed Project to evaluate whether the proposed Project would generate more traffic than what was evaluated for the Project site in the previously certified THSP SEIR (see Attachment D). The results of the traffic analysis are summarized below.

[12] Revised January 4, 2021.

Project Trip Generation

The number of project trips anticipated to be generated by the proposed Project was calculated using the adopted trip generation rates in the THSP SEIR and the ITE Trip Generation Manual. The trip generation for the proposed Project was calculated using the ITE land use code for Other (Industrial/Warehousing).

The trip generation calculation included a comparison between the previously certified THSP SEIR buildout trips, the accumulation of existing and approved[13] project trips, and the proposed Project buildout trips. This comparison is provided below in Table 4: Trip Generation. It should be noted that since certification of the THSP SEIR, the THSP has been amended with several land use changes associated with the approved projects listed in Table 4. With the approved projects, buildout of the THSP is anticipated to generate 6,154 a.m. peak hour trips and 11,616 p.m. peak hour trips.

The Project is anticipated to generate a total of 295 a.m. peak hour trips and 571 p.m. peak hour trips. The total trips generated for the approved projects plus the Project is 2,349 a.m. peak hour trips and 4,490 p.m. peak hour trips.

Comparison of the trip generation for the THSP SEIR analysis, accumulation of existing and approved project trips, and the proposed Project buildout trips indicates the approved projects plus Project trip generation is less than the THSP SEIR buildout trip generation. With the addition of the THSP Commerce Center, the cumulative trip generation, and potential impacts for all the approved and built projects in Tracy Hills would continue to be encompassed within the impacts disclosed under buildout of the THSP SEIR.

Given that the SEIR trip rates are used for this analysis and that the floor area ratio (FAR) is less than SEIR assumptions (0.44 FAR for the Project versus 0.5 FAR for Other (Industrial/Warehousing) land uses per the SEIR and TMP), the Project's trip generation is within the SEIR assumptions for the Project site and the THSP Area.

Table 4: Trip Generation

Land Use[1]	ITE Land Use Code	Project Size		AM Peak Hour	PM Peak Hour
TMP Other (Industrial)	Model	-	EMP	0.17	0.33
Low/Mid Density Residential & Residential Estate	Model	-	DU	0.55	1.05
THSP Buildout[4]					
Low/Mid Density Residential & Residential Estate		6,461	DU	3,554	6,784
High Density Residential		125	DU	39	74
Retail		919	EMP	1,746	3,180
Office		701	EMP	154	295
Other (Industrial/Warehousing)		3,889	EMP	661	1,283
School[2,3]					
THSP Buildout Total				**6,154**	**11,616**
Approved Tentative Map Projects					
Low/Mid Density Residential & Residential Estate					
Phase 1A		1,137	DU	625	1,194

[13] See Table 4: Trip Generation for approved projects by the City since certification of the THSP.

Land Use[1]	ITE Land Use Code	Project Size		AM Peak Hour	PM Peak Hour
Village 6B		66	DU	36	69
KT		214	DU	118	225
Phase 1B		430	DU	237	452
Phase 1C*		369	DU	203	387
Phase 2		1,517	DU	835	1,592
Total		**3,733**	**DU**	**2,054**	**3,919**
High Density Residential		**0**	**DU**	**0**	**0**
Retail		**0**	**EMP**	**0**	**0**
Office		**0**	**EMP**	**0**	**0**
Other (Industrial/Warehousing)		**0**	**EMP**	**0**	**0**
Approved Tentative Map Projects Total				**2,054**	**3,919**
Tracy Hills Commerce Center[5]					
Building 1		233	EMP	40	77
Building 2		274	EMP	47	90
Building 3		355	EMP	60	117
Building 4		351	EMP	60	116
Building 5		248	EMP	42	82
Building 6		118	EMP	20	39
Building 7		150	EMP	26	50
Tracy Hills Commerce Center Total		**1,729**	**EMP**	**295**	**571**
Approved TM Projects + Tracy Hills Commerce Center					
Low/Mid Density Residential & Residential Estate		3,733	DU	2,054	3,919
High Density Residential		0	DU	0	0
Retail		0	EMP	0	0
Office		0	EMP	0	0
Other (Industrial/Warehousing)		1,729	EMP	295	571
Approved TM Projects + Tracy Hills Commerce Center Total				**2,349**	**4,490**

Notes:

1. Trip generation rates and Original Approved Specific Plan Buildout trips taken from the Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report, October, 2015
2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed.
3. Per the THSP SEIR, school trips have an assumed one-hundred percent internal capture rate and were not used for the analysis.
4. The latest THSP Buildout trip generation are taken from Kimley-Horn's Tracy Hills Specific Plan Amendment for Phase 1B and 1C – Transportation Consistency Analysis Memorandum dated October 1, 2020.
5. Tracy Hills Commerce Center is classified as Other (Industrial/Warehousing) land use. Employee estimates are based on 1 employee/1,000 square feet from THSP and TMP.

* Information shown for analysis purposes. A development application for Phase 1C is still pending.

Source: Kimley-Horn, January 2022

The traffic impact analysis prepared for THSP SEIR identified that buildout of the Project would require improvements to Corral Hollow Road and require the construction of Lammers Road as defined in the City's Traffic Management Plan (TMP) to accommodate the full development of the THSP. This is due to the unique location of the THSP Area, magnitude of the THSP, and access to I-580 at the Corral Hollow Road interchange and the proposed Lammers Road interchange. Both these interchanges are included in the TMP and the City is currently collecting Transportation Impact Fees (TIFs) and seeking grant funding to implement the planned improvements.

A trigger analysis was performed to determine to what extent the THSP can be developed with TMP identified improvements at the Corral Hollow interchange for 2035 conditions. The analysis indicated that the THSP could generate up to 2,588 AM peak hour trips before the operational degradation along Corral Hollow Road would merit the construction of Lammers Road and the I-580 interchange, or require major improvements to the Corral Hollow Road interchange. Table 4.13-21 of the THSP SEIR identified buildout of the THSP would result in increased V/C ratios to greater than 0.89 at some locations.

As shown in Table 4, buildout of the THSP is anticipated to generate 6,154 a.m. peak hour trips and 11,616 p.m. peak hour trips. The proposed Project would not generate more daily vehicle trips than what was considered for the previously approved THSP. None of the identified intersection improvements in Table 4.13-68 of the THSP SEIR are anticipated to change nor are any new mitigation measures required as an implementation of the proposed Project. Under cumulative conditions, implementation of the proposed Project would generate the same amount of trips in both the a.m. and p.m. peak hours compared to the previously approved THSP. The Project applicant would still be required to pay the applicable transportation fees as identified in THSP SEIR Mitigation Measure 4.13-7b. In addition, the Project applicant would be required to provide access to the Project site consistent with city standards and the City of Tracy TMP in effect at the time of Project approval. With implementation of THSP Mitigation Measure 4.13-7b, impacts would not be any greater than previously analyzed in the THSP SEIR. Thus, the proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

As identified in the previously certified THSP SEIR, the THSP complies with the San Joaquin Congestion Management Program (CMP) and the CMP LOS standard of D or better is maintained on all the CMP routes as identified in Tables 4.13-48 and 4.13-49 in the THSP SEIR. The THSP includes a range of travel demand management (TDM) strategies that are consistent with those identified in the City's station area plans of the General Plan and the San Joaquin Council of Governments (SJCOG) TDM goals. As such, the THSP SEIR concluded that no impacts would result from implementation of the THSP.

Because the Project would have more than 100 employees occupying the development on site, the Project would be required to submit a TDM Action Plan at the submittal of each building permit application and/or final map approval as directed by the City Engineer to implement TDM measures prior to the 100 employees occupying development on the site identified in the SJCOG Capital Improvement Program to meet SJCOG's TDM goals. As such, implementation of the proposed Project would not result in a conflict with an applicable CMP or travel demand measure as the proposed Project would not generate any greater trips in both AM and PM peak hours compared to the previously approved THSP. This is consistent with impact conclusions of the THSP SEIR. Thus, the proposed changes would not result in conflict with an applicable CMP or TDM strategies any greater than previously analyzed in the THSP SEIR.

As discussed in the Land Use and Planning section above, proposed Buildings 5, 6, and 7 would be within the Tracy Municipal Airport Zones 2, 3, 4 and the Traffic Pattern Zone, which has a preliminary height limit of 35 feet for structures. Objects or structures greater than the allowed height are permitted, subject to Federal Aviation Administration (FAA) Airspace Review. Additionally, the proposed SPA would modify the

current THSP Development standards for M1-TH zone to allow a maximum building height of 47 feet tall for future buildings.

The San Joaquin ALUCP also has restrictions on certain land uses within Zones 2, 3, and 4, such as waterways (e.g. retention basins, artificial lakes, ponds, etc.) which would create a hazard to birds and aircrafts. As currently proposed, the proposed Project would construct two drainage basins to serve the buildings and New Public Street.

On January 10, 2022, the Project applicant received approval from the San Joaquin Airport Council of Governments Land Use Commission (SJCOG ALUC) to address these points. Per SJCOG ALUC's approval, the FAA has issued final Determination of No Hazard to Air Navigation letters (Determination Letters) for all seven (7) proposed buildings within the Project. Further, the SJCOG ALUC's approval determined that the proposed drainage basins would meet applicable storm water standards and would drain within 14 hours or less in conformance with the ALUC Plan.

For these reasons, implementation of the proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks at the local airports in San Joaquin County as a result of the proposed Project. No associated traffic impacts would occur.

As discussed in the previously certified THSP SEIR, the City reviews each development project, and would require conformance with City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements. Since roadway and intersection designs would be required to meet the City of Tracy roadway design criteria requirements, hazard impacts are considered less than significant. The proposed Project roadway system, including facilities for vehicles (autos, trucks and buses), bicyclists and pedestrians, would also be required to be designed in conformance with the City of Tracy Transportation Master Plan, including all design guidelines contained therein, as well as in conformance with the City's standard plans. With conformance with the City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements, the proposed Project's impact on design features would be less-than-significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

The previously certified SEIR prepared for the THSP indicated that emergency access during buildout conditions would be significant and unavoidable as a result of future traffic congestion resulting from THSP implementation. THSP SEIR Mitigation Measures 4.12-1, 4.12-2a and 4.12-2b require payment of applicable impact fees, which would go toward development of planned facilities such as adequate emergency routes. The proposed Project would not require new mitigation and emergency access impacts are considered less than significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

As discussed in the THSP SEIR, Project applicants are required to work cooperatively with the City to modify and expand transit routes and pedestrian facilities as necessary and when feasible to efficiently accommodate demand. Projected transit route extensions were identified at the time of THSP adoption and future bus stop locations would be determined at the time of Tentative Subdivision Map approval.

The THSP includes design guidelines and elements to promote pedestrian circulation by creating pathways, linkages, and visual connections between buildings; and by including multiple connections to public sidewalks and pathways between buildings and areas throughout the THSP Area to foster connectivity. As discussed in the THSP SEIR, implementation of the THSP Project would result in potentially significant impacts to bicycle and pedestrian modes when developed.

Under cumulative conditions, the buildout of the proposed Project would not generate any greater trips compared to the previously approved THSP. The proposed Project would result in the construction of seven industrial buildings and would be built within the footprint of the THSP. The proposed Project would be required to achieve compliance with CIR-3 Policy P4 and P6 to improve bicycle and pedestrian improvement connections from the THSP to the Citywide Network when the road infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. Thus, the proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities any greater than already analyzed in the THSP SEIR. Further, the Project would not exceed the 2,588 AM peak hour trips identified in THSP Mitigation Measure 4.13-2, so the widening of Corral Hollow Road and Lammers Road would not be triggered by the Project. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Mitigation Measures

THSP SEIR Mitigation Measures

Mitigation Measure 4.13-1b

The Project Applicant shall pay the JPA fees as mitigation for potential impacts to the BART System and BART Parking as indicated in the Settlement Agreement.

Mitigation Measure 4.13-2

To achieve compliance with CIR-3 Policy P4 and P6, the bicycle and pedestrian improvement connections from the THSP to the Citywide Network shall be implemented when the roadway infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. The pedestrian and bicycle facilities are included in the City of Tracy's typical cross sections and in the City TIF. Bicycle and pedestrian facilities within the THSP area shall be implemented with each building permit application/final map approval. Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips.

Mitigation Measure 4.13-5a

As shown in Table 4.13-20, Existing Plus Project 2035 Intersection Delay & LOS Mitigations, the following mitigations are required to obtain acceptable LOS based on development of the Project as assumed for year 2035. Triggers based on the volume of traffic generated by the Project in year 2035 are identified in Table 4.13-68 at the end of the chapter:

- *Intersection #1 (Corral Hollow Road / I-580 EB Ramps) Signalize the intersection and widen the I-580 overcrossing to four through lanes. The northbound approach shall be reconstructed to include two northbound through lanes and a northbound right-turn lane. The southbound approach shall include two southbound through lanes and a southbound left-turn lane, and the eastbound approach shall include a shared eastbound through/right-turn lane and an eastbound left-turn lane. This mitigation is beyond the scope of improvements identified in the adopted TMP.*

  The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Interchange (as identified in the adopted TMP). Either of these options will fully mitigate the impact. The TMP improvement includes only the reconstruction of the northbound approach to include a northbound through lane and a shared northbound through/right turn lane. On the southbound approach, only the reconstruction to include a southbound left-turn lane and two southbound through lanes. And on the eastbound approach, only the reconstruction to include an eastbound left-turn lane, a shared eastbound left/through lane, and an eastbound right turn lane. This intersection shall be interconnected with Intersection #2: Corral Hollow Road / I-580 WB Ramps.

  The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements for Corral Hollow Road and Lammers Road. The PSR shall commence immediately following the approval of this Project Application by the City of Tracy and the Interchange shall be improved when the project will generate its 2,588 AM peak hour trip, which would be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval in collaboration with the City Engineer. If the trip generation indicates 2,588 AM peak hour trips or more, the interchange shall be improved before issuance of such building permit and/or final map approval. The intersection falls under Caltrans jurisdiction.

- *Intersection #2 (Corral Hollow Road/ I-580 WB Ramps) - Signalize the intersection, widen the I-580 overcrossing to four through lanes, and construct a westbound loop onramp to accommodate Project 2035 conditions. The northbound approach shall be reconstructed to include two northbound through lanes and two northbound right-turn lanes which lead to the loop on-ramp. The southbound approach shall include two southbound through lanes and one southbound right-turn lane, and the westbound approach shall include one shared westbound through/left-turn lane and one westbound right-turn lane. This mitigation is beyond the scope of improvements identified in the adopted TMP.*

The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Interchange (as identified in the adopted TMP). Either of these options will fully mitigate the impact. The TMP improvement includes only the reconstruction of the northbound approach to include a northbound left-turn lane and a northbound through lane. On the southbound approach, only the reconstruction to include a southbound right-turn lane and two southbound through lanes. And on the westbound approach, only the reconstruction to include a shared westbound through/left-turn lane and a channelized westbound right-turn lane. This intersection shall be interconnected with Intersection #1: Corral Hollow Road / I-580 EB Ramps.

The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements for Corral Hollow Road and Lammers Road. The PSR shall commence immediately following the approval of this Project Application by the City of Tracy and the Interchange shall be improved when the project will generate its 2,588 AM peak hour trip, which would be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 2,588 AM peak hour trips or more, the interchange shall be improved before issuance of such building permit and/or final map approval. The intersection falls under Caltrans jurisdiction.

- *Intersection #3 (Corral Hollow Road /Spine Road) – Signalize the intersection and improve the northbound approach to include a northbound left-turn lane, two northbound through lanes, and a northbound right-turn lane. The southbound approach shall include two southbound left-turn lanes, two southbound through lanes, and a southbound right-turn lane. The eastbound approach shall include an eastbound left-turn lane, an eastbound through lane, and an eastbound right-turn lane. The westbound approach shall include two westbound left-turn lanes, a westbound through lane, and a westbound right-turn lane. The construction of Corral Hollow's approaches to four through lanes is within the scope of improvements identified in the adopted TMP, while Spine Road and the north and southbound turn lanes into the Project site from Corral Hollow Road are not, and thus, are the responsibility of the Applicant. If the Applicant chooses to also construct the Lammers Road Interchange, the mitigation decreases as follows: Construct the northbound approach to include a northbound right turn lane, a northbound through lane and a shared northbound through/right-turn lane. Construct the southbound approach to include a southbound left-turn lane, two southbound through lanes, and a southbound right-turn lane. The westbound approach shall be constructed to include a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane. No decreased mitigations would be triggered for the eastbound approach. Either of these options will fully mitigate the impact. The intersection shall be improved at the issuance of the first building permit.*

- *Intersection #4 (Corral Hollow Road / Linne Road) – Signalize the intersection and reconstruct the northbound approach to include a northbound right-turn lane and a northbound through lane. The southbound approach shall include a southbound left-turn lane and a southbound through lane, and the westbound approach shall remain a shared westbound left/right-turn lane. This signal*

shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. Approval of the railroad crossing improvements falls under the jurisdiction of UPRR and the CA PUC. The Applicant shall, in collaboration with the City Engineer and UPRR/CA PUC, commence with a preliminary and final design process for the intersection and railroad crossing improvements.

For those improvements determined by the City Engineer to be eligible for funding with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved when the project will generate its 468 PM peak hour trips, which could be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 468 PM peak hour trips or more, the intersection shall be improved before issuance of such subsequent building permit and/or final map approval. Approval of the railroad improvements falls under the jurisdiction of UPRR and CA PUC.

- *Intersection #5 (Tracy Boulevard / Linne Road) – Signalize the intersection and reconstruct the southbound approach to include a shared southbound through/left-turn lane and a southbound right-turn lane. Construct the eastbound approach to include an eastbound left-turn lane and a shared eastbound through/right-turn lane. The westbound approach shall remain a shared westbound left/through/right-turn lane and the northbound approach shall remain a shared northbound through/left/right-turn lane. This signal shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates. Approval of the railroad improvements falls under the jurisdiction of UPRR and CA PUC. The applicant shall, in collaboration with the City Engineer and UPRR/CA PUC, commence with a preliminary and final design process for the intersection improvements.*

  Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. For those improvements determined by the City Engineer to be eligible for funding with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved when the project will generate its 469 PM peak hour trips, which could be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 469 PM peak hour trips or more, the intersection shall be improved before issuance of such building permit.

- *Intersection #7 (Corral Hollow Road / Valpico Road) – Signalize the intersection and reconstruct the southbound, eastbound, and westbound approaches to each include a left turn lane and a shared through/right-turn lane. Reconstruct the northbound approach to include one left-turn lane, one through lane, and one right-turn lane. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The intersection shall be improved at the issuance of the first building permit.*

- *Intersection #9 (Corral Hollow Road / New Schulte Road) - Reconstruct the westbound approach to include a westbound left-turn lane, one westbound through lane and right turn lane, and one westbound right-turn lane. The northbound, southbound, and eastbound approaches are to remain as they are in Existing Conditions. Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. For those improvements determined by the City Engineer to be eligible for funding with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved at the issuance of the first building permit.*

- *Intersection #10 (Lammers Road / Old Schulte Road) - Signalize the intersection and reconstruct the northbound approach to include a northbound left-turn lane and a northbound through lane. Reconstruct the southbound approach to include a southbound right-turn lane and a southbound through lane. The eastbound approach shall remain as it is in Existing Conditions. However, the City has established a CIP Project for this interim improvement and partial funds have already been collected from other development projects as fair share payments and these other development projects funded the addition of the northbound left-turn lane only. The Applicant shall fund the addition of the southbound right-turn lane and signal modifications required to accommodate Project 2035 Conditions.*

  Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. For those improvements determined by the City Engineer to be eligible for funding with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved at the issuance of the first building permit. A portion of the ROW required for widening this intersection falls with San Joaquin jurisdiction.

- *Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Signalize the intersection. The City has approved the Medline, FedEx, and Building 1 and 2 projects which have been conditioned to implement this improvement to mitigate their respective impacts. With anticipated installation of*

the signal, the Project will have no additional impact at this intersection. This intersection falls under Caltrans jurisdiction.

- *Intersection #14 (Mountain House Parkway / I-580 WB Ramps) – Signalize the intersection. The City has approved the Medline, FedEx, and Building 1 and 2 projects which have been conditioned to implement this improvement to mitigate their respective impacts. With anticipated installation of the signal, the Project will have no additional impact at this intersection and thus the Applicant is not responsible for this mitigation. This intersection falls under Caltrans jurisdiction.*

- *Intersection #23 (Internal Intersection along S. Tracy Hills Road) – Signalize the intersection and construct the northbound approach to include a shared northbound through/left-turn lane and a channelized northbound right-turn lane. The southbound approach shall include dual southbound left-turn lanes and a shared southbound through/right turn lane. The eastbound approach shall include an eastbound left-turn lane and a shared eastbound through/right-turn lane. The westbound approach shall include a westbound left-turn lane, two westbound through lanes, and a westbound right-turn lane. This improvement is the responsibility of the Applicant and shall be implemented at the time this area and roadways develop, and before the first building permit for this area is issued.*

- *Intersection #36 (Corral Hollow Road / Tennis Lane) – Construct a median along Corral Hollow Road and allow only left –in's and right-in-right-out turns on both approaches of Tennis Lane. This improvement shall be added to the City TMP and TIF. The Project will have no impact after implementation of this improvement. The City shall implement this improvement.*

Mitigation Measure 4.13-5b

Construct the first two lanes of the future four lane arterial along Corral Hollow Road between Linne Road and the railroad tracks south of Golden Leaf Lane. Construct new street segments along Corral Hollow Road to a four lane arterial from S. Tracy Hills Road to Linne Road. This mitigation also requires the construction of Lammers Road as a four lane expressway/parkway between I-580 and Kimball High School. Operational analysis at the intersections of Corral Hollow Road with Linne Road and Valpico Road indicate that one through lane in each direction along Corral Hollow Road would maintain acceptable intersection LOS standards of D or better. Intersections govern street network operations in an urban environment, and the roadway segment capacity analysis omits intersection operations. Thus, widening of the street segments beyond the required capacity at the intersections is not required.

The construction of two lanes of the future four lane facility is required to extend the current design life of Corral Hollow Road. The portion of this widening between Linne and Golden Leaf Lane is a City project and fully funded by the City TIF. The Applicant shall, through payment of the City TIF, contribute its fair share towards this improvement. The roadway shall include either a Class I or a Class 2 bicycle facility and pedestrian facilities. Roadway improvements must be completed prior to the project generating 2,588 AM peak hour trips. Sections of Corral Hollow and Lammers Road fall within the jurisdiction of San Joaquin County. The Applicant shall, in collaboration with the City Engineer, UPRR/PUC, the Department of Reclamation, and San Joaquin County, commence with a preliminary

and final design process for the roadway improvements at the issuance of the first building permit for the Project.

Mitigation Measure 4.13-6a

As shown in Table 4.13-27, *Existing Plus Project Buildout Intersection Delay & LOS Mitigations* the following mitigations are required, triggers are identified in Table 4.13-68 at the end of the chapter:

- *Intersection #1 (Corral Hollow Road / I-580 EB Ramps) – Signalize the intersection and widen the I-580 overcrossing to four through lanes. In addition, reconstruct the eastbound approach to include an eastbound left-turn lane, a shared eastbound left/through lane, and two eastbound right-turn lanes. Reconstruct the northbound approach to include two northbound through lanes and a northbound right-turn lane. Reconstruct the southbound approach to include a southbound left-turn lane and two southbound through lanes to accommodate Project Buildout conditions. This mitigation is beyond the scope of improvements identified in the adopted TMP. The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Road Interchange (as identified in the adopted TMP). Either of these options will fully mitigate the impact. The TMP improvement includes only the reconstruction of the northbound approach to a northbound through lane and a shared northbound through/right-turn lane. On the southbound approach, only the reconstruction to a southbound left-turn lane and two southbound through lanes, and on the eastbound approach, the reconstruction to an eastbound left-turn lane, a shared eastbound left/through lane, and an eastbound right turn lane. This intersection shall be interconnected with Intersection #2: Corral Hollow Road / I-580 WB Ramps. The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements when the Project Application is approved by the City of Tracy. The intersection falls under Caltrans jurisdiction.*

- *Intersection #2 (Corral Hollow Road / I-580 WB Ramps) - Signalize the intersection, widen the I-580 overcrossing to four through lanes and construct a westbound loop onramp. Reconstruct the northbound approach to include two northbound through lanes and two northbound right-turn lanes leading into the loop on-ramp. Reconstruct the southbound approach to include two southbound through lanes and a southbound right turn lane, and reconstruct the eastbound approach to include a shared eastbound through/left-turn lane and an eastbound right-turn lane to accommodate Project Buildout conditions. This mitigation is beyond the scope of improvements identified in the adopted TMP.*

  The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Road Interchange (as identified in the adopted TMP). Either of these options would fully mitigate the impact if timed concurrent with the triggers identified above. The TMP improvement includes only the reconstruction of the northbound approach to a northbound left-turn lane and a northbound through lane. On the southbound approach, the reconstruction to a southbound right-turn lane

and two southbound through lanes, and on the westbound approach, the reconstruction to a shared westbound through/left turn lane and a channelized westbound right-turn lane. This intersection is interconnected with Intersection #1: Corral Hollow Road / I-580 EB Ramps. The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements. The intersection falls under Caltrans jurisdiction.

- *Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Refer to Mitigation 4.13-5a.*
- *Intersection #14 (Mountain House Parkway / I-580 WB Ramps) – Refer to Mitigation 4.13-5a.*

Mitigation Measure 4.13-6b

Implement Mitigation Measure 4.13-5b.

Mitigation Measure 4.13-7a

Mitigation measures below are feasible, but have no identified or committed funding mechanism, and thus the impact is considered *significant and unavoidable*. As shown in Table 4.13-40, *Cumulative Plus Project 2035 Intersection Delay & LOS Mitigations* the following mitigations are required, triggers are identified in Table 4.13-68 at the end of the chapter:

- *Intersection #35 (Linne Road / MacArthur Drive) – Signalize the intersection and reconstruct the southbound approach to include one southbound left-turn lane, one southbound through lane, and one southbound right-turn lane, reconstruct the eastbound approach to include an eastbound left-turn lane and a shared eastbound through/right turn lane, reconstruct the westbound approach to include a westbound left-turn lane, one westbound through lane, and one westbound right-turn lane. No additional lanes are required on the northbound approach. This signal shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates. This intersection falls under the jurisdiction of San Joaquin County and UPRR/ CA PUC and no CIP project is identified. The Applicant shall pay a fair share contribution to the improvement and the improvement shall be implemented by the time the Project generates 1,420 trips. The Applicant shall in collaboration with the City Engineer, UPRR/ CAPUC, and San Joaquin County, commence with a preliminary and final design process for the intersection improvements before issuance of the first building permit.*
- *Intersection #36 (Corral Hollow Road / Tennis Lane) – Signalize the intersection or construct a median along Corral Hollow Road and allow only left-ins and right-in-right-out turns on both approaches of Tennis Lane. This improvement shall be added to the City TMP and TIF. The Project will have no impact after implementation of this improvement. The City will implement the improvement as part of their CIP program.*

Mitigation Measure 4.13-8b

The Applicant shall pay the applicable City TIF, County TIF, SJCOG RTF, the JPA TIF, and any other applicable transportation fees that may be in place when individual projects are processed under the THSP in accordance with applicable laws and regulations.

Mitigation Measure 4.13-8d

The Applicant shall submit site-specific trip generation and traffic assignments to determine triggers warranting improvements as identified in the City TMP and this SEIR.

Mitigation Measure 4.13-9a

As shown in Table 4.13-28, *Existing Plus Buildout Intersection Delay & LOS Mitigations*, the following mitigations are required to obtain acceptable LOS.

- *Intersection #L1 (Greenville Road / Patterson Pass Road) - The City of Livermore has identified the installation of a signal at this intersection and the reconstruction of all approaches to include left-turn lanes. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.*

- *Intersection #L2 (Greenville Road /Tesla Road) - The City of Livermore has identified the installation of a signal at this intersection. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF partially to mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.*

- *Intersection #L3 (Concannon Boulevard / Livermore Avenue) - The City of Livermore has not identified any improvements at this intersection; however, optimization of signal timing improves the operating conditions to acceptable conditions. Per the Settlement Agreement, as referred to*

on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

- *Intersection #L5 (Isabel Avenue / Vallecitos Road) - The City of Livermore has identified the reconstruction of the westbound approach at the intersection to include a left-turn lane and a shared left/right-turn lane. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.*

Mitigation Measure 4.13-9b

Per the Settlement Agreement, as referred to on pages 4.13-6 through 4.13-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer. These roadways would continue to operate at unacceptable conditions.

Mitigation Measure 4.13-9c

Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644

for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer. The freeway would however continue to operate at unacceptable conditions.

Mitigation Measure 4.13-10a

As shown in Table 4.13-28, Existing Plus Buildout Intersection Delay & LOS, the following mitigations are required:

Intersection #L1 (Greenville Road / Patterson Pass Road) - Even with implementation of the identified improvements in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Intersection #L2 (Greenville Road / Tesla Road) - Even with implementation of the identified improvements in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Intersection #L4 (Isabel Avenue / Concannon Boulevard) - Even with implementation of the identified improvements in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually

by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Mitigation Measure 4.13-10b

Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Mitigation Measure 4.13-10c

Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Mitigation Measure 4.13-14a

As shown in Table 4.13-60, Existing Plus Phase 1a Intersection Delay & LOS Mitigations the following mitigations are required to be installed by the Project Applicant, triggers are identified in Table 4.13-68 at the end of the chapter:

- *Intersection #1 (Corral Hollow Road / I-580 EB Ramps) – Install an all-way stop controlled intersection as an interim improvement once development is approved to generate 196 PM peak hour trips to mitigate the interim impact. Signalize the intersection at the time development is approved to generate 832 PM peak hour trips to accommodate Project Phase 1a conditions and fully mitigate their impact. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the*

Applicant. The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with an Encroachment Permit application to install the all-way stop sign and signal immediately following the approval of this Project Application by the City of Tracy.

- *Intersection #3 (Corral Hollow Road / Spine Road) – Signalize the intersection and improve the northbound approach to include a northbound left-turn lane and one northbound through lane. The southbound approach to include one southbound through lane and one southbound right-turn lane, and the eastbound approach to include two eastbound left-turn lanes and one eastbound right-turn lane. The construction of Corral Hollow's approaches to four through lanes is within the scope of improvements identified in the adopted TMP, while Spine Road and the north and southbound turn lanes into the Project site from Corral Hollow are not, and thus, are the responsibility of the Applicant. The improvement shall be installed before issuance of the first certificate of occupancy.*

- *Intersection #4 (Corral Hollow Road / Linne Road) – Install a signal at the intersection that will have interconnect with the railroad crossing controller. Improvements shall be constructed at the railroad crossing gates. The signalization is a Public Utilities Commission requirement because vehicle queues will spill across the railroad tracks and will cause safety concerns for train traffic. The signal shall be installed when 396 PM peak hour trips would be generated by the Project. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The Applicant shall, in collaboration with the City Engineer and UPRR/PUC, commence with an engineering design process to install the improvements identified. This design shall commence immediately following the approval of this Project Application by the City of Tracy.*

- *Intersection #5 (Tracy Boulevard / Linne Road) – Reconstruct the eastbound approach to an eastbound left-turn lane and eastbound through lane, and the westbound approach to a westbound right-turn lane and westbound through lane. Allow the northbound and southbound approaches to remain as they are in existing conditions. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The Applicant shall, in collaboration with the City Engineer and UPRR/ CA PUC, commence with an engineering design process to install the improvements identified. This design process shall commence immediately following the approval of this Project Application by the City of Tracy.*

- *Intersection #7 (Corral Hollow Road / Valpico Road) – Signalize the intersection and reconstruct the southbound, eastbound, and westbound approaches to include a left-turn lane and a shared through/right-turn lane. Reconstruct the northbound approach to include one northbound left-turn lane, one northbound through lane, and one northbound right-turn lane. This improvement is a TMP improvement and shall be partially funded by the City TIF. The City has funding for the expansion of Corral Hollow Road to four lanes from Parkside Drive to Linne Road, including the*

improvement and signalization of the Valpico Road/Corral Hollow Road intersection. The City is proceeding and currently in the planning stage of the expansion and signalization project and expects to begin construction in 2016/2017. With anticipated road expansion and installation of the signal, the Project will have no additional impact at this intersection and thus the Applicant is not responsible for this mitigation.

- *Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Refer to Mitigation 4.13-5a.*
- *Intersection #14 (Mountain House Parkway / I-580 WB Ramps) – Refer to Mitigation 4.13-5a.*

Mitigation Measure 4.13-14b

The Applicant shall coordinate with the City Engineer to fund and implement the overlay of the existing two lanes of Corral Hollow Road between I-580 and Linne Road. Operational analysis at the intersection of Corral Hollow Road and Spine Road and Corral Hollow Road and Linne Road indicate that one through lane in each direction along Corral Hollow Road would maintain acceptable intersection LOS standards of D or better. Turn lanes will be provided at the intersection of Corral Hollow/Spine Road. Intersections govern street network operations in an urban environment, and the roadway segment capacity analysis omits intersection operations. Thus, widening of the street segments beyond the required capacity at the intersections is not required. The overlay of the two existing lanes is required to extend the current design life of Corral Hollow Road and is required before issuance of the first building permit. The roadway may include Class I or Class II bicycle and pedestrian facilities.

Mitigation Measure 4.13-14d

The Applicant shall provide roadways to the school that meet acceptable on and offsite storage for drop-off/pickup queuing per the City Engineer Standard Plans and requirements and / or tentative map, safety considerations, vehicular circulation, and bike and pedestrian access. Details are further specified in the Existing Plus Phase 1a Trip Generation section of this Draft SEIR.

Mitigation Measure 4.13-15a

- *Intersection #L1 (Greenville Road / Patterson Pass Road) - The City of Livermore has identified the installation of a signal at this intersection and the reconstruction of all approaches to include left-turn lanes. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs.*
- *Intersection #L2 (Greenville Road / Tesla Road) - The City of Livermore has identified the installation of a signal at this intersection. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant*

shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs.

- *Intersection #L5 (Isabel Avenue / Vallecitos Road) - The City of Livermore has identified the reconstruction of the westbound approach at the intersection to include a left-turn lane and a shared left/right-turn lane. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.*

Mitigation Measure 4.13-15b

Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Mitigation Measure 4.13-15c

Per the Settlement Agreement, (pages 6-9), the Applicant shall pay in 2014 dollars, $1,288 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay $644 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to $644 for payment of the SJCOG fee and up to $644 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.

Mitigation Measure 4.13-15d

The Applicant shall provide roadways to the school meeting acceptable on and off-site storage for drop-off/pickup queuing, safety considerations, vehicular circulation, and bike and pedestrian access, per the City Standard Plans and /or Tentative Map. Details are further specified in the EIR. Though final school site design is subject to review and approval of the State Architect, prior to final Tentative Map approval and/or when the first student from Phase 1a attends either schools listed here, the Project Applicant shall demonstrate that the following planning and design considerations are addressed to the satisfaction of the City Engineer:

- *School driveways are located directly opposite proposed streets entering the residential neighborhood to maximize traffic and student safety*
- *Pedestrian and bicycle (Class I) paths, sidewalks, and crosswalks are provided*
- *A Safe Routes To School Program is initiated in coordination with the School District. The Safe Routes to School Program shall be funded by the Applicant.*
- *The Project applicant shall fund the development of a Traffic Management Plan that will be prepared to the satisfaction of the City Engineer, the Police Department, and the Jefferson School District for the interim conditions when additional traffic would be generated to the interim school adjacent to the Tracy Hills Elementary School. The Traffic Management Plan shall identify techniques (such as: assignment of a traffic control staff member from the school to flag and manage drop off and pick-up, to control efficient ingress and egress to the school site, and coning off lanes for efficient circulation) to maintain traffic and student safety, and provide efficient pick-up and drop off procedures. The Traffic Management Plan shall be implemented when the temporary school building opens up for attendance.*

Mitigation Measure 4.13-15e

The City shall work with Tom Hawkins Elementary School and Jefferson School District to develop a Traffic Management Plan for interim conditions. The Project Applicant shall fund the development of a Traffic Management Plan to the satisfaction of the City Engineer, the Police Department, the Tom Hawkins Elementary School and the Jefferson School District for the interim conditions when additional traffic would be generated to the school. The Traffic Management Plan shall identify techniques (such as: assignment of a traffic control staff member from the school to flag and manage drop off and pick-up, to control efficient ingress and egress to the school site, and coning off lanes for efficient circulation) to maintain traffic and student safety, and provide efficient pick-up and drop off procedures. The Traffic Management Plan shall be implemented when the first student from the Phase 1a area attend the Tom Hawkins Elementary School. The City Engineer shall approve the Traffic Management Plan.

Mitigation Measure 4.13-15f

The Applicant shall develop a Traffic Management Plan to the satisfaction of the City Engineer, Police Department, and the Jefferson School District for Interim Conditions which is inclusive of the determination of the modular school at the business park location.

Mitigation Measure 4.13-5g

The Applicant shall construct a Class I or a Class II bicycle facility and a pedestrian facility from Spine Road to connect to the existing bicycle and pedestrian facilities just north of Linne Road. This improvement shall be included in the expansion of the first two lanes of Corral Hollow Road as indicated in the TMP. This improvement shall be in place when the Project generates 2,588 AM peak trips. The Applicant may fund these improvements up front and enter into a reimbursement agreement with the City for a credit against their proportionate fair share of the improvement.

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion for Transportation/Traffic

Changes introduced by the proposed Project and/or new circumstances relevant to the project would not, as compared to the THSP SEIR, result in new significant impacts relating to transportation/traffic, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) 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 (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to transportation/traffic from the proposed Project would not require the preparation of a subsequent EIR.

CONCLUSION

This Consistency Analysis has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the State CEQA Guidelines, exist in connection with the proposed Project. No major revisions would be required to the THSP SEIR prepared for the City of Tracy as a result of the proposed Project. No new significant environmental impacts have been identified. Since the certification of the THSP SEIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR that the City declined to adopt. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, pursuant to Section 15168(c)(2), the City determines that the proposed Project is within the scope of the development program evaluated in the THSP SEIR and no further environmental document is required. This document will be maintained in the administrative record files at City of Tracy City Hall.

Attachment A: Biological Resources Assessment

RECEIVED
March 18, 2021
City of Tracy
Development Services

Biological Resources Assessment

Tracy Hills Commerce Center, City of Tracy, San Joaquin County, California

Prepared For: Ridgeline Property Group
915 Highland Pointe Drive Suite 250
Roseville, California 95678

Report Date: March 16, 2021

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1 Introduction

The Ridgeline Property Group (Ridgeline and Applicant) proposes to develop the Tracy Hills Commerce Center project, consisting of seven (7) light industrial buildings totaling approximately 1.6 million square feet and the associated infrastructure, located on a 97.33 acre portion of the 194 acre site further described below (Project). The Project is located within the City of Tracy in San Joaquin County, California in the Tracy Hills Specific Plan Area. The Property as defined below is currently designated as Light Industrial.

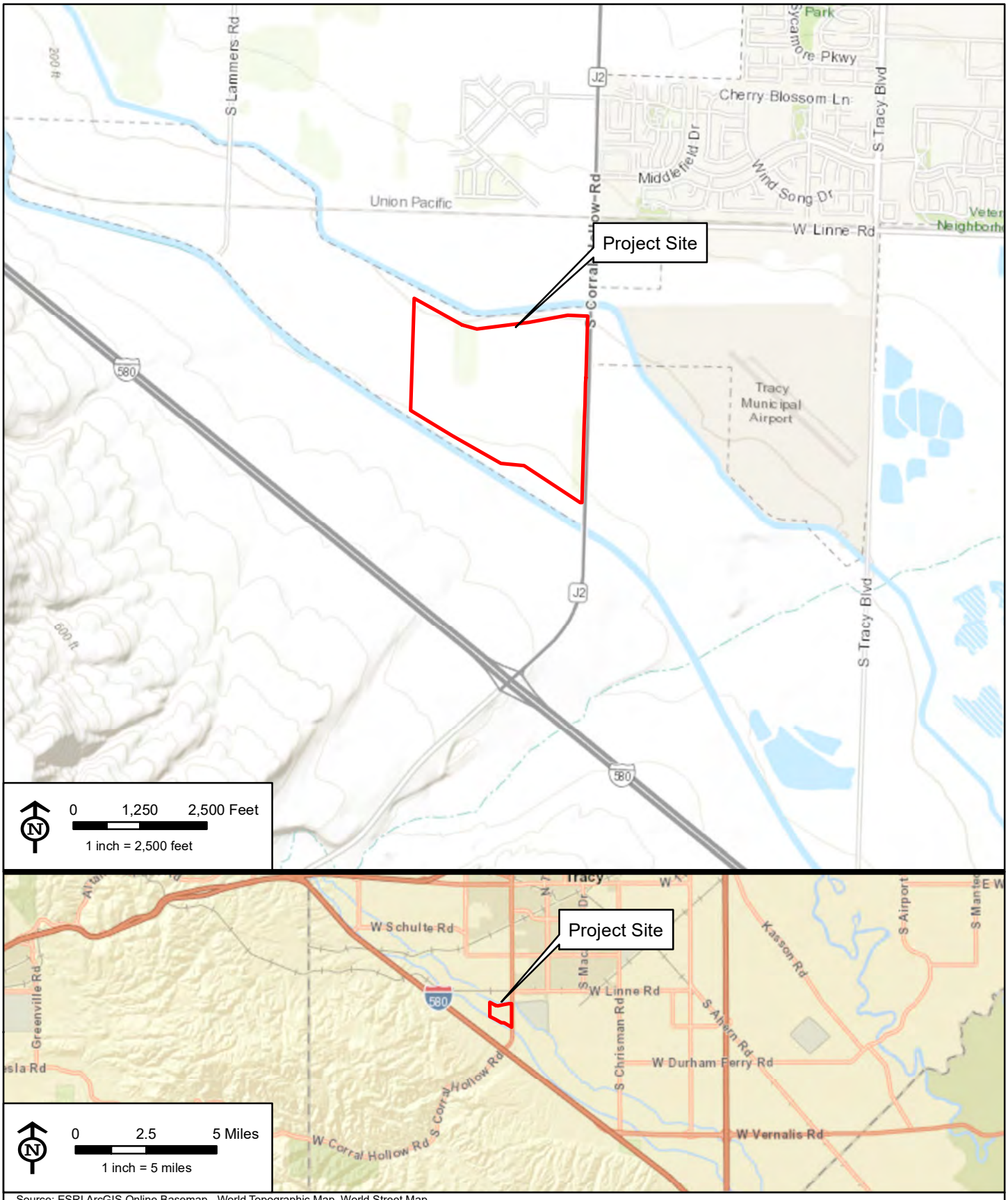
Ridgeline has requested a biological resources study to analyze the potential impacts of the Project on sensitive plants and wildlife species that may be present. This Biological Resources Assessment was prepared by Bargas Environmental Consulting (Bargas) to fulfill that request.

1.1 Project Location and Description

The proposed Project will be located on a portion 194 acres consisting of four parcels with the following assessor's parcel numbers (APN): 253-020-160, 253-020-170, 253-020-160, and 253-020-190 (the Property). The Property is located at 29592 Corral Hollow Road between the Delta-Mendota Canal and the California Aqueduct adjacent to the Tracy Municipal Airport within the City of Tracy, San Joaquin County, California. The location of the proposed Project and Property is shown in **Exhibit 1.** A detailed map of the proposed Project is provided as **Exhibit 2**. Ridgeline intends to place a new Tentative Map upon the Property, subdividing it into seventeen (17) parcels, of which nine (9) parcels will comprise the Project Ridgeline is seeking to entitle. The balance of the parcels will be reserved for future development by Ridgeline and the Property owner with entitlements for design review to be processed at a later date.

1.2 Biological Setting

The proposed Project and Property is located at the base of the transition from the floor of the Central Valley into the Diablo Range to the west. The Property area is bordered to the north by the Delta-Mendota Canal. Adjacent land use includes the Tracy Municipal Airport, aggregate mining, agricultural row crops, and residential housing development. The Property is currently a managed almond orchard surrounded by a fringe of ruderal vegetation.



Source: ESRI ArcGIS Online Basemap - World Topographic Map, World Street Map

Public Land Survey System (PLSS): Mount Diablo Meridian
Township 3S, Range 5E, Section 07

USGS Quad(s): Tracy (1978)

Watershed: San Joaquin Delta (18040003)

Project Site Coordinates: -121.459°, 37.687°

BARGAS Environmental Consulting

Exhibit 1
Project Site and Vicinity

Tracy Hills Commerce Center

Map Created: 02/24/2021, Map Revised: N/A, Bargas Project Number: 1355-21

Source: Bing Maps Hybrid accessed 2/25/2021

0 600 1,200 Feet

1 inch = 1,167 feet

BARGAS Environmental Consulting

Project Boundary

Exhibit 2
Site Map

Tracy Hills Commerce Center

Map Created:02/24/2021, Map Revised: N/A, Bargas Project Number: 1355-21

2 Methods

Bargas' assessment of biological resources on and in the vicinity of the Project site included two primary components: desktop analysis and a field survey. This section of this Biological Resources Assessment discusses the methods used for both components, as well as other considerations in the preparation of this report.

2.1 Desktop Analysis

2.1.1 Data Sources

Before conducting the field assessment of the Project site, Bargas biologists performed an initial review of literature and data sources to characterize the biological conditions on the Project site and to compile records of sensitive biological resources, including occurrences of special status species, in the Project vicinity. The following resources were reviewed before the field survey:

- U.S. Fish and Wildlife Service's (USFWS) *Information for Planning and Consultation* portal (IPaC; USFWS 2020a) for a list of federally listed species and designated critical habitat as provided by uploading a shapefile depicting the limits of the Project site;
- California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) for special status species and habitat records within a 5-mile buffer of the Project site;
- Critical habitat (CH) layers provided by the USFWS to determine the occurrence of critical habitat for federally listed species within five miles of the Project site;
- USFWS National Wetlands Inventory (USFWS 2020b) to determine if surface waters and wetlands have been mapped on or adjacent to the Project site;
- National Resource Conservation Service (NRCS) soil survey maps and unit descriptions (NRCS 2020) to map and describe soil(s) on the Project site; and
- Google Earth Pro aerial map images of the Project site and the vicinity, including historical aerial images.

2.1.2 Special Status Designations Considered

A variety of agencies and respected non-profit organizations assess the conservation status of plant and wildlife species. The following designations are considered when discussing species in this assessment:

- **Federal:** Species listed as **Endangered (FE)**, **Threated (FT)**, or as a **Candidate (FC)** for listing as Endangered or Threatened under the Federal Endangered Species Act.
- **California:** Species listed as **Endangered (SE)**, **Threated (ST)**, or as a **Candidate (SC)** for listing as Endangered or Threatened under the California Endangered Species Act as well as species listed as **Fully Protected (FP)** or as a **California Species of Special Concern (SSC)**.
- **Plants Only:** Species listed in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2020). CNPS status codes are described in Section 3.4.
- Any vegetation community, plant, or wildlife taxon with records in the area analyzed for the CNDDB.

2.2 Taxonomy and Nomenclature

Every effort was made to use naming standards that are recognized by the scientific community, with the understanding that – for many wildlife groups – scientists may not always agree on a standard source. Because of this, some common names used in this report may not be the same as those used by the underlying data sources

for species records. Bargas maintains a yearly-updated reference species list which uses the following taxonomic sources:

- **Birds** – American Ornithological Society Check-list and Supplements (AOS 1998).
- **Mammals** – The reference list in the California Department of Fish and Wildlife's *California Wildlife Habitats Relationships Database* (CDFW 2014), with updates based on the American Society of Mammalogists *Mammal Diversity Database*.(2020) .
- **Reptiles and Amphibians** – The technical website *californiaherps.com*, which is regularly-updated based on the latest taxonomic literature.
- **Fish** – *Common and Scientific Names of Fishes from the United States, Canada, and Mexico*, 7th edition (AFS 2013).
- **Invertebrates** – no naming standard was identified that was current and applicable to freshwater and terrestrial invertebrates. Names used by the underlying data sources when a species was first identified were retained.
- **Plants** – the Jepson eFlora (Jepson Flora Project 2020).
- **Vegetation Communities** – in general, special status vegetation community discussions are based on records in the CNDDB (CDFW 2020) and those names are retained. Otherwise, vegetation is assessed using both the *Manual of California Vegetation, Second Edition* (Sawyer et al. 2009) and *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986).

Birds have the most well-established naming standards of all taxonomic groups. These standards include instructions for the proper use of capitalization for common names in order to make clear that, for example, someone mentioning a Blue-winged Teal is referring to the species "Blue-winged Teal" and not any species of teal with blue wings. The capitalization standards used for birds have been used with other taxa as well throughout this report.

2.3 Field Survey

The Study Area corresponds to the Project site and a 100-foot buffer (**Exhibit 2**). A pedestrian survey was conducted by Bargas biologists Krystal Pulsipher and Bekah Christianson on November 2, 2020, from 10:30–13:30. Weather conditions were ideal for the survey with temperatures ranging from 55 to 70°F and light winds out of the southeast. The survey consisted of meandering transects through the Study Area to assess the current site conditions, characterize the vegetative communities present, document plant and wildlife species observed, and identify presence of pre-existing bird or raptor nests and habitat that could potentially support special-status species. Equipment used to conduct the survey included binoculars (Alpen 8x48) and the Solocator application for Android (version 2.35.21) on a Moto Z Droid cell phone.

The presence of wetlands or waterways was also assessed using a two-parameter modified US Army Corps of Engineers methodology. Where wetlands were suspected to be present based on suspect aerial signatures and conditions observed during the site assessment, the presence of hydrophytic vegetation and wetland hydrology were evaluated following the USACE protocol for the Arid West (USACE 1987, 2007, 2008a, 2008c). The locations of the wetland features were noted on aerial images of the Study Area. Mapped soil types in the Study Area were determined using the NRCS Web Soil Survey, Custom Soil Resource Report (NRCS 2020). Where present, the ordinary high water mark (OHWM) for all potential non-wetland waters of the U.S. present were delineated (USACE 2014a). Plant nomenclature followed *Jepson eFlora* (Jepson Flora Project 2020). The *2016 Regional*

Wetland Plant List for the Arid West (Lichvar et al. 2016) was used to determine the status of observed plants as wetland indicator species.

Wetland boundaries and waters of the U.S. within the Study Area were surveyed and mapped using an EOS Arrow 100 Global Positioning System (GPS) technology receiver paired with the EOS Tools Pro and Environmental Systems Research Institute (ESRI) Collector applications. This GPS system is capable of real-time differential correction and sub-meter accuracy. The GPS data were downloaded through ArcGIS Online and converted into ESRI shape file format. The geographic coordinate system used to reference the data was Universal Transverse Mercator (UTM–Zone 10), North American Datum (NAD83) in meters. Potential wetland boundaries were mapped at a level of accuracy of less than one meter. Data were overlaid on an aerial photograph (ESRI ArcGIS World Imagery 2018).

2.4 Assessing Potential Occurrence

Following the literature and database review and field survey, Bargas assessed the potential for the occurrence of special status species on the Project site and its immediate vicinity. This consisted of assessing the biological conditions (vegetation communities, wildlife habitats, disturbances) on the Project site and its immediate vicinity and reviewing the habitat and life cycle requirements of special status species known to occur in the Project vicinity (within five miles). The preliminary assessment included reviewing this information against criteria contained in the following occurrence categories:

- **Present:** Species is known to occur on the Project site, based on recent (within 30 years) CNDDB or other records, and there is suitable habitat present on the Project site, or the species was observed on the Project site during the field visit. The presence of bird species was distinguished further into those that could: 1) nest on the Project site; 2) forage on the Project site; and/or 3) occur on the Project site only as transients during migratory flights or other dispersal events.
- **High Potential:** Species is known to occur in the Project vicinity (based on recent [within 30 years] CNDDB or other records and/or based on professional expertise specific to the Project site or species, and there is suitable habitat on the Project site. Alternatively, there is suitable habitat on the Project site, and the Project site is within the known range of the species.
- **Moderate Potential:** Species is known to occur in the Project vicinity (based on recent [within 30 years] CNDDB or other records and/or based on professional expertise specific to the Project site or species, and there is marginally suitable habitat on the Project site. Alternatively, there is marginally suitable habitat on the Project site, and the Project site is within the known range of the species.
- **Low Potential:** Species is known to occur in the Project vicinity; however, there is only very poor quality habitat on the Project site. If the species occurs at the Project site, it would likely be as a migrant, and the species is not likely to reproduce (breed or nest) within the Project site due to a lack of suitable habitat or because the Project site is outside of their known breeding range.
- **No Potential**: There are no suitable habitat elements needed to support the species (e.g., foraging, breeding, elevation, hydrology, disturbance, substrate, etc.) within the Project site. Alternatively, the Project site may support suitable habitat components, but the Project site is well outside of the known distributional range for the species.

2.5 Delineation of Aquatic Resources

This survey and report have not been prepared in accordance with the Regulatory Division of the Sacramento District, USACE minimum standards (2016a). If required by the CEQA lead agency, a full aquatic resources delineation can be conducted following the manuals and guidance listed below to delineate waters of the U.S. and wetlands that are potentially subject to USACE jurisdiction under Section 404 of the CWA:

- *U.S. Army Corps of Engineers Wetlands Delineation Manual* (USACE 1987)
- *Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West (Version 2.0)* (USACE 2008a)
- *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States, A Delineation Manual*. (USACE 2008b)
- *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979); and
- *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (USACE 2007).

3 Regulatory Setting

This section describes the legal protections in place for biological resources found on the Project site. Important terms used to classify the status of resources are highlighted where used, as they will be used elsewhere in this assessment.

3.1 Federal

3.1.1 Federal Endangered Species Act

The Federal Endangered Species Act (FESA) is the federal government's tool to protect rare and declining plant and wildlife species. FESA is jointly implemented by the United States Fish and Wildlife Service and the National Marine Fisheries Service. FESA protects species using the following status designations:

- A federally **endangered** species is a species of invertebrate, plant, or wildlife formally listed by the U.S. Fish and Wildlife Service (USFWS) under FESA as facing extinction throughout all or a significant portion of its geographic range.
- A federally **threatened** species is one formally listed by the USFWS as likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
- A **proposed** threatened or endangered species is one officially proposed by the USFWS for addition to the federal threatened or endangered species lists.

Other important designations include:

- **Candidate** species are "plants and animals for which the U.S. Fish and Wildlife Service has sufficient information on their biological status and threats to propose them as endangered or threatened under the Endangered Species Act, but for which development of a proposed listing regulation is precluded by other higher priority listing activities"[1].
- A **Species of Concern** is defined by the National Marine Fisheries Service as "a species or vertebrate population for which there is concern or great uncertainty about its status. Species of Concern are not listed or protected under the Endangered Species Act. Instead, one of the goals of identifying a Species of Concern is to take proactive measures to address conservation needs and hopefully prevent the species from needing protection under the Endangered Species Act"[2].

"Take" of a federally endangered or threatened species or its habitat is prohibited by federal law without a special permit. The term "take", under FESA, means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in such conduct. "Harm" is defined by the USFWS to encompass "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR § 17.3).

Section 10(a)(1)(B) of the FESA allows for take of a threatened or endangered species incidental to development activities once a Habitat Conservation Plan (HCP) has been prepared to the satisfaction of the USFWS and a Section 10(a) incidental take permit has been issued to the applicant. For federal projects (including those involving

[1] https://www.fws.gov/endangered/esa-library/pdf/candidate_species.pdf
[2] https://www.fisheries.noaa.gov/region/west-coast

federal funding), Section 7 of the ESA allows for consultation between the affected agency and the USFWS to determine what measures may be necessary to compensate for the incidental take of a listed species. A "federal" project is any project that is proposed by a federal agency or is at least partially funded or authorized by a federal agency. Additionally, if the listed species or its habitat occurs in a portion of the project subject to federal jurisdiction (such as "Waters of the United States"), then consultation under Section 7 of the Act is usually permissible and may be required.

FESA also requires the USFWS to consider whether there are areas of habitat essential to conservation for each listed species. **Critical habitat** designations protect these areas, including habitat that is currently unoccupied but may be essential to the recovery of a species. An area is designated as critical habitat after the Service publishes a proposed Federal regulation in the Federal Register and then receives and considers public comments on the proposal. The final boundaries of critical habitat are officially designated when published in the Federal Register.

3.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is a federal law governing the taking, killing, possession, transportation, and importation of various birds, their eggs, parts, and nests. The take of any number of a bird species listed as protected on any one of four treaty lists is governed by the MBTA's regulation of taking migratory birds for educational, scientific, and recreational purposes and requiring harvest to be limited to levels that prevent overutilization. The MBTA also prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase or barter, certain bird species, their eggs, parts, and nests, except as authorized under a valid permit (50 CFR 21.11).

3.1.3 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." For purposes of the guidelines, "disturb" means: “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior." In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death, or nest abandonment.

3.1.4 Clean Water Act and Waters of the United States

Wetlands are defined under 33 C.F.R. 328.3(b) as:

> *Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically*

adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

The limits of USACE jurisdiction in non-tidal waters extends to the Ordinary High Water Mark (OHWM) which is defined under 33 CFR 328.3(e) as:

…That line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impresses on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (USACE 2008c).

Non-wetland features include:

…Upland and lowland areas that are neither deep water aquatic habitats, wetlands nor other special aquatic sites. They are seldom or never inundated, or if frequently inundated, they have saturated soils for only a brief period of time during the growing season. If these features are vegetated, they normally support species that are predominantly adapted to aerobic soil conditions (USACE 1987).

The US Environmental Protection Agency (EPA) and the Department of the Army published the "Navigable Waters Protection Rule" in the *Federal Registrar* on April 21, 2020, which officially went into effect on June 22, 2020. This rule redefines "Waters of the United States." The local USACE District will be consulted regarding potential changes to jurisdiction of waters identified in the Study Area.

3.2 State of California

3.2.1 California Environmental Quality Act

The California Environmental Quality Act (more commonly known by its acronym CEQA) was signed into law in 1970 shortly after the federal government codified the National Environmental Policy Act. CEQA requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible. The laws and rules governing the CEQA process are contained in the CEQA statute (Public Resources Code Section 21000 and following), the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures.

3.2.2 California Fish and Game Code

Section 1600 et seq. – Lake and Streambed Alteration Agreement. Section 1600 provides provisions for protecting riparian systems, including the bed, banks, and riparian habitat of lakes, seasonal and perennial streams, and rivers. This section requires an applicant to notify CDFW and obtain a Lake and Streambed Alteration Agreement (LSAA) if their project would divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit or dispose of material into any river, stream, or lake.

Section 2050 et seq. – California Endangered Species Act. The California Endangered Species Act (CESA) establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA is administered by the California Department of Fish and Wildlife and prohibits the take of any species that the California Fish and Game Commission determines to be a threatened or endangered species. The

CESA also mandates that, "state agencies should not approve projects as proposed which would jeopardize the continued existence of any endangered species or threatened species," if reasonable and prudent alternatives are available that would avoid jeopardy. The CDFW administers the act and authorizes take through California Fish and Game Code Section 2081 Incidental Take Permits or through Section 2080.1 (for species also listed under FESA, consistency determination with Biological Opinion).

Section 3511 – Fully Protected Species. The legislature of the State of California designated certain species as "fully protected" prior to the creation of CESA. Section 3511 states that "fully protected" birds or parts thereof may not be taken or possessed at any time. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction and included fish, mammals, amphibians and reptiles, and birds. Most fully protected species have since been listed as threatened or endangered under CESA and/or FESA.

Sections 3503, 3503.5, 3505, 3513 — Birds. These California Fish and Game Code sections protect all birds, birds of prey, and all nongame birds, as well as their eggs and nests, for species that are not already listed as fully protected and that occur naturally within the state. Sections 3503 and 3503.5 of the CFGC stipulate the following regarding eggs and nests: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by CFGC or any regulation made pursuant thereto; and Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by CFGC or any regulation adopted pursuant thereto. Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

3.2.3 CDFW Special Animals List

"Special Animals" is a broad term used to refer to all the animal taxa tracked by the Department of Fish and Wildlife's California Natural Diversity Database (CNDDB), regardless of their legal or protection status. This list is also referred to as the list of "species at risk" or "special-status species." CDFW considers the taxa on this list to be those of greatest conservation need. In most cases, issues that will arise during construction will be associated with species protection under the MBTA and the California Fish and Game Code sections pertaining to native birds. Therefore, the management strategies presented in this Plan focus on those species protected under these regulations.

3.2.4 Clean Water Act and Waters of the State

Waters of the State are defined in 23 CCR §3831(w) as:

> *…surface water and water bodies defined by EPA regulations (e.g. 40 CFR §122.2). All waters of the United States in California are also "waters of the state" (defined by the Porter-Cologne Water Quality Control Act as "any surface water or ground water, including saline waters, within the boundaries of the state." [Water Code Section 13050(e)]). Not all waters of the state (e.g., ground water) are waters of the United States.*

The state Water Boards further define a wetland as:

An area is a wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Waters of the state include natural wetlands; wetlands created by modification of a surface water of the state; and artificial wetlands that meet specific criteria.

3.3 Local Ordinances

3.3.1 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

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

The SJMSCP is intended to comprehensively minimize and mitigate impacts to plant, fish and wildlife habitat and compensation for some impacts to recreational, agricultural, scenic enjoyment and other beneficial Open Space uses resulting from the Conversion of 109,302 acres of Open Space to non-Open Space uses projected to occur between 2001 and 2051.

3.3.2 City of Tracy General Plan, 2011

The City of Tracy General Plan (General Plan) published February 1, 2011 has several goals and policies that pertain to the protection of biological resources. Below is a list of the goals and policies that are in place to protect sensitive ecological resource areas. Those vegetation and wildlife policies that pertain to the plant communities and wildlife habitats include:

Goal LU-6: Land development that mitigates its environmental, design and infrastructure impacts.

- Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.
    - Policy P1. New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.

3.3.3 City of Tracy Sustainability Action Plan

The City of Tracy adopted a Sustainability Action Plan on February 1, 2011 in order to create a detailed, long-range strategy to achieve sustainability in the sectors of greenhouse gas (GHG) emissions, energy, transportation and land use, solid waste, water, agriculture and open space, biological resources, air quality, public health, and economic development. Collectively, addressing community development through these lenses will strengthen Tracy as a place that is attractive, prosperous, and adaptive to social, political, and environmental changes.

Sustainability targets and measures are included for each section of the Sustainability Action Plan. Targets and measures pertaining to biological resources are listed below:

Section 4: Targets for Biological Resources

Within the biological resources sector, this Sustainability Action Plan aims to achieve the following:

- Target #12: Any loss of critical habitat corridors is mitigated through the Habitat Conservation Plan or other appropriate mitigation.

Section 5: Measures for Biological Resources

BIO-1: Setbacks and Buffers Along Riparian and Critical Habitat Corridors Require that new development provide setbacks and buffers along riparian and critical habitat corridors, unless the setback or buffer is already included in the riparian or critical habitat corridor. Where disturbance is unavoidable, provide on-site habitat mitigation or mitigation elsewhere in the county in accordance with SJCOG's Habitat Conservation Plan or other appropriate mitigation.

- The primary benefit of this measure would be to conserve biological resources.

BIO-2: Consistency with Federal, State and Regional Regulations for Habitat and Species Protection Continue to require that new development meet all federal, State and regional regulations for habitat and species protection.

- The primary benefit of this measure would be to conserve biological resources.

BIO-3: Native Landscaping Require that new development incorporate native vegetation into landscape plans, where appropriate, and reduce the use of invasive, non-native plant species.

1. Primary Benefits The primary benefit of this measure would be to conserve water.
2. Secondary Benefits The secondary benefit of this measure would be to conserve biological resources.

BIO-4: San Joaquin County Habitat Conservation Plan Continue to participate in, implement and enforce the San Joaquin County Habitat Conservation Plan.

- The primary benefit of this measure would be to conserve biological resources.

BIO-5: Stormwater Best Management Practices Require best management practices for stormwater in all significant development projects in accordance with City Standards.

- The primary benefit of this measure would be to conserve biological resources.

BIO-6: Joint Use of Retention and Detention Facilities Require that retention and detention facilities be designed for joint use, such as recreation and environmental stewardship, where feasible.

1. Primary Benefits The primary benefit of this measure would be to conserve biological resources.
2. Secondary Benefits The secondary benefit of this measure would be to expand open space.

BIO-7: Sustainable Storm Drainage Design Where feasible, require that storm drainage design be integral to the design of each project and mimic the undeveloped natural hydrologic conditions of the watershed while providing for flood protection and/or water quality control needs where feasible.

- The primary benefit of this measure would be to conserve biological resources.

3.4 California Native Plant Society

While not a government agency, the California Native Plant Society is a statewide resource conservation organization that has developed an inventory of California's special-status plant species that is highly regarded by the agencies and biologists. This inventory is a summary of information on the distribution, rarity, and endangerment of California's vascular plants. Rare or potentially rare plant species are ranked using the following system:

- 1A: Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere.
- 1B: Plants Rare, Threatened, or Endangered in California and Elsewhere
- 2A: Plants Presumed Extirpated in California, But Common Elsewhere
- 2B: Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
- 3: Plants About Which More Information is Needed - A Review List
- 4: Plants of Limited Distribution - A Watch List

After each rarity ranking, there is also a threat ranking:

- 0.1-Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- 0.2-Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
- 0.3-Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

4 Biological & Aquatic Resources

4.1 Vegetation Communities

4.1.1 General

The Project area consists of an actively managed almond orchard surrounded by ruderal vegetation and the banks of the Delta-Mendota Canal and California Aqueduct levees (see **Figure 1**). As a result of the Project area consisting almost entirely of orchard crops and the lack of vegetation community diversity, a vegetation map was not created for the Project area. The native vegetation within the Project area and adjacent is best categorized as ruderal and with significant introgression by non-native plant species. Soils are Capay clay, 0 – 1% slopes MLRA 17; Zacharias clay loam, 0-2% slopes; and Zacharias gravelly clay loam, 0-2% slopes (NRCS 2020). Plant species observed in the Project area are described in Section 4.2.

Figure 1. View of orchard edge along the southern edge of the Project area at the toe of the California Aqueduct levee.

4.1.2 Sensitive Vegetation Communities

No sensitive vegetation communities were identified as occurring within five miles of the Project site during the desktop analysis and none were observed during surveys.

4.2 Plants

4.2.1 General

Observed plant diversity was relatively low, however, it is important to note that the survey was not conducted during the blooming period for most annual plants. Plant species observed during the survey were almond (*Prunus dulcis* var.), Fiddleneck (*Amsinckia sp.*), Cheeseweed (*Malva parviflora*), and Black Walnut (*Juglans nigra*). None of the species detected during the survey are considered sensitive or special status by CDFW, USFWS, or CNPS.

4.2.2 Special Status Plants

No special status plant species were determined to be Present, or to have a High or Moderate Potential to be present in the Project area. Four species were determined to have Low Potential, and one species was determined to have No Potential to occur in the Project area. The ecology of all these species and their potential for occurrence are discussed below. All natural history information provided in the species accounts is derived from the California Native Plant Society *Inventory of Rare and Endangered Plants* (CNPS 2020).

4.2.2.1 Low Potential

The following four special status plant species were determined to have a Low Potential to occur on the Project site:

Large-flowered Fiddleneck (*Amsinckia grandiflora*)

Inclusion Source(s):	IPaC, CNDDB
Special Status:	Federal and State Endangered, CRPR 1B.1
Lifeform:	Annual herb.
Blooming Period:	(March) April to May.
Habitat:	Cismontane Woodland, and Valley and Foothill Grassland at elevations of 270-550 meters.
Reason for Determination:	While the Project area provides potential habitat for this species, this species is unlikely to occur because of extensive site disturbance.

Big Tarplant (*Blepharizonia plumosa*)

Inclusion Source(s):	CNDDB
Special Status:	CRPR 1B.1
Lifeform:	Annual herb.
Blooming Period:	July to October.
Habitat:	Clay soils in Valley and Foothill Grassland at elevations of 30-505 meters.
Reason for Determination:	While the Project area provides potential habitat for this species, this species is unlikely to occur because of extensive site disturbance.

Diamond-petaled California Poppy (*Eschscholzia rhombipetala*)

Inclusion Source(s):	CNDDB
Special Status:	CRPR 1B.2
Lifeform:	Annual herb.
Blooming Period:	March to April.

Habitat:	Valley and foothill grassland (alkaline, clay soils) at elevations of 0-975 meters.
Reason for Determination:	While the Project area provides soils suitable for this species, it is unlikely to occur because of extensive site disturbance.

Showy golden Madia (*Madia radiata*)

Inclusion Source(s):	CNDDB
Special Status:	CRPR 1B.1
Lifeform:	Annual herb.
Blooming Period:	March to May.
Habitat:	Cismontane Woodland, Valley and Foothill Grassland at elevations of 25-1215 meters.
Reason for Determination:	While the Project area provides potential habitat for this species, this species is unlikely to occur because of extensive site disturbance.

4.2.2.2 No Potential

The following species was determined to have No Potential to occur in the Project area.

Caper-fruited Tropidocarpum (*Tropidocarpum capparideum*)

Inclusion Source(s):	CNDDB
Special Status:	CRPR 1B.1
Lifeform:	Annual herb.
Blooming Period:	March to April.
Habitat:	Valley and Foothill Grassland, alkaline hills at elevations of 1-455 meters.
Reason for Determination:	The Project area does not contain alkaline soils and is unlikely to occur because of extensive site disturbance.

4.3 Wildlife

4.3.1 General

Wildlife observed during Bargas' survey included four mammal species and 19 bird species. These species are listed below.

4.3.1.1 Mammals

Mammals observed were Botta's Pocket Gopher (*Thomomys bottae*), California Ground Squirrel (*Otospermophilus beecheyi*), Coyote (*Canis latrans* - deceased), and Black-tailed Jackrabbit (*Lepus californicus*). Other unidentified small mammal burrows were also observed (**Figure 2**).

4.3.1.2 Birds

Bird species observed were Common Merganser (*Mergus merganser*), Bufflehead (*Bucephala albeola*), Killdeer (*Charadrius vociferus*), Red-tailed Hawk (*Buteo jamaicensis*), Turkey Vulture (*Cathartes aura*), Prairie Falcon (*Falco mexicanus*), American Kestrel (*Falco sparverius*), Rock Pigeon (*Columba livia*), Mourning Dove (*Zenaida macroura*), Anna's Hummingbird (*Calypte anna*), Northern Flicker (*Colaptes auratus*), Common Raven (*Corvus corax*),

California Scrub-Jay (*Aphelocoma californica*) , White-crowned Sparrow (*Zonotrichia leucophrys oriantha*), Say's Phoebe (*Sayornis saya*), Black Phoebe (*Sayornis nigricans*), Golden-crowned Sparrow (*Zonotrichia atricapilla*), Brewer's Blackbird (*Euphagus cyanocephalus)*, and Western Meadowlark (*Sturnella neglecta*).

Figure 2. Small mammal burrows in the landside slope of the California Aqueduct levee, to the south and outside of the Project area.

4.3.2 Special Status Wildlife

No special status wildlife species were determined to be Present. One species, Burrowing Owl (*Athene cunicularia*) has a High Potential to be present in the Project area. Areas of potentially suitable nesting habitat for this species on the bank of the California Aqueduct, outside the Project area boundary, are discussed below. One species, San Joaquin Kit Fox (*Vulpes macrotis mutica*) was determined to have a Moderate Potential, five species were determined to have Low Potential, and fifteen species were determined to have No Potential to occur in the Project area. The ecology of all these species and their potential for occurrence are discussed below. All natural history information provided in the species accounts below is derived from the California Wildlife Habitat Relationships database (CDFW 2014) except where noted.

4.3.2.1 High Potential

The following special status wildlife species were determined to have Moderate Potential to occur on the Project site:

Burrowing Owl (*Athene cunicularia*)

Inclusion Source(s):	CNDDB, presence of suitable habitat
Special Status:	Species of Special Concern
Habitat & Distribution:	A yearlong resident of open, dry grassland and desert habitats, and in grass, forb and open shrub stages of Pinyon-Juniper and Ponderosa Pine habitats. Formerly common in appropriate habitats throughout the state, excluding the humid northwest coastal forests and high mountains. Numbers markedly reduced in recent decades. Present on the larger offshore islands. Found as high as 1600 meters (5300 feet) in Lassen County.
Reason for Determination:	CNDDB records indicate 27 records within 5 miles of the project area, including well documented records from the last 10 years. Additionally, numerous burrow complexes were observed along the landside bank of the California Aqueduct levee (Exhibit 3) with accumulated whitewash around the burrows and on adjacent concrete and woody debris consistent with burrowing owl occupation. Although no burrowing owls or castings were observed, suitable nesting habitat occurs on the landside bank of the California Aqueduct levee immediately adjacent to, but outside, the Project area boundary. The adjacent agricultural land use and surrounding grasslands provide suitable foraging habitat.

4.3.2.2 Moderate Potential

The following special status wildlife species were determined to have Moderate Potential to occur on the Project site:

San Joaquin Kit Fox (*Vulpes macrotis mutica*)

Inclusion Source(s):	CNDDB
Special Status:	Federal Endangered, State Threatened
Habitat & Distribution:	Uncommon to rare, permanent resident of arid regions of the southern Central Valley. Occurs in annual grasslands or grassy open stages of vegetation dominated by scattered brush, shrubs, and scrub.
Reason for Determination:	CNDDB records describe observations within 0.5 mile of the project site, including at the Tracy Municipal Airport. Despite the age of the CNDDB records, ranging between 1973 and 1991, the species is presumed extant in the area and could potentially forage in or traverse through the project site.

4.3.2.3 Low Potential

The following five special status wildlife species were determined to have Low Potential to occur on the Project site:

Crotch Bumble Bee (*Bombus crotchii*)

Inclusion Source(s):	CNDDB

Special Status:	State Candidate, Endangered
Habitat & Distribution:	In California, Crotch bumble bees historically occurred on the Pacific coast and in the western desert, Central Valley, and adjacent foothills of California. The current range of this species in California is from coastal California to the Sierra-Cascade Crest. The species occurs in grasslands and shrublands in southern to central California, with occasional records in the northern portion of the state. Like all bumble bees, the species requires floral resources, and undisturbed nest sites and overwintering sites (Xerces Society 2020).
Reason for Determination:	Though almond orchards provide suitable floral resources; little is known about hibernacula of this species and is thus difficult to assess the suitability of the Project area.

California Glossy Snake (*Arizona elegans occidentalis*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern
Habitat & Distribution:	This snake is common throughout southern California especially in desert regions. Lesscommon to the north, glossy snakes occur in the interior Coast Ranges as far as Mount Diablo in Contra Costa Co. Glossy snakes are most common in desert habitats but also occur in chaparral, sagebrush, valley-foothill hardwood, pine-juniper, and annual grass. Elevation from below sea level to 1830 meters
Reason for Determination:	The foothills of the Diablo range provide suitable habitat for this species. However, the Project area does not contain suitable habitat. Adjacent areas of annual grasslands surrounding the site are marginally suitable for this species.

Swainson's Hawk (*Buteo swainsoni*)

Inclusion Source(s):	CNDDB
Special Status:	State Threatened
Habitat & Distribution:	Uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County and Mojave Desert. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures.
Reason for Determination:	Swainson's Hawks nest either in solitary trees or in groups of trees along waterways, but always near grasslands and open agricultural fields (e.g. alfalfa, rice, cereal crops) where they forage. No trees suitable for foraging exist in the project area. Additionally, Swainson's hawk typically forage in grasslands or agricultural areas dominated by row crops such as hay or millet; orchard crops are not suitable foraging habitat.

Tricolored Blackbird (*Agelaius tricolor*)

Inclusion Source(s):	CNDDB
Special Status:	State Threatened

Habitat & Distribution:	Common locally throughout Central Valley and in coastal districts from Sonoma Co. south. Breeds near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, tall herbs. Feeds in grassland and cropland habitats.
Reason for Determination:	The wetland habitat in the Project area does not have the typical characteristics associated with occupancy by this species. The site is lacking tall emergent wetland vegetation of the requisite density for breeding. However, the Project area is adjacent to suitable foraging habitat and may see transient individuals of the species.

American Badger (*Taxidea taxus*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern
Habitat & Distribution:	Found in drier open shrub, forest, and herbaceous habitats with friable soils Uncommon but widely distributed across the Central Valley.
Reason for Determination:	Habitat at the Project site is marginally suitable along the ruderal fringe of the almond orchard. However, the compacted soils of the orchard and adjacent levees make it unlikely the species would be more than a transient.

4.3.2.4 No Potential

The following sixteen special status wildlife species were determined to have No Potential to occur on the Project site:

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)

Inclusion Source(s):	IPaC, CNDDB
Special Status:	Federal Threatened
Habitat & Distribution:	Shasta to Madera counties below 200m elevation in riparian areas that support its host plant, elderberry (*Sambucus sp.*). Elderberry is the obligate larval host plant for this species and is most often found in riparian forest.
Reason for Determination:	No elderberry plants were observed in the Project area.

San Bruno Elfin Butterfly (*Callophrys mossii bayensis*)

Inclusion Source(s): I	PaC
Special Status:	Federal Endangered
Habitat & Distribution:	Found in coastal mountains near San Francisco Bay on steep north-facing slopes that receive little direct sunlight.
Reason for Determination:	No habitat for this species is present in the Project area.

Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)

Inclusion Source(s):	IPaC
Special Status:	Federal Threatened

Habitat & Distribution:	This small crustacean is found primarily in vernal pools and seasonal wetlands in California and Oregon from Tulare County, California north to Jackson County, Oregon (USFWS 2020d).
Reason for Determination:	No habitat for this species is present in the Project area.

Vernal Pool Tadpole Shrimp (*Lepidurus packardi*)

Inclusion Source(s):	IPaC
Special Status:	Federal Endangered
Habitat & Distribution:	California and southern Oregon in ephemeral freshwater habitats, including alkaline pools, clay flats, vernal lakes, vernal pools, vernal swales, and other seasonal wetlands.
Reason for Determination:	No habitat for this species is present in the Project area.

Delta Smelt (*Hypomesus transpacificus*)

Inclusion Source(s):	IPaC
Special Status:	Federal Threatened, State Endangered
Habitat & Distribution:	Delta Smelt are found only from the Suisun Bay upstream through the Delta in Contra Costa, Sacramento, San Joaquin, Solano and Yolo counties. Their historic range is thought to have extended from Suisun Bay upstream to at least the city of Sacramento on the Sacramento River and Mossdale on the San Joaquin River (USFWS 2020e).
Reason for Determination:	No habitat for this species is present in the Project area.

Western Spadefoot (*Spea hammondii*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Consern
Habitat & Distribution:	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Reason for Determination:	No suitable vernal pool habitat was observed in the Project area.

Foothill Yellow-legged Frog (*Rana boylii*)

Inclusion Source(s):	CNDDB
Special Status:	State Endangered, Species of Special Concern
Habitat & Distribution:	Occurs in the Coast Ranges from the Oregon border south to the Transverse Ranges in Los Angeles County, in most of northern California west of the Cascade crest, and along the western flank of the Sierra south to Kern County. Isolated populations are also known from the mountains of Los Angeles County. Its elevation range extends from near sea level to 1940 meters (6370 feet) in the Sierra. The Foothill Yellow-legged Frog is found in or near rocky streams in a variety of habitats, including Valley-Foothill Hardwood, Valley-Foothill Hardwood-Conifer, Valley-Foothill Riparian, Ponderosa Pine, Mixed Conifer, Coastal Scrub, Mixed Chaparral, and Wet Meadow types.
Reason for Determination:	All CNDDB occurrences listed as Extirpated.

California Red-legged Frog (*Rana draytonii*)

Inclusion Source(s):	CNDDB, IPaC, Critical Habitat
Special Status:	Federal Threatened, Species of Special Concern
Habitat & Distribution:	The California Red-legged Frog inhabits quiet pools of streams, marshes, and occasionally ponds. Occurs along the Coast Ranges from Mendocino County south and in portions of the Sierra Nevada and Cascade ranges, usually below 1200 meters (3936 feet). This species was once a subspecies of *Rana aurora*, then known as the Red-legged Frog, and has been elevated to species-level status.
Reason for Determination:	No habitat for this species is present in the Project area.

California Tiger Salamander (*Ambystoma californiense*)

Inclusion Source(s):	CNDDB, IPaC
Special Status:	Federal Threatened, State Threatened
Habitat & Distribution:	Most commonly found in Annual Grassland habitat, but also occurs in the grassy understory of Valley-Foothill Hardwood habitats, and uncommonly along stream courses in Valley-Foothill Riparian habitats. The species occurs from near Petaluma, Sonoma County, east through the Central Valley to Yolo and Sacramento counties and south to Tulare County; and from the vicinity of San Francisco Bay south to Santa Barbara County. They occur at elevations from 3 meters up to 1,054 meters (3,200 feet).
Reason for Determination:	No habitat for this species is present in the Project area.

Northwestern Pond Turtle (*Actinemys marmorata*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern
Habitat & Distribution:	*Actinemys* species are uncommon to common in suitable aquatic habitat throughout California, west of the Sierra-Cascade crest and absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Elevation range extends from near sea level to 1430 meters (4690 feet). Associated with permanent or nearly permanent water in a wide variety of habitat types. Western Pond Turtle was split into two species in 2014, with *A. marmorata* ranging from the Central Valley north.
Reason for Determination:	No habitat for this species is present in the Project area.

Giant Gartersnake (*Thamnophis gigas*)

Inclusion Source(s):	IPaC
Special Status:	Federal Threatened, State Threatened
Habitat & Distribution:	Historically ranged in the Sacramento and San Joaquin valleys. Its current range is much reduced, and it is apparently extirpated south of Fresno County except for western Kern County. Primarily associated with marshes and sloughs, less with slow-moving creeks, and absent from larger rivers. Active from mid-March until October.
Reason for Determination:	No habitat and no CNDDB occurrences in analyzed area.

Coast Horned Lizard (*Phrynosoma blainvillii*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern
Habitat & Distribution:	Occurs in the Sierra Nevada foothills from Butte County to Kern County and throughout the central and southern California coast. Found in a variety of habitats, including valley foothill hardwood, coastal sage scrub, and annual grasslands.
Reason for Determination:	No suitable habitat is preset in the Project area.

Golden Eagle (*Aquila chrysaetos*)

Inclusion Source(s):	CNDDB
Special Status:	Fully Protected
Habitat & Distribution:	Nests and forages in a variety of open habitats across the state, including grassland, shrubland, and cropland; most common in foothill habitats; rare foothill breeder; nests in cliffs, rock outcrops, and large trees.
Reason for Determination:	Though the adjacent Diablo Range foothills and buttes are potentially suitable nesting habitat, no suitable nesting or foraging habitat is present in the Project area.

Least Bell's Vireo (*Vireo bellii pusillus*)

Inclusion Source(s):	CNDDB
Special Status:	State and Federal Endangered
Habitat & Distribution:	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis sp., and mesquite.
Reason for Determination:	No suitable nesting or foraging habitat is present in the Project area.

Townsend's Big-eared Bat (*Corynorhinus townsendii*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern
Habitat & Distribution:	Townsend's Big-eared Bat is found throughout California, but the details of its distribution are not well known. This species is found in all but subalpine and alpine habitats, and may be found at any season throughout its range. Roost habitat includes caves, mines, tunnels, buildings, and large tree/snag cavities. Once considered common, Townsend's Big-eared Bat now is considered uncommon in California. It is most abundant in mesic habitats.
Reason for Determination:	No habitat for this species is present in the Project area. The only CNDDB record is from 1956.

Pallid Bat (*Antrozous pallidus*)

Inclusion Source(s):	CNDDB
Special Status:	Species of Special Concern

Habitat & Distribution:	The Pallid Bat is a locally common species of low elevations in California. It occurs throughout California except for the high Sierra Nevada from Shasta to Kern counties, and the northwestern corner of the state from Del Norte and western Siskiyou counties to northern Mendocino County. The species occupies a wide variety of habitats, including grasslands, shrublands, woodlands, and forests from sea level up through mid-elevation mixed conifer forests. The species is most common in open, dry habitats with rocky areas for roosting including caves, rock crevices, mines, tree/snag cavities, buildings, and bridges. A yearlong resident in most of the range.
Reason for Determination:	While species occurs in a wide range of habitats, the single CNDDB record is over 60 years old. No suitable habitat was observed in the project area.

4.4 Wildlife Movement & Habitat Corridors

Effects on wildlife movement are an important consideration when assessing the potential impacts of any project. At a small enough scale, any project or activity can potentially affect the movement of wildlife if any wildlife are present at all. In general, however, the term "wildlife movement corridor" means an area of habitat that is important for the movement of wildlife between larger habitat areas. Wildlife movement corridors are important for maintaining population levels and genetic diversity. Given the significant anthropogenic development present in the Project area, there is not expected to be significant wildlife movement in the Project area's present state. Given the generally low level of development and expansive surrounding agricultural land adjacent to the Project area, changes to the land use in the Project area are not expected to be significant impediments to wildlife movement. The introduction of paved or otherwise hardscaped surfaces, fencing, structures, or other physical barriers may represent impediments to wildlife movement through the site. However, the Project area does not represent a unique habitat type and is surrounded by similar land uses.

4.5 Nesting Birds

Bird species protected by the Migratory Bird Treaty Act can occur almost anywhere, including disturbed and heavily landscaped areas. Indeed, planting of orchard crops such as almond can encourage nesting by species that may not otherwise be present in the area, such as Red-tailed Hawks and House Finches (*Haemorhous mexicanus*). There is a high probability of Migratory Bird Treat Act-protected species nesting within 300 feet of the limits of the proposed Project, a distance generally accepted by the agencies for which impacts to nest success are likely to occur.

Source: Bing Maps Hybrid

0 300 600 Feet

1 inch=667 feet

BARGAS Environmental Consulting

Surveyor Name: Bekah Christianson
Map Date: 02/26/2021
Map Author: Daniela Zepeda
Date Revised: N/S
Aerial Source: Bing Maps Hybrid accessed 02/26/2021
Coordinate System:
NAD 1983 State Plane Zone 3 (US Feet)

Project Boundary
Bio Species Occurrence
California Ground Squirrel Potential Burrows Area

Exhibit 3
Biological Resources Evaluation Map

Tracy Hills Commerce Center

Map Created:02/26/2021, Map Revised: N/A, Bargas Project Number: 1355-21

4.6 Aquatic Resources

One man-made irrigation ditch was observed within the Study Area (**Inset 3 of Exhibit 4; Figure 3**), located along the southern border of the Study Area. The feature is approximately 3 feet wide and contains chunks of concrete debris, presumably material that had lined the ditch at an unknown period of time. Other debris, such as vegetative trimmings, was also observed in some sections of the feature including a section that appeared to be mostly filled with soil (area between the two mapped lines). No indicators of hydrophytic vegetation, wetland hydrology, or OHWM were observed and the feature appears to be isolated, therefore, this feature is unlikely under the jurisdiction of USACE or RWQCB.

Figure 3. Remnants of a man-made irrigation ditch, looking east.

Source: Bing Maps Hybrid

0 300 600 Feet

1 inch = 667 feet

BARGAS Environmental Consulting

Surveyor Name: Bekah Christianson
Map Date: 02/26/2021
Map Author: Daniela Zepeda
Date Revised: N/S
Aerial Source: Bing Maps Hybrid accessed 02/26/2021
Coordinate System:
NAD 1983 State Plane Zone 3 (US Feet)

Project Boundary
Culvert
Concrete culvert
Other Waters
Ditch
Drainage Catchment Basin
Roadside Drainage Swale

Exhibit 4
Aquatic Resources Delineation Map

Tracy Hills Commerce Center

Map Created:02/26/2021, Map Revised: N/A, Bargas Project Number: 1355-21

There were three other general areas beyond the Study Area limits where man-made features were observed and mapped. A roadside drainage swale was observed adjacent to and parallel to South Corral Hollow Road outside the northeast corner of the Study Area (**Inset 2 of Exhibit 4; Figure 4**). This feature appears isolated, lacks vegetation and OHWM indicators, though contains a wetland hydrology indicator (soil cracks) and an accumulation of fine sediment. For the reasons described above, this feature is unlikely to be under the jurisdiction of USACE or RWQCB.

Figure 4. Roadside drainage swale outside the northeast Study Area corner, looking south.

Two similar man-made drainage ditch features were observed beyond the northern Study Area border, one near the northwest corner and one near the northeast corner (**Insets 1 and 2 of Exhibit 4; Figures 5 and 6**). Neither feature exhibited hydrophytic vegetation or OHWM indicators, but did contain a wetland hydrology indicator (soil cracks) and an accumulation of fine sediment. Both features discharge to the Delta Mendota Canal to the north through concrete culverts that pass under an access road. For the reasons described above, these features are unlikely under the jurisdiction of USACE or RWQCB.

The last man-made feature was observed beyond the western portion of the southern Study Area border (**Inset 4 of Exhibit 4**). This feature is a catchment basin at the end of a culvert and was inaccessible due to a fence and was mapped via desktop. Per aerial imagery, the culvert appears to lead to a pipe that crosses over the California Aqueduct to what appears to be upland habitat.

Figure 5. A short man-made drainage ditch present outside the northwest Study Area corner, looking north.

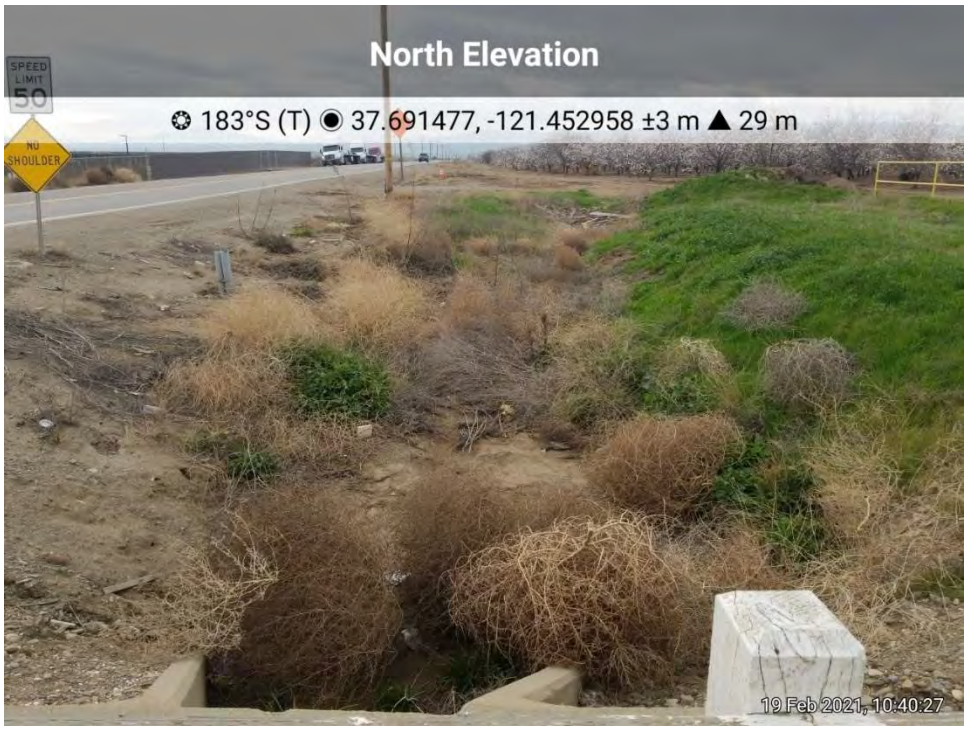


Figure 6 .A short man-made drainage ditch present outside the northeast Study Area corner, looking south.

5 Summary

The majority of the Project area consists of a managed almond orchard surrounded by a ruderal fringe dominated by non-native annuals. A total of 28 special status plant and animal species were identified during the desktop review of the Project area, five plant species and 23 wildlife species. The high levels of disturbance associated with actively managed orchard crops do not maintain the conditions required for many special status plants. Though the levees bordering the Project area to the north and south and the perimeter fringe of ruderal landcover surrounding the orchard are dominated by non-native annual plant species, there is a low potential for four of the special status plant species to occur (Section 4.2.2.1). Surveys were not conducted during the appropriate bloom period for those species which precluded any positive identification. Additional surveys appropriately timed to coincide with the bloom period of the four species with a low potential to occur would increase the likelihood of detecting these species, if present.

The two special status wildlife species with a high or moderate potential to occur include Burrowing Owl and San Joaquin Kit Fox.

- Burrowing Owl has a high potential to occur due to the proximity of existing CNDDB records as well as observations during pedestrian surveys of the site. Bargas biologists observed a number of burrow complexes on the bank and along the landside toe of the California Aqueduct levee, outside of the Project area boundary to the south. These burrows were likely created by Botta's Pocket Gopher and California Ground Squirrel. Biologists noted areas of avian excrement accumulation (whitewash) adjacent to and within the burrow complexes. The presence of suitable burrows and whitewash may indicate current or past use of these borrows by Burrowing Owl. The surrounding agricultural land uses and annual grasslands provide suitable foraging habitat for this species. As both suitable nesting and foraging habitat for Burrowing Owl are present, there is a high potential that this species may occur within or immediately adjacent to the project area.
- San Joaquin Kit Fox is a wide ranging species with a well-documented history of occurrences near the project area. The determination of a moderate potential to occur is based on the proximity to known occurrences, the presence of small mammal prey species, and the high level of motility common with this species. Though no suitable denning burrows were observed during surveys of the Project area, it is possible that San Joaquin Kit Fox may forage within or transit through the Project area.

The remaining five species with a low potential to occur (Section 4.3.2.3) have only marginally suitable habitat within the project area. The proximity to other areas of suitable habitat may make these species uncommon visitors to the Project area but are unlikely to reproduce or forage there regularly. As such, a determination of low potential to occur is appropriate for Swainson's Hawk, Tricolored Blackbird, American Badger, California Glossy Snake, and Crotch Bumblebee. It should be noted that these species have recorded occurrences within 5 miles of the Project area and have some, albeit low, potential to occur.

Aquatic resources in the Project area are limited to anthropogenic drainage features including culverts, catchment basins, and roadside drainage swales (Section 4.6). These human-created features lack key wetland indicators including hydrophytic vegetation, wetland hydrology, or evidence of an ordinary high water mark. None of these features are likely to fall under the jurisdiction of USACE or RWQCB. All aquatic features were identified in the ruderal margin of the Project area; no aquatic features were identified within the orchard.

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Appendix A. Special Status Species Summary

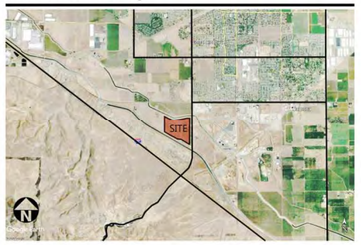
The following table summarize the potential for occurrence of all special status plant and wildlife species identified during the desktop analysis described in the Section 2.1. The Source column refers to the data sources described in the Section 2.1.1. Status codes are summarized in Section 2.1.2. The columns 0-1, 1-2.5, and 2.5-5 show the number of records of each species in the California Natural Diversity Database occurring within a given mile radius of the Project site.

Common Name	Scientific Name	Source	0-1	1-2.5	2.5-5	Status	Occurrence
PLANTS							
Large-flowered Fiddleneck	*Amsinckia grandiflora*	CNDDB, IREP			1	FE, SE, 1B.1	Low Potential
Big Tarplant	*Blepharizonia plumosa*	CNDDB, IREP			11	1B.1	Low Potential
Diamond-petaled California Poppy	*Eschscholzia rhombipetala*	CNDDB, IREP			1	1B.1	Low Potential
Showy Golden Madia	*Madia radiata*	CNDDB, IREP			1	1B.1	Low Potential
Caper-fruited Tropidocarpum	*Tropidocarpum capparideum*	CNDDB, IREP		1	2	1B.1	No Potential
TERRESTRIAL INVERTEBRATES							
San Bruno Elfin Butterfly	*Callophrys mossii bayensis*	IPaC	-	-	-	FE	No Potential
Valley Elderberry Longhorn Beetle	*Desmocerus californicus dimorphus*	IPaC, CNDDB	-	-	2	FT	No Potential
Crotch Bumble Bee	*Bombus crotchii*	CNDDB		--	1	SC	Low Potential
AQUATIC INVERTEBRATES							
Vernal Pool Fairy Shrimp	*Branchinecta lynchi*	IPaC	-	-	-	FT	No Potential
Vernal Pool Tadpole Shrimp	*Lepidurus packardi*	IPaC	-	-	-	FE	No Potential
FISH							
Delta Smelt	*Hypomesus transpacificus*	IPaC	-	-	-	FT, SE	No Potential
AMPHIBIANS							
Foothill Yellow-legged Frog	*Rana boylii*	CNDDB	-	1	1	SE, SSC	No Potential
California Red-legged Frog	*Rana draytonii*	IPaC, CNDDB	-	2	9	FT, SSC	No Potential
Western Spadefoot	*Spea hammondii*		-	-	2	SSC	No Potential
California Tiger Salamander	*Ambystoma californiense*	IPaC, CNDDB	-	1	4	FT, ST	No Potential
REPTILES							
Coast Horned Lizard	*Phrynosoma blainvillii*	CNDDB	-	-	8	SSC	No Potential
California Glossy Snake	*Arizona elegans occidentalis*	CNDDB	-	1	5	SSC	Low Potential

Common Name	Scientific Name	Source	0-1	1-2.5	2.5-5	Status	Occurrence
Giant Gartersnake	*Thamnophis gigas*	IPaC, CNDDB	-	-	-	FT, ST	No Potential
Northwestern Pond Turtle	*Actinemys marmorata*	CNDDB	-	1	-	SSC	No Potential
BIRDS							
Golden Eagle	*Aquila chrysaetos*	CNDDB	-	-	1	FP	Low Potential
Swainson's Hawk	*Buteo swainsoni*	CNDDB	-	-	3	ST	Low Potential
Burrowing Owl	*Athene cunicularia*	CNDDB	-	5	22	SSC	High potential
Least Bell's Vireo	*Vireo bellii pusillus*	CNDDB	-	1	1	FE, SE	No Potential
Tricolored Blackbird	*Agelaius tricolor*	CNDDB	-	-	1	ST, SSC	Low Potential
MAMMALS							
Pallid Bat	*Antrozous pallidus*	CNDDB	-	-	1	SSC	No Potential
San Joaquin Kit Fox	*Vulpes macrotis mutica*	CNDDB	-	6	4	FE, ST	Moderate Potential
American Badger	*Taxidea taxus*	CNDDB	-	1	5	SSC	Low Potential

Appendix B. Project Design Plans

Aerial Map



Tabulation

		BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	BLDG. 6	BLDG. 7	FUTURE PHASE	PUBLIC STREET	COMMERCIAL	TOTAL
SITE AREA												
In s.f.		612,625	581,763	771,101	758,747	701,584	254,639	357,689	3,426,195	327,800	636,805	**8,428,948** s.f.
In acres		14.06	13.36	17.70	17.42	16.11	5.85	8.21	78.65	7.53	14.62	**148.38** ac
BUILDING AREA												
Office		17,000	20,000	20,000	20,000	10,000	10,000	12,000				**109,000** s.f.
Warehouse		173,500	233,000	326,500	326,500	241,200	93,000	130,500				**1,524,200** s.f.
TOTAL		190,500	253,000	346,500	346,500	251,200	103,000	142,500				**1,633,200** s.f.
COVERAGE		31.1%	43.5%	44.9%	45.7%	35.8%	40.4%	39.8%				**19.4%**
AUTO PARKING REQUIRED												
Office	@ 1/ 250 S.F.	68	80	80	80	40	40	48				**208** Stalls
Warehouse	1st 20K @ 1/1,000 S.F.	20	20	20	20	20	20	20				**80** Stalls
	2nd 20K @ 1/2,000 S.F.	10	10	10	10	10	10	10				**40** Stalls
	Above 40K @ 1/4000 S.F.	33	48	72	72	50	13	23				**158** Stalls
TOTAL		131	158	182	182	120	83	101				**486** Stalls
AUTO PARKING PROVIDED												
Standard (9' x 20')		134	196	374	376	122	93	110				**1,405** stalls
TRAILER PARKING PROVIDED												
Trailer (10' x 55')		51	56	77	77	41	0	0				**302** stalls

ZONING ORDINANCE FOR CITY
Zoning Designation - Light Industrial

MAXIMUM BUILDING HEIGHT ALLOWED
Height - 45'

MAXIMUM FLOOR AREA RATIO
FAR - no limit

LANDSCAPE REQUIREMENT
Percentage - to be verify

SETBACKS
Front: 25'-0" Min.
side: No Requirements, except where adjoining a residential zone, in which case a side yard of 15'-0" shall be required
Rear: No requirement

	COMMERCIAL								
	PG&E FACILITY	LOT 1	LOT 2	LOT3	LOT 4	PG&E FACILITY	LOT5	LOT6	TOTAL
SITE AREA									
In s.f.	4,875	100,201	99,585	106,223	98,401	6,000	113,926	107,594	636,805 s.f.
In acres	0.11	2.30	2.29	2.44	2.26	0.14	2.62	2.47	15 ac

Tracy Hills Commerce Center

29592 S. Corral Hollow Road

Tracy, CA

HPA architecture

RIDGELINE PROPERTY GROUP

Job No. 20176.00 | CONCEPTUAL COLOR SITE PLAN | 12.21.2020

TITLE EXCEPTION NOTES

NOTE: THE FOLLOWING ITEMS CONTAINED IN SCHEDULE "B" OF THE HEREON REFERENCED PRELIMINARY TITLE REPORT ARE NOT A MATTER OF SURVEY: 1–5, 8–11, 14 AND 17–21.

(6) THE EFFECTS OF AN EASEMENT FOR PIPE LINES, TELEPHONE LINES, AND TELEGRAPH LINES AND INCIDENTAL PURPOSES IN FAVOR OF VALLEY PIPE LINE COMPANY, RECORDED MARCH 9, 1915 IN BOOK G, VOLUME 31 OF DEED, AT PAGE 312, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY COUNTY.

SAID DOCUMENT WAS QUITCLAIMED BY THE DOCUMENT ENTITLED "QUITCLAIM OF EASEMENT", RECORDED FEBRUARY 28, 1975 IN BOOK 3958 AT PAGE 267, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY. (NOTHING TO PLOT.)

REFERENCE IS MADE TO THE SUBJECT DOCUMENTS FOR PARTICULARS.

(7) THE EFFECTS OF AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY, RECORDED JANUARY 8, 1930 IN BOOK 309, AT PAGE 66, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY.

SAID EASEMENT WAS MODIFIED BY THAT CERTAIN DOCUMENT FILED FOR RECORD ON JULY 13, 1933 IN BOOK 404, AT PAGE 431, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY.

SAID EASEMENT WAS FURTHER MODIFIED BY THAT CERTAIN DOCUMENT FILED FOR RECORD ON MARCH 11, 1947 IN BOOK 1012, AT PAGE 278, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY.

SAID EASEMENT WAS FURTHER MODIFIED BY THAT CERTAIN DOCUMENT FILED FOR RECORD ON JUNE 26, 1992, AS INSTRUMENT NO. 92073312, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY, AND RE–RECORDED AUGUST 20, 1992 AS INSTRUMENT NO. 92096456, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY. (THE LOCATION OF SAID EASEMENT HAS BEEN PLOTTED HEREON.)

REFERENCE IS MADE TO THE SUBJECT DOCUMENTS FOR PARTICULARS.

(12) THE EFFECTS OF AN EASEMENT FOR THE CONSTRUCTION AND MAINTENANCE OF VALVES OTHER SUCH DEVICES FOR METERING, REGULATING AND DISCHARGING GAS INTO THE ATMOSPHERE, ALONG WITH THE RIGHT OF INGRESS TO AND EGRESS FROM SAID EASEMENT AREA OVER AND ACROSS SAID LANDS BY MEANS OF ROADS AND LANES THEREON AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY, RECORDED JUNE 1, 2017 AS INSTRUMENT NO. 2017–061858, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY. (THE LOCATION OF SAID EASEMENT HAS BEEN PLOTTED HEREON.)

REFERENCE IS MADE TO THE SUBJECT DOCUMENT FOR PARTICULARS.

(13) THE EFFECTS OF AN EASEMENT FOR THE CONSTRUCTION AND MAINTENANCE OF VALVES OTHER SUCH DEVICES FOR METERING, REGULATING AND DISCHARGING GAS INTO THE ATMOSPHERE, ALONG WITH THE RIGHT OF INGRESS TO AND EGRESS FROM SAID EASEMENT AREA OVER AND ACROSS SAID LANDS BY MEANS OF ROADS AND LANES THEREON AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY, RECORDED DECEMBER 1, 2017 AS INSTRUMENT NO. 2017–140490, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY. (THE LOCATION OF SAID EASEMENT HAS BEEN PLOTTED HEREON.)

REFERENCE IS MADE TO THE SUBJECT DOCUMENT FOR PARTICULARS.

(15) THE EFFECTS OF THE FOLLOWNG EASEMENTS IN FAVOR OF THE CITY OF TRACY AS OFFERED FOR DEDICATION AND ACCEPTED ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY:

A) ACCESS, SANITARY SEWER, STORM DRAIN, PUBLIC UTILITY AND WATER EASEMENTS PURPOSES. (PLOTTED HEREON)
B) IRREVOCABLE OFFER OF DEDICATION FOR PUBLIC RIGHT OF WAY. (PLOTTED HEREON)

REFERENCE IS MADE TO THE SUBJECT MAP FOR PARTICULARS.

(16) THE FACT THAT THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY, SHOWS A FUTURE FOUR LANE MAJOR ARTERIAL WITH MEDIAN (99' R/W MIN) PER TRACY HILLS SPECIFIC PLAN (FOR INFORMATIONAL PURPOSES ONLY)

REFERENCE IS MADE TO THE SUBJECT MAP FOR PARTICULARS.

GENERAL NOTES

1. ALL DISTANCES SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
2. APN: 253–020–160, 253–020–170, 253–020–180 AND 253–020–190
3. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE INSURANCE COMPANY DATED AS OF APRIL 22, 2020, ORDER NUMBER 1231002229–DC, FURNISHED TO KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC BY RIDGELINE PROPERTY GROUP ON MAY 1, 2020. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
4. BASIS OF BEARINGS:
THE BEARING OF SOUTH 00° 22' 08" WEST TAKEN ON THE SECTION LINE OF CORRAL HOLLOW AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON. ALL DISTANCES ARE GROUND DISTANCES UNLESS OTHERWISE NOTED; MULTIPLY BY 0.9999388 TO OBTAIN GRID DISTANCES
5. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY. SUBSURFACE STRUCTURES, IF ANY, ARE NOT SHOWN. SAID SUBSURFACE OBJECTS MAY INCLUDE, BUT ARE NOT LIMITED TO, CONCRETE FOOTINGS, SLABS, SHORING, STRUCTURAL PILES, UTILITY VAULTS, PIPING, UNDERGROUND TANKS, AND ANY OTHER SUBSURFACE STRUCTURES NOT REVEALED BY A SURFACE INSPECTION.
6. THERE APPEARS TO BE A LINE OF POLES ON THE SUBJECT PROPERTY THAT SERVICE THE SOUTHERLY ADJOINER PROPERTY. THE HEREON REFERENCE TITLE REPORT IS SILENT TO ANY EASEMENTS OR AGREEMENTS FOR SAID LINE OF POLES.
7. THERE APPEARS TO BE A PUMP STATION ON THE SUBJECT PROPERTY THAT APPEARS TO BENEFIT THE DELTA MENDOTA CANAL. THE HEREON REFERENCED TITLE REPORT IS SILENT TO ANY EASEMENTS OR AGREEMENTS FOR SAID PUMP STATION.
8. THE AVIATION ZONES FOR THE TRACY MUNICIPAL AIRPORT HAVE BEEN SHOWN PER THE COUNTYWIDE AIRPORT LAND USE COMPATIBILITY PLAN DATED AS OF JUNE 25, 2009 AND AMENDED JANUARY 2018, PROVIDED TO KIER AND WRIGHT ON AUGUST 28, 2020 BY HP ARCHITECTS.
9. THE IMAGE SHOWN HEREON WAS OBTAINED FROM GOOGLE EARTH ON AUGUST 28, 2020 WITH AN IMAGE DATE OF FEBRUARY 11, 2020. SAID IMAGE IS SHOWN FOR REFERENCE PURPOSES ONLY AND MAY NOT ACCURATELY SHOW EXISTING CONDITIONS.

2016 ALTA/NSPS TABLE A OPTIONAL SURVEY ITEMS

2 NO OBSERVED PHYSICAL ADDRESS DURING THE COURSE OF THIS SURVEY

3 THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR SAN JOAQUIN COUNTY, CALIFORNIA, MAP NUMBERS 06077C0730F AND 06077C0740F FOR COMMUNITY NUMBER 060303 (CITY OF TRACY), WITH AN EFFECTIVE DATE OF OCTOBER 16, 2009, AS BEING LOCATED IN FLOOD ZONE "X–UNSHADED". ACCORDING TO FEMA THE DEFINITION OF ZONE "X–UNSHADED" IS: "AREA OF MINIMAL FLOOD HAZARD"

INFORMATION WAS OBTAINED FROM THE CITY OF TRACY, PUBLIC WORKS DEPARTMENT ON AUGUST 14, 2020.

4 GROSS LAND AREA: 8,438,438 SQUARE FEET OR 193.7199 ACRES, MORE OR LESS

6(A) ZONING NOTE: THIS SURVEY MAKES NO EVALUATION AS TO COMPLIANCE WITH ZONING CODES AND/OR ORDINANCES OTHER THAN CURRENT MUNICIPAL BUILDING SETBACK LINE LOCATIONS.

THE SUBJECT PROPERTY IS CURRENTLY ZONED: THSP (TRACY HILLS SPECIFIC PLAN) MI–TH (LIGHT INDUSTRIAL)

SETBACKS:
FRONT: 0 FEET
SIDE: 0 FEET
REAR: 0 FEET
STREET SIDE: 0 FEET

MAXIMUM BUILDING HEIGHT PER TRACY MUNICIPAL AIRPORT PLANS: 35 FEET INSIDE THE INNER APPROACH/DEPARTURE ZONE. 70 FEET INSIDE THE OUTER APPROACH/DEPARTURE ZONE. 150' INSIDE THE AIRPORT INFLUENCE AREA (REST OF SITE)
MAXIMUM BUILDING HEIGHT PER TRACY ZONING PLAN: 45 FEET

INFORMATION WAS OBTAINED FROM THE CITY OF TRACY PLANNING DEPARTMENT ON SEPTEMBER 2, 2020.

6(B) THE CITY OF TRACY ZONING CODE CONTAINS NO BUILDING SETBACKS APPLICABLE TO THE SUBJECT PROPERTY

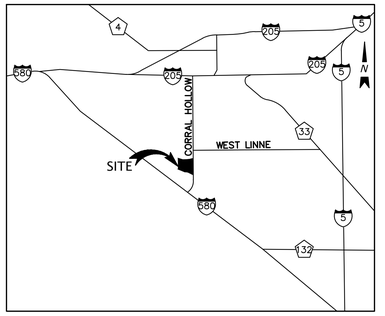
8 SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY SUCH AS PARKING LOTS, BILLBOARDS, SIGNS, SWIMMING POOLS, LANDSCAPED AREAS, ETC. SHOWN HEREON.

13 NAMES OF ADJOINING OWNERS OF PLATTED LANDS ACCORDING TO CURRENT PUBLIC RECORDS. SHOWN HEREON.

14 DISTANCE TO THE NEAREST INTERSECTING STREET AS SPECIFIED BY THE CLIENT. SHOWN HEREON.

16 AS OF THE DATE OF THIS SURVEY, THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

17 AS OF THE DATE OF THIS SURVEY, THERE ARE PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, AS AVAILABLE FROM THE CONTROLLING JURISDICTION. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.



VICINITY MAP

NOT TO SCALE

LEGAL DESCRIPTION

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF SAN JOAQUIN, CITY OF TRACY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

PARCEL 1 AND PARCEL 2, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL TWO:

PARCEL 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL THREE:

THE EAST 203 ACRES OF THE FOLLOWING DESCRIBED PROPERTY (THE WEST LINE OF SAID EAST 203 ACRES BEING PARALLEL TO THE EAST LINE OF SAID SECTION 7;

BEING A PORTION OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 5 EAST, MOUNT DIABLO BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30 FEET AND SOUTH 89° 47' WEST 30 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD, AND PARALLEL TO AND 30 FEET WEST OF THE EAST LINE OF SAID SECTION 7, TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA–MENDOTA CANAL; AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT 6 COURSES, AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.3 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,600.51 FEET; AND
6) NORTH 66° 47' WEST, 475.89 FEET;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 7° 13' WEST 2,026.34 FEET; THENCE SOUTH 20° 21' EAST 76 FEET; THENCE NORTH 89° 19' EAST 27.16 FEET; THENCE SOUTH 26° 58' EAST 579.79 FEET; THENCE NORTH 69° 13' EAST 398.19 FEET; THENCE SOUTH 44° 17' EAST 445.6 FEET; THENCE SOUTH 52° 39' EAST 605.99 FEET; THENCE SOUTH 63° 24' EAST 670.76 FEET; THENCE SOUTH 86° 05' EAST 1,280.33 FEET; THENCE SOUTH 58° 44' EAST 1,254.49 FEET; THENCE NORTH 89° 47' EAST 50.77 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE STATE OF CALIFORNIA FOR THE CALIFORNIA AQUEDUCT IN DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230.

NOTE: THE WESTERLY BOUNDARY LINE OF THE PREMISES HAS BEEN DEFINED OF RECORD IN QUITCLAIM DEEDS RECORDED JUNE 30, 1966 IN BOOK 3060 OF OFFICIAL RECORDS, PAGES 175 AND 177, AND IS DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30.00 FEET AND SOUTH 89° 47' WEST 30.00 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD AND PARALLEL TO AND 30.00 FEET WEST OF THE EAST LINE OF SAID SECTION 7 TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA–MENDOTA CANAL, AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT FIVE COURSES AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.30 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,031.69 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 0° 13' EAST 1,962.67 FEET, MORE OR LESS, TO THE TERMINATION OF SAID LINE, BEING THE NORTHWESTERLY CORNER OF THE PROPERTY AS CONVEYED BY CHARLES SPATAFORE, SR., ET AL, TO THE STATE OF CALIFORNIA BY DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230, AND BEING ALSO THE NORTHEASTERLY CORNER OF THE PROPERTY AS CONVEYED BY MAURICE G. VIEIRA, JR., ET UX, TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 9, 1963 IN BOOK 2677 OF OFFICIAL RECORDS, PAGE 204.

EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO CITY OF TRACY, A MUNICIPAL CORPORATION, IN THE DEED RECORDED DECEMBER 1, 2017 IN OFFICIAL RECORDS AS DOCUMENT NO. 2017–140487.

EXCEPTING THEREFROM PARCELS 1, 2 AND 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

SURVEYOR'S CERTIFICATE

TO: RIDGELINE PROPERTY GROUP, LLC;

AND: OLD REPUBLIC TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(A), 6(B), 8, 13, 14, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 31, 2020.

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.

DEAN A. JURADO, P.L.S. 9032
DJURADO@KWRIGHT.COM

LICENSED LAND SURVEYOR — DEAN A. JURADO — No. 9032 — STATE OF CALIFORNIA

09/02/2020
DATE

NO.	REVISION	BY

NO.	REVISION	BY

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

ALTA/NSPS LAND TITLE SURVEY
OF
29592 CORRAL HOLLOW ROAD
FOR
RIDGELINE PROPERTY GROUP, LLC
TRACY, CALIFORNIA

DATE	SEPT., 2020
SCALE	AS SHOWN
SURVEYOR	DAJ
DRAWN BY	CSW
JOB NO.	A20651
SHEET	1
OF	3 SHEETS

Z:\2020\A20651\CAD\SURVEY\ALTA\A20651-AS.dwg 9-02-20 03:05:36 PM cwilkins

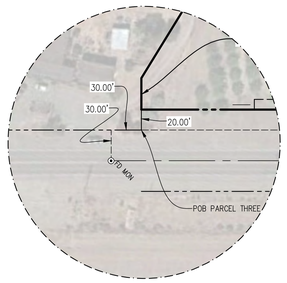
NOTE: THIS SITE HAS FIBER OPTIC LINES
LOCATED ON OR ADJACENT TO IT.

LEGEND

- ASPHALT BERM
- EASEMENT LINE
- EDGE OF PAVEMENT
- FENCE LINE
- LOT LINE
- MONUMENT/MONUMENT LINE
- OVERHEAD POWER LINE
- PROPERTY LINE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GUY ANCHOR
- GAS METER
- POWER POLE/JOINT POLE
- TRAFFIC SIGN
- UTILITY BOX
- UTILITY LINE MARKER
- WATER VALVE
- (4) ITEM NO. IN TITLE REPORT

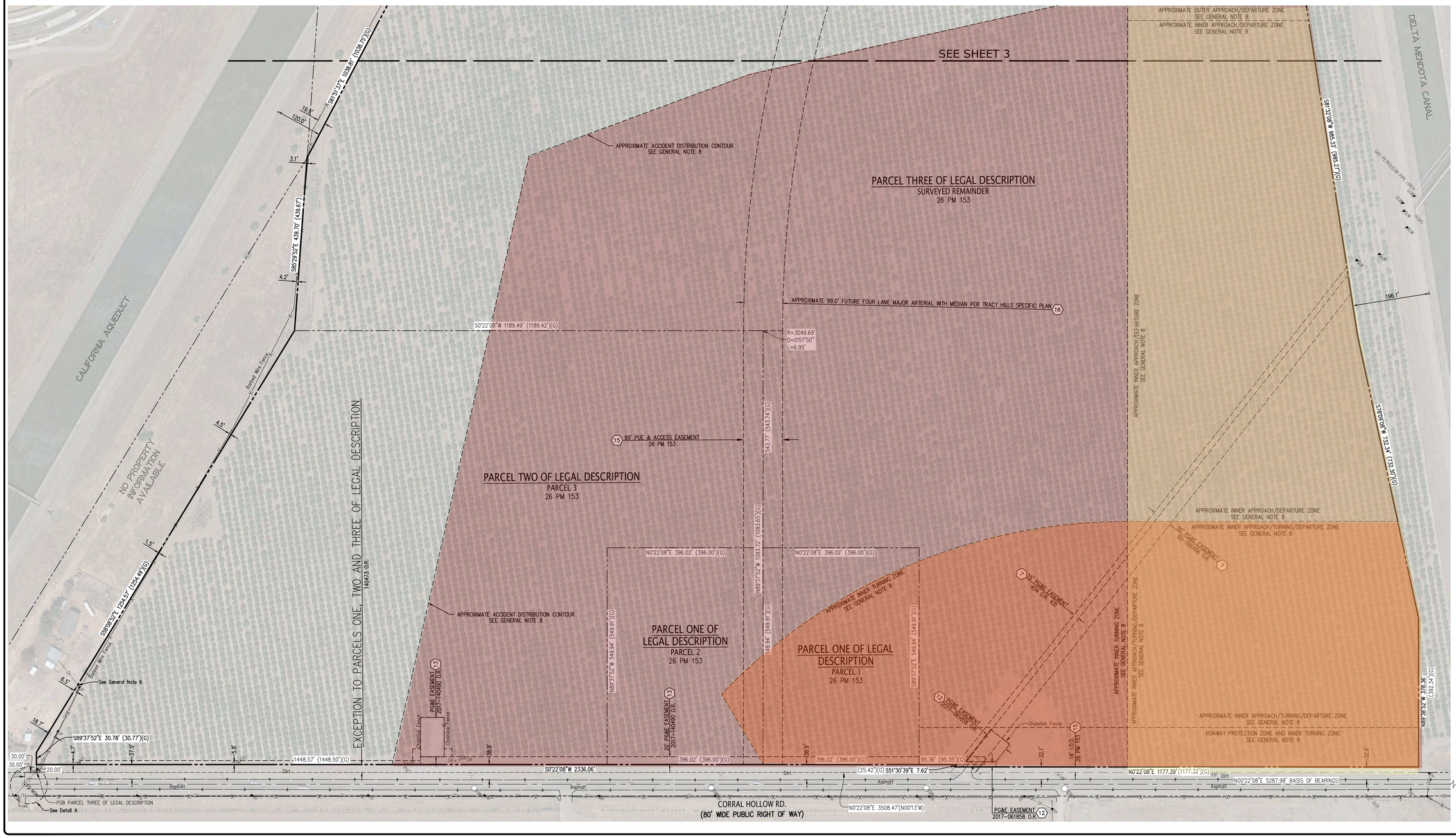
ABBREVIATIONS

CATV	CABLE TELEVISION
E	EAST
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
FD	FOUND
GAS	GAS LINE
GB	GAS BOX
GLM	GAS LINE MARKER
GUY	GUY ANCHOR
GV	GAS VALVE
(G)	GRID DISTANCE
IP	IRON PIPE
JP	JOINT POWER POLE
MON	MONUMENT
N	NORTH
NO.	NUMBER
O.R.	OFFICIAL RECORD
OH	OVERHEAD
PG&E	PACIFIC GAS & ELECTRIC
PM	PARCEL MAP
PP	POWER POLE
RCP	REINFORCED CONC. PIPE
RD.	ROAD
S	SOUTH
SSMH	SANITARY SEWER MANHOLE
UB	UNKNOWN UTILITY BOX
W	WEST
WB	WATER BOX
WL	WALK LIGHT
WM	WATER METER
WV	WATER VALVE



DETAIL A
NOT TO SCALE

NORTH
0 50 100 200 300
Scale 1" = 100'



DATE	SEPT., 2020
SCALE	AS SHOWN
SURVEYOR	DAJ
DRAWN BY	CSW
JOB NO.	A20651
SHEET	2
OF	3 SHEETS

ALTA/NSPS LAND TITLE SURVEY

OF

29592 CORRAL HOLLOW ROAD

FOR

RIDGELINE PROPERTY GROUP, LLC

TRACY, CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.KierWright.com

NO.	REVISION	BY

NO.	REVISION	BY

Z:\2020\A20651\SURVEY\ALTA\A20651-ALS.dwg 9-02-20 03:07:22 PM cwilkins

ALTA/NSPS LAND TITLE SURVEY

OF

29592 CORRAL HOLLOW ROAD

FOR

RIDGELINE PROPERTY GROUP, LLC

TRACY, CALIFORNIA

DATE	SEPT., 2020
SCALE	AS SHOWN
SURVEYOR	DAJ
DRAWN BY	CSW
JOB NO.	A20651
SHEET	3
OF	3 SHEETS

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

NO.	REVISION	BY

NO.	REVISION	BY

NORTH

Scale 1" = 100'

0 50 100 200 300

EXCEPTION TO PARCEL THREE OF LEGAL DESCRIPTION
3060 O.R. 175 & 177

LANDS OF VIEIRA
2003-018318 O.R.

PARCEL THREE OF LEGAL DESCRIPTION
SURVEYED REMAINDER
26 PM 153

EXCEPTION TO PARCEL THREE LEGAL DESCRIPTION
2722 O.R. 230

DELTA MENDOTA CANAL

CALIFORNIA AQUEDUCT

APPROXIMATE OUTER APPROACH/DEPARTURE ZONE
SEE GENERAL NOTE 8

APPROXIMATE ACCIDENT DISTRIBUTION CONTOUR
SEE GENERAL NOTE 8

APPROXIMATE INNER APPROACH/DEPARTURE ZONE
SEE GENERAL NOTE 8

APPROXIMATE 99.0' FUTURE FOUR LANE MAJOR ARTERIAL WITH MEDIAN PER TRACY HILLS SPECIFIC PLAN (G)

Barbed Wire Fence

Chain Link Fence

Wire Fence

Wood Fence

Metal Fence

Brick Wall

Concrete Wall

Block Wall

Stone Wall

Retaining Wall

Overhead Utility Line

Underground Utility Line

Gas Line

Water Line

Sewer Line

Storm Drain Line

Fire Hydrant

Water Valve

Gas Valve

Sewer Manhole

Storm Drain Manhole

Electrical Box

Telephone Box

Telephone Pedestal

Cable TV Box

Light Pole

Power Pole

Guy Wire

Sign

Mailbox

Bollard

Tree

Shrub

Bush

Hedge

Rock

Boulder

Flowerbed

Grass

Asphalt

Concrete

Gravel

Dirt

Curb

Gutter

Sidewalk

Driveway

Parking Space

Handicap Parking Space

Crosswalk

Stop Sign

Yield Sign

One Way Sign

No Parking Sign

Speed Limit Sign

Traffic Light

Traffic Signal Box

Traffic Signal Pole

Traffic Signal Mast Arm

Traffic Signal Loop

Traffic Signal Camera

Traffic Signal Controller

Traffic Signal Cabinet

Traffic Signal Transformer

Traffic Signal Meter

Traffic Signal Service Point

Traffic Signal Service Pedestal

Traffic Signal Service Cabinet

Traffic Signal Service Transformer

Traffic Signal Service

Attachment B: Phase I Environmental Site Assessment

RECEIVED
March 18, 2021
City of Tracy
Development Services

Phase I Environmental Site Assessment

TRACY HILLS LOGISTICS PARK PROPERTY

Corral Hollow Road

Tracy, California

WKA No. 13041.02

February 26, 2021

Prepared for:

Mr. Steve Arthur

Ridgeline Property Group, LLC

915 Highland Pointe Drive, Suite 250

Roseville, California 95678

Wallace Kuhl & Associates

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Stockton, CA 95219
209.234.7722 phone
209.234.7727 fax

Phase I Environmental Site Assessment

TRACY HILLS LOGISTICS PARK PROPERTY

Corral Hollow Road
Tracy, California
WKA No. 13041.02
February 26, 2021

Wallace-Kuhl & Associates (WKA), on behalf of Ridgeline Property Group, LLC, prepared this Phase I Environmental Site Assessment for the Tracy Hills Logistics Park Property located along Corral Hollow Road in Tracy, California. We declare that, to the best of our professional knowledge and belief, the report preparer and reviewer meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312 and have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. We have developed and performed the all appropriate inquiries in general conformance with the standards and practices set forth in 40 CFR Part 312 et seq. Resumes of the key staff who prepared this report are included in Appendix A.

WALLACE-KUHL & ASSOCIATES

Nancy M. Malaret
Project Environmental Scientist

Kurt Balasek, P.G., C.HG.
Senior Hydrogeologist

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A Resumes
B ASTM E 1527-13 User Questionnaire and Helpful Documents Checklist
C Supporting Documents*
C EDR® Radius Map Report with GeoCheck
D Preliminary Screen for Vapor Encroachment Conditions Matrix

*Supporting Documents Appendix contains: Custom Soil Resource Report, EDR® Reports: Sanborn Map Search, Historical Topographic Maps, Aerial Photographic Decade Package, and City Directory Report; FEMA Flood Map, and Environmental Lien Search Reports.

EXECUTIVE SUMMARY

The purpose of this Phase I Environmental Site Assessment (ESA) was to assess the Tracy Hills Logistics Park Property (herein referred to as Site) for evidence of Recognized Environmental Conditions (RECs) resulting from current and/or former Site activities. The Site is located along Corral Hollow Road in Tracy, California (Figures 1, 2, 3, and 4) and is comprised of 194.09 acres planted with an orchard. In addition, a pipeline easement transects the northeastern portion of the Site. Three pipelines, two natural gas and one petroleum, are located within the easement. The Site is identified by four San Joaquin County Assessor's Parcel Numbers (APNs): 253-020-160, -170, 180, and -190 (Figure 3). The following presents a list of observations and findings identified during the preparation of this report:

- The historical land use research dating back to the early 1900s revealed that the Site was grass-covered land or used for dry farm crop cultivation from at least 1937 to at least 1957, planted with an orchard from at least 1963 to at least 1993, fallow land from at least 2006 to at least 2012, and has been planted with the existing orchard since at least 2016. A canal transected the central portion of the Site from east to west from at least 1957 to at least 1968.
- Historical operations of the orchard between 1963 and 1993 may have included the application of persistent pesticides, such as organochlorine pesticides and arsenical pesticides. The half-life of organochlorine pesticides are typically long enough such that chemicals applied in the 1960s and 1970s may be detected in soils presently.
- WKA contacted the San Joaquin County Agricultural Commissioner to request information regarding pesticides records. According to a representative with the San Joaquin County Agricultural Commissioner's office, their records go back three years.
- A pipeline easement transects the northeastern portion of the Site from southeast to northwest. Three pipelines are located within the easement. Two of the pipelines are operated by PG&E and used for natural gas transmission. The third pipeline is used to transport crude oil and is operated by Crimson Pipeline, L.P.
- WKA observed an irrigation well located within a fenced area on the northwestern portion of the Site. A semi-truck was attached to the irrigation well and the front end was elevated on lifts. Presumably, the truck engine is used in lieu of land power to run the well. WKA observed an area of staining that was approximately three feet in diameter beneath the engine of the semi-truck. WKA observed a 10,000-gallon diesel

aboveground storage tank (AST) adjacent to the irrigation well within the fenced area. The current owner stated that the (AST) has not been used by them. Many empty one and two-gallon containers were located within the fenced area that were labeled as herbicide and fertilizer. A spigot and hose were observed adjacent to the east of the fenced area.

- WKA reviewed an ALTA survey for the Site. The survey indicates that the property line transects the fenced area on the northwestern portion of the Site from east to west and the irrigation well, semi-truck, and area of stained soil are located off-site. WKA understands that the current site owner will be responsible for excavating the stained soils beneath the semi-truck.
- According to an environmental lien search, no environmental liens are associated with the Site.
- Given the documentation reviewed concerning the agency listings for neighboring facilities, none of the facilities reviewed is likely to have a negative impact on the Site.
- Based on the completion of the vapor encroachment condition (VEC) screening matrix, WKA concludes a VEC can be ruled out because a VEC does not or is not likely to exist.

WKA has performed this ESA in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 for the Tracy Hills Logistics Park Property.

This assessment has revealed no RECs in connection with the Site except the following:

- On-site concerns were noted from the historical agriculture activities including the presence of orchards from at least 1963 to at least 1993 and the potential for residues of historically applied persistent pesticides.
- Concerns were noted from the stained soils beneath the semi-truck attached to the irrigation well located within the fenced area that is located on the northwestern portion of the Site.

1.0 INTRODUCTION

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to evaluate the Tracy Hills Logistics Park Property (herein referred to as Site) for evidence of potential Recognized Environmental Conditions (RECs) resulting from current and/or former site activities as defined by the American Society of Testing and Materials (ASTM) Standard E 1527-13 (ASTM, 2013).

According to the ASTM, "this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitations under CERCLA [Comprehensive Environmental Response, Compensation and Liability Act] liability (hereinafter, the "*landowner liability protections*," or "*LLPs*"): that is, the practice that constitutes "*all appropriate inquiry* into the previous ownership and uses of the *property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B)."

This ESA has been performed in general conformance with the ASTM Standard E 1527-13 and the scope and limitations defined in Wallace-Kuhl & Associates (WKA) proposal, 3PR20093, dated June 22, 2020.

1.2 Scope of Services

WKA has completed this ESA for the Site shown on Figures 1 through 4. Mr. Steve Arthur with Ridgeline Property Group, LLC authorized WKA to proceed with this assessment on February 1, 2021, through a signed WKA Environmental Site Assessment Consulting Agreement.

The scope of this assessment included the following:

- Conduct a site reconnaissance for visual evidence of surface contamination and potential sources of subsurface contamination;
- Conduct a visual inspection of the adjoining properties for evidence of RECs;
- Conduct interviews with the following, as available:
  - Key site manager,
  - Major occupants,

  - Past and present owners, operators,
  - Government and/or agency personnel, and,
  - Inquiries conducted at abandoned sites may include interviews with owners or occupants of neighboring or nearby properties;
- Conduct a records review, which included the following:
  - Physical setting documents to determine regional geology, general soil information, and local and regional groundwater conditions,
  - Historical information, including but not limited to, Sanborn maps, topographic maps, aerial photographs, ownership records, building department records, local street directories, zoning and land use records, and prior assessments, as available,
  - Environmental records, including federal, state, tribal, and county regulatory agency lists that will help identify RECs on the Site and the adjoining properties, and,
  - Based on the outcome of the database search, review of specific regulatory agency files for identified contaminated facilities in order to evaluate whether the listed facilities are hazardous materials threats to the Site;
- Conduct a preliminary screen for vapor encroachment conditions on the Site per ASTM E2600-15;
- Review of the completed *ASTM E 1527-13 User Questionnaire* (*Questionnaire*) regarding Recorded Environmental Liens, activity and use limitations (AULs), relationship of the purchase price to the fair market value of the Site, and any specialized knowledge of the Site;
- Review of environmental liens and Activity and Use Limitations (AULs) reports, as provided; and
- Prepare a final report of the results of the ESA.

1.3 Special Terms and Conditions

No special terms or conditions to the WKA Environmental Site Assessment Consulting Agreement or the WKA scope of services were requested or performed during the preparation of this report. Ridgeline Property Group, LLC authorized WKA to perform a search for recorded environmental liens and Activity and Use Limitations (AULs) for the Site. Discussion regarding the search is included in Section 4.3.3 of this report.

1.4 User Provided Information

WKA provided Ridgeline Property Group, LLC a copy of the User Questionnaire and the Helpful Documents checklist. Mr. Steve Arthur, Ridgeline Property Group, LLC, completed and returned the documents to WKA. Discussion regarding his responses is provided in the following section. A copy of the completed questionnaire is included in Appendix B.

In summary, Mr. Arthur was not aware of any records of environmental liens or AULs currently recorded against the Site. Mr. Arthur stated he does not possess specialized knowledge or experience related to the Site. Mr. Arthur stated that he is not aware of any obvious indicators that point to the presence or likely presence of contamination at the Site. He said that regulated pesticides are applied to the property and provided contact information for Mr. David Vermeulen, Nutrien Ag Solutions (See Section 3.2). According to Mr. Arthur, an area of stained soil is located beneath a semi-truck being used to power the pump for the irrigation well. Mr. Arthur indicated that the well and semi-truck are located adjacent to the north of the Site. He also noted that an empty aboveground storage tank is located adjacent to the irrigation well.

Mr. Arthur was not aware of existing “Helpful Documents” as defined in Section 10.8.1 of the ASTM Standard as noted on the “Helpful Documents Checklist” included in Appendix B.

2.0 SITE DESCRIPTION

2.1 Site and Vicinity General Characteristics

The Site is located along Corral Hollow Road in Tracy, California (Figures 1 and 2). The Site is comprised of four San Joaquin County Assessor's Parcel Numbers (APNs): 253-020-160, -170, 180, and -190, totaling approximately 194.09 acres planted with an orchard (Figure 3). Surrounding land use consisted of a rural residence, agricultural land, and a quarry (Figure 4).

2.2 Site Reconnaissance

A visual site reconnaissance was conducted by WKA on February 3, 2021. Figures 5a through 5d provide color photographs of the Site taken during the site reconnaissance.

On the day of site reconnaissance, the Site was planted with an orchard. The rows of orchard trees were oriented from southeast to northwest. WKA observed a fenced area that straddles the northern property boundary on the northwestern portion of the Site. An irrigation well is located within the fenced area. WKA observed a semi-truck attached to the well. The front end of the semi-truck was elevated on lifts and WKA observed an area of stained soils beneath the engine. Presumably, the truck engine is used in lieu of land power to run the well. The stained area appeared to be approximately three feet in diameter. WKA observed many empty one and two-gallon containers. The containers were labeled with products names indicating they contained herbicides and fertilizers. The irrigation well, semi-truck, stained soils, and containers appeared to be north of the property line. WKA observed an aboveground storage tank in the southern portion of the fenced area. A spigot and hose were observed adjacent to the east of the fenced area. A pile of irrigation hose was observed to the southeast of the irrigation well fenced area. A fenced area was observed on the northeastern portion of the Site that is associated with petroleum and natural gas pipelines that transect the northeastern portion of the Site. A second fenced area was observed on the southeastern portion of the Site. The fenced area is the natural gas pipeline main shut-off/valve for the pipeline that transects the northeastern portion of the Site. A pile of miscellaneous household debris was observed adjacent to the west of the fenced area. A water meter was observed on the southwestern portion of the Site.

2.2.1 Municipal Infrastructure and Utilities

The Site is not currently connected to municipal utilities. An irrigation well located adjacent to the north of the Site provides water for the orchard.

2.3 Adjoining Properties

The Site is bounded to the north by the Delta Mendota canal followed by agricultural land. Corral Hollow Road followed by a quarry is located to the east of the Site. A rural residence followed by the California Aqueduct and a new residential subdivision is located to the south of the Site. Agricultural land is located adjacent to the west of the Site.

3.0 INTERVIEWS

Interviews with various persons familiar with the site vicinity, including representatives of public agencies, were conducted for the purpose of identifying past and present uses, which may have contributed to RECs on the Site. Results of those interviews are discussed in the following sections.

3.1 Owner or Key Site Manager

Mr. Mike Sandhu completed a questionnaire regarding the Site. He stated that the Site parcels are owned by Sandhu Family Enterprise, LLC and Gurcharan Kaur. Mr. Sandhu indicated that the property was acquired from Spatafore, but that he did not know the date of purchase. According to Mr. Sandhu, the Site is planted with an almond orchard. He said that a diesel aboveground storage tank (AST) is located on the northern portion of the Site. Mr. Sandhu stated that it is empty, and it has not been used during his ownership. He indicated that the AST will be removed. He stated that an agricultural well is located on the Site; however, per an ALTA survey the well is located adjacent to the north of the Site. Mr. Sandhu stated that, to the best of his knowledge, no environmental liens have been recorded for the Site.

WKA contacted Mr. David Vermuelen, Nutrien Ag Solutions, regarding the Site. Mr. Vemuelen stated that he has provided agricultural chemicals to Mr. Sandhu since the current orchard was planted, which occurred after 2012. He stated that Nutrien Ag Solutions has provided fertilizer, herbicide, insecticide, and fungicide. Mr. Vermuelen stated that Mr. Sandhu has trained staff that apply the agricultural chemicals.

3.2 Occupants (Multi-family or Major)

See Section 3.2.1.

3.3 Past Owners, Operators, and/or Occupants

No information regarding past owners, operators, and/or occupants was received by WKA during completion of this report.

3.4 State and/or Local Government Officials

WKA contacted the San Joaquin County Agricultural Commissioner's office to request information regarding pesticide application records. A representative that answered the phone at the San Joaquin County Agricultural Commissioner's office stated the records regarding pesticides applications only go back three years.

The State Water Resources Control Board (SWRCB) publishes their records on their GeoTracker website. When records are unavailable on GeoTracker, WKA makes direct contact to request unpublished documents from the SWRCB. WKA reviewed information for facilities within the vicinity of the Site on the GeoTracker website and a summary is provided in Section 4.3.

The Department of Toxic Substances Control (DTSC) publishes their records on their EnviroStor website. When records are unavailable on EnviroStor, WKA makes direct contact to request unpublished documents from the DTSC. WKA reviewed information for facilities within the vicinity of the Site on the DTSC EnviroStor website and a summary is provided in Section 4.3.

3.5 Abandoned Properties

As referenced in 40 CFR Part 312, in the case of inquiries conducted at "abandoned properties," as defined in §312.23(d), "where there is evidence of potential unauthorized uses of the Site or evidence of uncontrolled access to the Site, the environmental professional's inquiry must include interviewing one or more (as necessary) owners or occupants of neighboring or nearby properties from which it appears possible to have observed uses of, or releases at, such abandoned properties…" No evidence of potential unauthorized uses, or evidence of uncontrolled access to the Site was observed. The Site is not considered an abandoned property and therefore, WKA did not interview owners or occupants of neighboring properties.

4.0 RECORDS REVIEW

The purpose of the records review is to obtain and review information concerning the current and historical use of the Site and adjoining properties that would help identify the presence of RECs in connection with the Site. The records review included review and discussion of the following, as available:

- Physical Setting Source(s);
- Historical Use Information; and,
- Environmental Record Sources.

4.1 Physical Setting Source(s)

The Site is depicted on the 1981 United States Geological Survey (USGS) 7.5 Minute topographic map of the *Tracy, California Quadrangle* as being planted with an orchard. The Site is located within Section 7, Township 3 South, Range 5 East, Mount Diablo Base and Meridian, at an elevation of approximately +200 feet relative to mean sea level (msl).

4.1.1 Regional and Local Geology

The Site is located in the Great Valley geomorphic province of California, a 500-mile, northwest-trending structural trough, generally constrained to the west by the Coast Ranges and to the east by the foothills of the Sierra Nevada Range (Norris and Webb, 1990). The Great Valley consists of two valleys lying end-to-end, with the Sacramento Valley to the north and the San Joaquin Valley to the south.

The Sacramento and San Joaquin Valleys have been filled to their present elevations with thick sequences of sediment derived from both marine and terrestrial sources. The sedimentary deposits range in thickness from relatively thin deposits along the eastern valley edge to more than 25,000 feet in the south-central portion of the Great Valley (Norris and Webb, 1990). The sedimentary geologic formations of the Great Valley province vary in age from Jurassic to Quaternary, with the older deposits being primarily marine in origin. Younger sediments are continentally derived and were typically deposited in lacustrine, fluvial, and alluvial environments with their primary source being the Sierra Nevada Range.

The 1991 USGS *Geologic Map of the San Francisco-San Jose Quadrangle, California*, shows the Site to be underlain by Fanglomerate and alluvial fan deposits.

4.1.2 Radon Gas

Radon is a naturally occurring gas that is formed from the radioactive breakdown of radium in soil, rock, and water. Radon can move up through the ground and into living spaces through pathways and penetrations in a structure's foundation. Radon's potential presence in indoor air can only be assessed within existing buildings, as there are no currently available real time methods to assess Radon's presence over undeveloped properties.

The United States Environmental Protection Agency (EPA) has developed the EPA Map of Radon Zones to assist organizations in implementing radon-resistant building codes. The map assigns each county in the United States to one of three zones based on radon potential. The EPA uses a continuous exposure level of 4.0 picoCuries per liter (pCi/L) as an action level at which additional action is recommended.

The EPA Radon Zones are defined as:

- Zone 1 (Highest Potential) – Average indoor radon screening level greater than 4 pCi/L.
- Zone 2 (Moderate Potential) – Average indoor radon screening level between 2 and 4 pCi/L.
- Zone 3 (Lowest Potential) – Average indoor radon screening less than 2 pCi/L.

According to information provided by Environmental Data Resources in the Radius Map Report, the Site is located in Zone 3 (EDR, 2021a).

4.1.3 Soil Survey

The United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) has created a web-based service for accessing soil information. According to the NRCS Web Soil Survey (WSS) the majority of the near-surface soils on the Site consist of Zacharias clay loam, 0 to 2 percent slopes; Capay clay, 0 to 1 percent slopes, MLRA 17; and, Zacharias gravelly clay loam, 0 to 2 percent slopes (USDA, 2021). A copy of the Custom Soil Resource Report for the Site is provided in Appendix C.

4.1.4 Regional and Local Groundwater

The Site is located within the California Department of Water Resources (DWR) defined San Joaquin Valley Groundwater Basin of the San Joaquin River Hydrologic Region. WKA searched data on the DWR website and found no currently monitored groundwater wells within one-half mile of the Site (DWR, 2021).

WKA also searched the State Water Resources Control Board's (SWRCB) GeoTracker website for quarterly groundwater monitoring reports completed for facilities in the immediate vicinity of the Site. No facilities are located within one-half mile of the Site (SWRCB, 2021).

4.2 Historical Use Information

WKA reviewed historical information to develop a history of the previous uses of the Site and surrounding area, in order to evaluate the Site and adjoining properties for evidence of RECs. Standard historical sources reviewed during the preparation of this report included the following, as available:

- Sanborn® Maps;
- Topographic Maps;
- Oil and Gas Well Maps;
- Aerial Photographs;
- Ownership Records;
- Building Department Records;
- Local Street Directories;
- Zoning and Land Use Records;
- Other Historical Sources; and,
- Prior Assessments.

Discussion of these historical sources is provided in the following sections.

4.2.1 Sanborn® Maps

Sanborn® Maps are obtained through Environmental Data Resources, Inc. (EDR®). EDR® is a national commercial provider of environmental database information. Sanborn® Maps are detailed drawings of site development, and were typically used by fire insurance companies to determine site fire insurability. According to EDR®, Sanborn® Map coverage of the Site is not available (EDR®, 2021b). The EDR® Sanborn® Map is provided in Appendix C.

4.2.2 Topographic Maps

Historical USGS topographic maps with coverage of the Site and outlying land areas were reviewed. Topographic maps with coverage of the Site dated 1916, 1922, 1942, 1947, 1954, 1968, 1981, and 2012 were available for review (EDR®, 2021c). Copies of the topographic maps compiled by EDR® with coverage of the Site are included in Appendix C. Table 1 notes the changes in the vicinity of the Site.

Table 1		
Year	**Scale**	**Observations**
1916	1:31,680	Site: Vacant land. North: Vacant land. East: Corral Hollow Road followed by an east-west oriented trail road. South: Vacant land. West: Vacant land.
1922	1:62,500	No significant changes noted for the Site or the vicinity.
1942	1:62,500	Site: A trail road, oriented from southeast to northwest, is depicted on the southern portion of the Site. A second trail road is depicted on the western portion of the Site that is oriented southeast to north. North: No significant changes noted. East: No significant changes noted. South: A trail road is depicted. West: The trail road noted on the Site extends to the northwest.
1947	1:50,000	No significant changes noted for the Site or the vicinity.
1954	1:24,000	Site: The previously noted trail roads are no longer depicted. Two petroleum pipelines are depicted transecting the northeastern portion of the Site from southeast to northwest. North: The Delta-Mendota Canal is depicted. East: The previously noted trail road is no longer depicted. South: No significant changes noted. West: No significant changes noted.
1968	1:24,000	Site: No significant changes noted. North: No significant changes noted. East: No significant changes noted. South: The California Aqueduct is visible. West: No significant changes noted.
1981	1:24,000	Site: Symbols indicating an orchard are depicted. North: No significant changes noted. East: A new trail road leading to structures followed by the Tracy Municipal Airport is depicted. South: No significant changes noted. West: No significant changes noted.
2012	1:24,000	Topographic map symbols, such as orchards, structures, and pipelines, are no longer depicted on the map.

4.2.3 Oil and Gas Well Maps

Review of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) website showed that the Site is not located in a designated natural gas field. No DOGGR wells are located on or within at least one-half mile of the Site (DOGGR, 2021).

4.2.4 Aerial Photographs

Historical aerial photographs of the Site and general vicinity were compiled by EDR®. Photographs covering the years 1937, 1940, 1949, 1957, 1963, 1968, 1975, 1982, 1993, 2006, 2009, 2012, and 2016 were available for review (EDR®, 2021d). Copies of the aerial photographs compiled by EDR® with coverage of the Site are included in Appendix C. Table 2 notes the changes on the property and in the vicinity.

Table 2

Year	Scale	Observations
September 1937	1" = 500'	Site: Grass-covered land. Several trail roads extend from the south-central portion radially out to the northwest, north, and northeast. A linear area of disturbed land, oriented southeast to northwest, is visible on the northeastern portion. The linear area of disturbed land is likely the location of the existing pipeline easement. North: Grass-covered land with several trail roads. East: A road followed by grass-covered land. The linear area of disturbed land noted on the Site extends to the southeast. South: Grass-covered land. An oval-shaped area of disturbed land is visible. West: Grass-covered land.
June 1940	1" = 500'	Site: No significant changes noted. North: No significant changes noted. East: Ground markings indicating dry farm crop cultivation are visible. South: No significant changes noted. West: No significant changes noted.
October 1949	1" = 500'	Site: No significant changes noted. North: The Delta-Mendota Canal is visible. East: No significant changes noted. South: No significant changes noted. West: No significant changes noted.

Table 2		
Year	**Scale**	**Observations**
July 1957	1" = 500'	Site: Ground markings indicating dry farm crop cultivation are visible. A canal is visible transecting the Site from east to west. North: The property to the north has been planted with a vineyard and/or row crops. East: No significant changes noted. South: No significant changes noted. West: Ground markings indicating dry farm crop cultivation are visible.
June 1963	1" = 500'	Site: The northern portion has been planted with an orchard. North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: Grass-covered land.
May 1968	1" = 500'	Site: The southern portion has been planted with an orchard. North: No significant changes noted. East: No significant changes noted. South: The California Aqueduct is visible. West: Ground markings indicating row crop cultivation are visible.
November 1975	1" = 500'	Site: The previously noted canal appears to be filled in on the western portion. Orchard trees have been removed from the previously noted pipeline easement. North: Fallow land. East: No significant changes noted. South: Two structures are visible adjacent to the southeast. West: No significant changes noted.
July 1982	1" = 500'	Site: A portion has been replanted with trees on the northern portion. A pond is visible on the southwestern portion. North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: No significant changes noted.

Table 2		
Year	**Scale**	**Observations**
June 1993	1" = 500'	Site: The previously noted pond is dry. Orchard trees have been moved from the western and south-central portions. The pipeline easement appears to have been disturbed. North: No significant changes noted. East: No significant changes noted. South: No significant changes noted. West: Fallow land.
2006	1" = 500'	Site: Fallow land. The previously noted canal appears to have been filled in. North: No significant changes noted. East: An area of disturbed land is visible. South: No significant changes noted. West: No significant changes noted.
2009	1" = 500'	No significant changes noted for the Site or the vicinity.
2012	1" = 500'	No significant changes noted for the Site or the vicinity.
2016	1" = 500'	Site: Planted with an orchard. North: No significant changes noted. East: The previously noted disturbed area is no longer visible. South: No significant changes noted for the Site or the vicinity. West: No significant changes noted for the Site or the vicinity.

4.2.5 Ownership Records

Ownership information was obtained through ParcelQuest®, an on-line distributor of "Assessor-Direct property information throughout the State of California." The ownership entity for 253-020-160, and -170 was listed as "Takhar Gurcharan Kaur." The ownership entity for 253-020-180, and -190 was listed as "Sandhu Karnail Tr & Ranbir Tr" (ParcelQuest®, 2021).

4.2.6 Building Department Records

WKA contacted the City of Tracy Building Safety Department to request information regarding the building permits for the Site. Our correspondence was not returned prior to the completion of this report.

4.2.7 Local Street Directories

Local street directories with coverage of the Site and adjoining properties were obtained from EDR® (EDR®, 2021e). These documents contain business listings based on street number identifiers. The Site APNs have not been assigned street addresses and no historical addresses were located for the Site; therefore, the Site would not have been listed in city directories. A copy of the EDR® City Directory (EDR®, 2021e) is provided in Appendix C.

4.2.8 Zoning and Land Use Records

The Site use is listed as agricultural (ParcelQuest, 2021).

The Site is located within an area of minimal flood hazard, as designated by the Federal Emergency Management Agency (FEMA). The floodplain map is provided in Appendix C.

WKA reviewed data provided on the National Pipeline Mapping System website and located three pipelines that transect the northeastern portion from southeast to northwest. Two of the pipelines are operated by PG&E and reportedly are used to transmit natural gas. The third pipeline is noted is as being operated by Crimson Pipeline, L.P. and is reportedly a crude oil transmission line (NPMS, 2021).

4.2.9 Other Historical Sources

Review of additional historical sources was not warranted in order for the Environmental Professional to make a determination as to evidence of potential RECs on the Site.

4.2.10 Prior Assessments

No previous assessments were provided to WKA prior to the completion of this report.

4.3 Environmental Record Sources

4.3.1 Regulatory Agency Databases

EDR® was contacted to provide a summary of facilities listed on regulatory agency databases (EDR®, 2021a). Table 3 summarizes the researched ASTM required *Standard Environmental Record Sources*, as well as several *Additional Environmental Record Sources*, as defined in Sections 8.2.1 and 8.2.2 of the ASTM Standard. For additional reference, the EDR® Radius Map Report with GeoCheck is included in Appendix D.

Table 3

	EDR Listed Database	*ASTM E 1527-13 Search Distance*	No. of Facilities Listed (within Search Radius)
Federal			
Federal NPL Site List	*NPL*	1-mile	0
Federal Delisted NPL Site List	*Delisted NPL*	½-mile	0
Federal CERCLIS List	*CERCLIS*	½-mile	0
Federal CERCLIS NFRAP Site List	*CERCLIS NFRAP*	½-mile	0
Federal RCRA CORRACTS Facilities List	*CORRACTS*	1-mile	0
Federal RCRA Generators List:			
Small Quantity and Large Quantity Generators	*RCRA SQG*	Site & adjoining	0
	RCRA LQG		0
Landfills and Solid Waste Management Units	*RCRA TSDF*	½-mile	0
Federal Institutional Control / Engineering Control Registries	*US ENG Controls*	Site only	0
	US INST Controls		0
Federal ERNS List	*ERNS*	Site only	0
State			
State-equivalent NPL (Hist. Cal-Sites)	*Hist. Cal-Sites*	1-mile	0
State-equivalent CERCLIS	*RESPONSE*	½-mile	0
State Landfill and/or Solid Waste Disposal Site	*SWF/LF (SWIS)*	½-mile	0
	WMUDS/SWAT		2
State Leaking Underground Storage Tanks	*LUST- Reg 5 Geotracker*	½-mile	2
Tribal Leaking Underground Storage Tanks	*Indian LUST*	½-mile	0
State Registered Underground Storage Tanks	*UST*	Site & adjoining	0
Tribal Registered Underground Storage Tanks	*Indian UST*	Site & adjoining	0
State Registered Aboveground Storage Tanks	*AST*	Site & adjoining	0
State Institutional Control Registries	*DEED*	Site only	0
State Voluntary Cleanup Sites	*VCP*	½-mile	0
State Brownfield Sites	*US Brownfields*	½-mile	0
California Environmental Reporting System Hazardous Waste	*CERS Haz Waste*	¼-mile	0
Additional Environmental Record Sources			
Hazardous Waste & Substances Sites List	*CORTESE*	½-mile	0
DTSC EnviroStor (includes Cal-Sites)	*EnviroStor*	1-mile	5
SLIC	*SLIC - Reg 5*	½-mile	1
Cleaner Facilities	*Drycleaners*	¼-mile	0
HAZNET	*HAZNET*	¼-mile	0

Review of the EDR® report indicates the Site is not listed on any of the EDR® databases. Regulatory information reviewed concerning the adjoining properties and the nearest facility in each cardinal direction identified within its respective ASTM search distance is detailed below.

The Jefferson School District and Tracy Hills Site – Proposed Elementary School Property, 29650 South Corral Hollow Road, is located to the south of the Site across the California Aqueduct. The Property is listed on Department of Toxic Substances Control (DTSC) EnviroStor database. According to a DTSC letter, dated January 23, 2019, assessment activities were performed at the Property as part of the Preliminary Endangerment Assessment evaluation for development with a school. Groundwater samples were collected to evaluate potential petroleum hydrocarbon and tetrachloroethylene groundwater impacts from a landfill to the southeast of the property. In addition, soil vapor samples were collected to evaluate the potential impacts from petroleum hydrocarbon and tetrachloroethylene. Laboratory analytical results indicated that petroleum hydrocarbons and tetrachloroethylene were below laboratory reporting limits or environmental screening levels. The DTSC concluded that no further action was required. Based on the information reviewed, this property has not impacted the Site.

The Corral Hollow Truck Stop facility, 30600 Corral Hollow Road, was located 0.25 miles south-southeast of the Site. The facility was listed on the State Water Resources Control Board's (SWRCB)Leaking Underground Storage Tank database. According to a San Joaquin County Environmental Health Department letter, dated February 26, 2002, the facility received a no further action letter. Based on the information reviewed, this facility has not impacted the Site.

The Corral Hollow II-2 Landfill facility, southeast of Interstate 580 and Corral Hollow Road, was located 0.67 miles south-southeast of the Site. The facility is listed on the DTSC EnviroStor database. WKA reviewed a Third Quarter 2020 Groundwater and Surface Water Monitoring Report, dated October 2020, prepared by Aptim Environmental & Infrastructure LLC on the SWRCB GeoTracker website. According to Aptim, the direction of groundwater flow was reported to be north-northeast and a tetrachloroethylene groundwater plume extends to the north; however, it does not appear to extend to the Site. Assessment activities conducted at the Jefferson School District and Tracy Hills Site – Proposed Elementary School Property indicate that the tetrachloroethylene plume does not extend to the property adjacent to the south of the Site. Based on the information reviewed, this facility has not impacted the Site.

4.3.2 Preliminary Screen for Vapor Encroachment Conditions

WKA conducted a preliminary screening for VEC beneath the Site using the Tier 1 vapor encroachment screening evaluation[1]. The Tier I screening included performing a *Search Distance Test* to identify if there are any known or suspect contaminated properties surrounding or upgradient of the Site within specific search radii, and a *Chemicals of Concern (COC) Test* (for those known or suspect contaminated properties identified within the *Search Distance Test*) to evaluate whether or not COC are likely to be present. The Vapor Encroachment Screening Matrix is included in Appendix E.

Based on the completion of the VEC-screening matrix, a VEC can be ruled out because a VEC does not or is not likely to exist.

4.3.3 Environmental Lien Search

According to two January 28, 2021, Environmental Lien Search Reports prepared by Security First Title Resource, no environmental liens or activity or use limitations (AULs) were recorded for the Site (SFTR 2021). Copies of the Environmental Lien Search Report is included in Appendix C.

[1] The Preliminary Screen for Vapor Encroachment Conditions was based on the guidelines presented in the ASTM *E 2600-15 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Data Gaps

The time intervals between the Standard Historical Sources (i.e., topographic maps, aerial photographs, other historical sources) exceeded the ASTM minimum five-year period. However, the use of the Site appears unchanged within the time gaps, and therefore, research of the Site use during the time gaps is not required by the ASTM Standard (Refer to *Section 8.3.2.1 – Intervals* of the ASTM E 1527-13 standard).

It is the opinion of WKA that no significant data gaps were identified during the preparation of this report that affects the ability of the Environmental Professional to identify RECs on the Site.

5.2 Conclusions

- The historical land use research dating back to the early 1900s revealed that the Site was grass-covered land or used for dry farm crop cultivation from at least 1937 to at least 1957, planted with an orchard from at least 1963 to at least 1993, fallow land from at least 2006 to at least 2012, and has been planted with the existing orchard since at least 2016. A canal transected the central portion of the Site from east to west from at least 1957 to at least 1968.
- Historical operations of the orchard between 1963 and 1993 may have included the application of persistent pesticides, such as organochlorine pesticides and arsenical pesticides. The half-life of organochlorine pesticides are typically long enough such that chemicals applied in the 1960s and 1970s may be detected in soils presently.
- WKA contacted the San Joaquin County Agricultural Commissioner to request information regarding pesticides records. According to a representative with the San Joaquin County Agricultural Commissioner's office, their records go back three years.
- A pipeline easement transects the northeastern portion of the Site from southeast to northwest. Three pipelines are located within the easement. Two of the pipelines are operated by PG&E and used for natural gas transmission. The third pipeline is used to transport crude oil and is operated by Crimson Pipeline, L.P.
- WKA observed an irrigation well located within a fenced area on the northwestern portion of the Site. A semi-truck was attached to the irrigation well and the front end was elevated on lifts. Presumably, the truck engine is used in lieu of land power to run the well. WKA observed an area of staining that was approximately three feet in diameter beneath the engine of the semi-truck. WKA observed a 10,000-gallon diesel aboveground storage tank (AST) adjacent to the irrigation well within the fenced area. The current owner stated that the (AST) has not been used by them. Many empty one

and two-gallon containers were located within the fenced area that were labeled as herbicide and fertilizer. A spigot and hose were observed adjacent to the east of the fenced area.

- WKA reviewed an ALTA survey for the Site. The survey indicates that the property line transects the fenced area on the northwestern portion of the Site from east to west and the irrigation well, semi-truck, and area of stained soil are located off-site. WKA understands that the current site owner will be responsible for excavating the stained soils beneath the semi-truck.
- According to an environmental lien search, no environmental liens are associated with the Site.
- Given the documentation reviewed concerning the agency listings for neighboring facilities, none of the facilities reviewed is likely to have a negative impact on the Site.
- Based on the completion of the vapor encroachment condition (VEC) screening matrix, WKA concludes a VEC can be ruled out because a VEC does not or is not likely to exist.

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 for the Tracy Hills Logistics Park Property. Any exceptions to, or deletions from, this practice are described in Section 5.4 of this report. This assessment has revealed no evidence of RECs in connection with the Site except the following:

- On-site concerns were noted from the historical agriculture activities including the presence of orchards from at least 1963 to at least 1993 and the potential for residues of historically applied persistent pesticides.
- Concerns were noted from the stained soils beneath the semi-truck attached to the irrigation well located within the fenced area that is located on the northwestern portion of the Site.

5.3 Recommendations

Based on the conclusions presented and the documentation contained herein, WKA makes the following recommendations:

- Collecting soil samples from the orchard area to evaluate the potential presence of historically applied persistent pesticides.
- The area of stained soils beneath the semi-truck attached to the irrigation well should be excavated and confirmation samples should be collected to ensure that all impacted soils have been removed. WKA was unable to locate information for the owner of the area between the Site and the Delta Mendota Canal. Due to the irrigation well and

surrounding area being associated with the orchard, WKA recommends that the stained soils beneath the semi-truck be removed and properly disposed prior to the property transaction.

- If the irrigation well will no longer be used, it should be abandoned in accordance with local, state, and federal regulations prior to the property transaction.
- All debris should be removed from the Site and properly disposed.

5.4 Exceptions and/or Deletions

No exceptions or deletions from the ASTM E 1527-13 standard were made during the performance of this ESA.

5.5 Additional Services

Non-scope considerations, such as assessment for naturally occurring asbestos (NOA), wetlands evaluation, indoor air quality, laboratory testing of the soils and groundwater beneath the Site for environmental contaminants (such as agricultural-related pesticides, termiticides, polychlorinated biphenyls [PCBs], or arsenic and lead), and assessments for asbestos containing materials and lead-based paint were not included or requested as part of this ESA. Additionally, this ESA included conducting a Tier 1 vapor encroachment screening in accordance with the ASTM *E 2600-15 Vapor Encroachment Screening on Property Involved in Real Estate Transactions.*

6.0 LIMITATIONS

The statements and conclusions in this report are based upon the scope of work described above and on observations made only on the date of the field reconnaissance, February 3, 2021. Work was performed using a degree of skill consistent with that of competent environmental consulting firms performing similar work in the area. Information regarding the Site that is *publicly available* and *practically reviewable,* as described in the ASTM standard, was obtained. The conclusions in this report should be reevaluated if site conditions change or new information becomes available. No recommendation is made as to the suitability of the Site for any purpose. The results of this assessment do not preclude the possibility that materials currently or in the future defined as hazardous are present on the Site, nor do the results of this work guarantee the potability of groundwater beneath the Site. This report is applicable only to the investigated Site and should not be used for any other property. No warranty is expressed or implied.

This report is viable for one year from the publication date of the report provided the following components are updated within 180 days of the date of purchase or (for transactions not involving an acquisition) the date of the intended transaction:

- Interviews with current owners/occupants and/or in order to identify changes in Site conditions or uses since the publication date of this report
- Searches for recorded environmental cleanup liens
- Visual inspection of the Site and of adjoining properties with emphasis on changes in conditions or uses since the publication date of this report
- A current review of federal, state, tribal and county databases
- The declaration by the environmental professional responsible for the assessment.

Environmental Site Assessments completed more than one year prior to the date of purchase must be reviewed and updated in order for the *Environmental Site Assessment* to be considered valid per Section 4.6 (*Continued Viability of Environmental Site Assessment*), and Sections 4.7 and 8.4 (*Prior Assessment Usage*) of the ASTM E 1527-13 Standard.

NMM:KMB:mr
H:/dept3/13041.02 - Phase I ESA Tracy Hills Logistics Park Property

7.0 REFERENCES

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-2021c. *The EDR Historical Topographic Map Report, Tracy Hills Logistics Park Property, South Corral Hollow Road, Tracy, California, Inquiry Number 6347738.4*, Shelton, Connecticut, (January 28, 2021).

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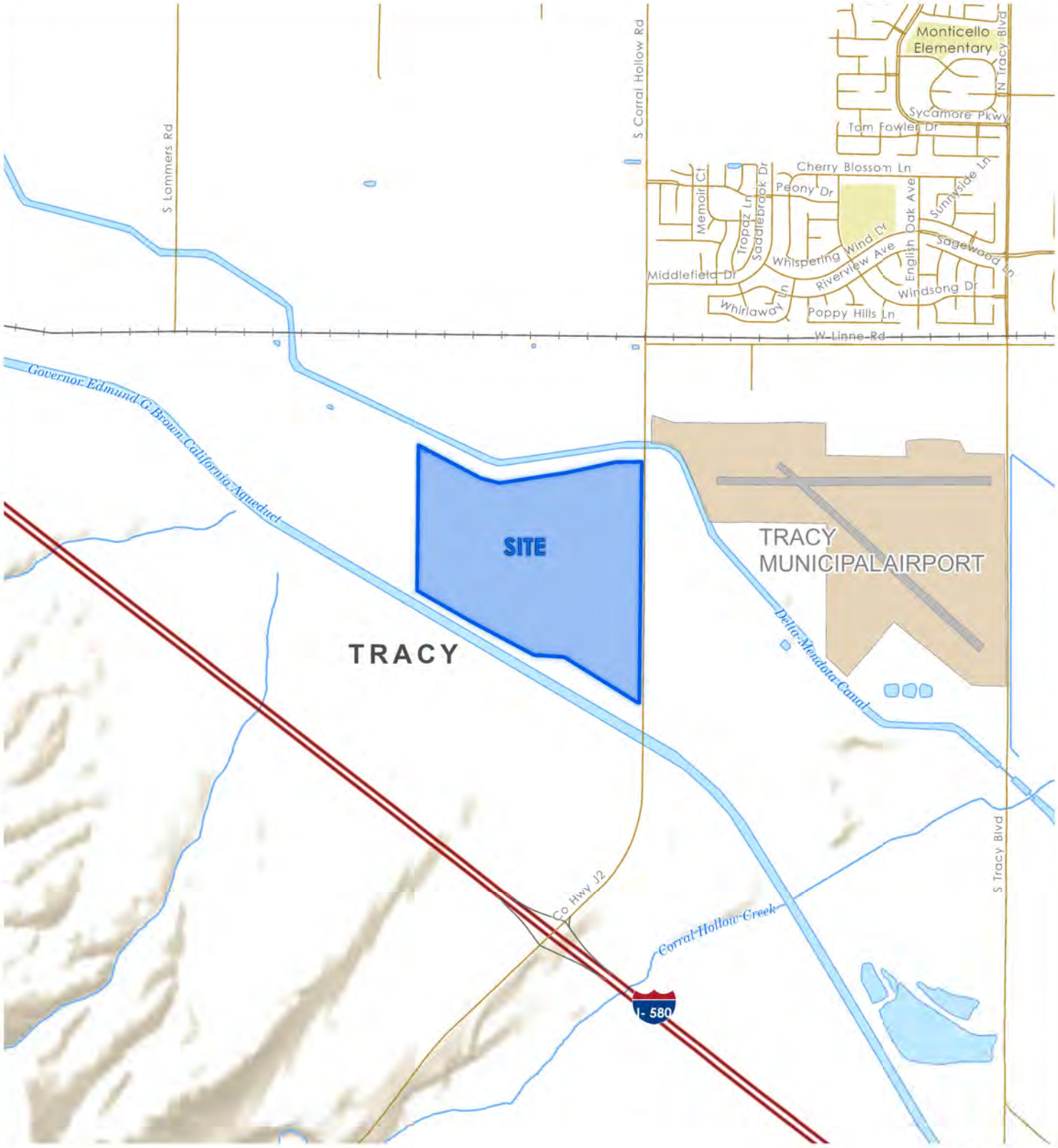
FIGURES



Spatial Data provided by Esri, NOAA, and USGS.
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

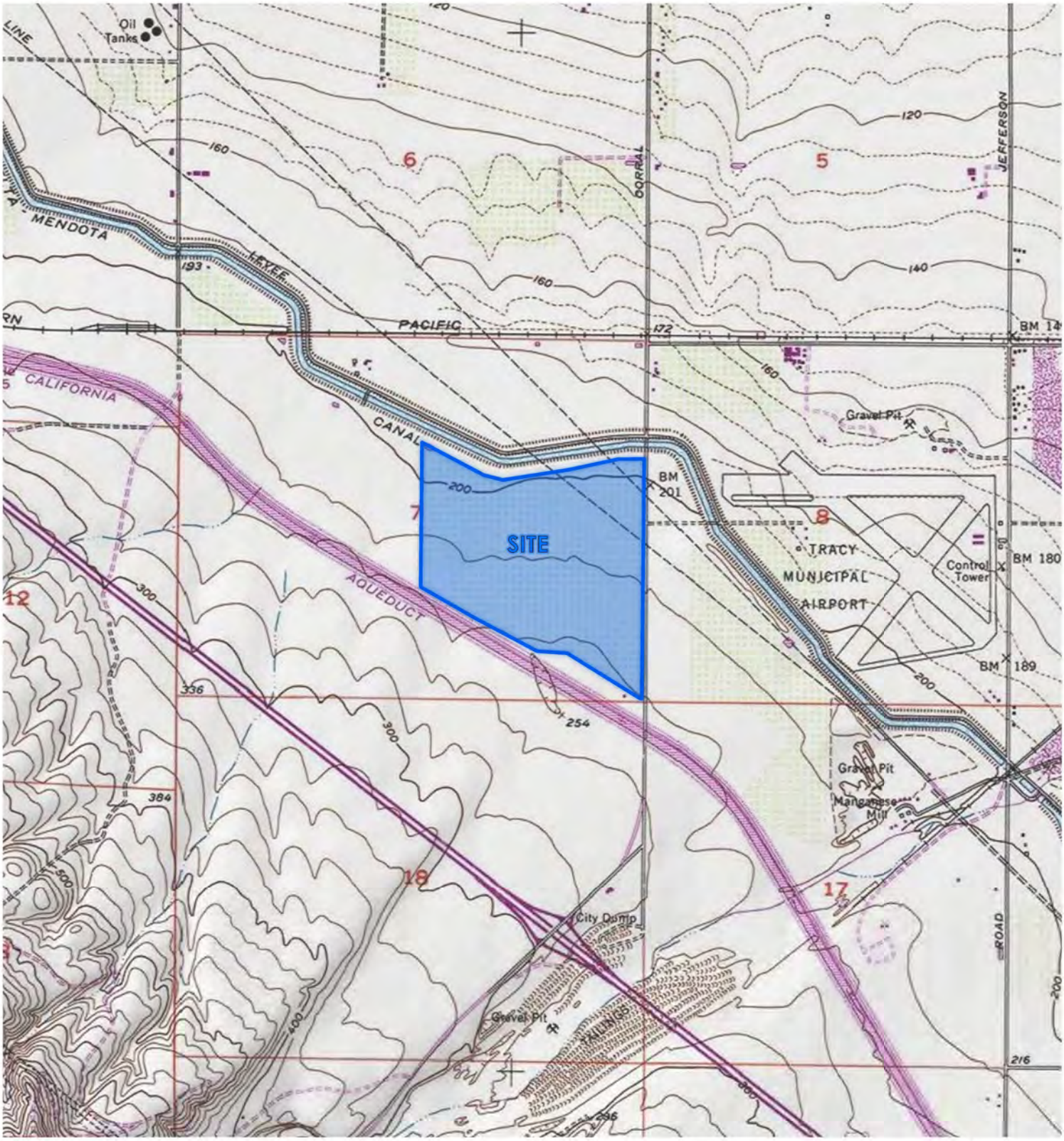
WallaceKuhl & ASSOCIATES

VICINITY MAP

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	1
DRAWN BY	RWO
CHECKED BY	NMM
PROJECT MGR	KMB
DATE	02/2021
WKA NO.	13041.02



N

0 1,000 2,000

Feet

Topographic Basemap Adapted from the USGS 7.5' Digital Map Series
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

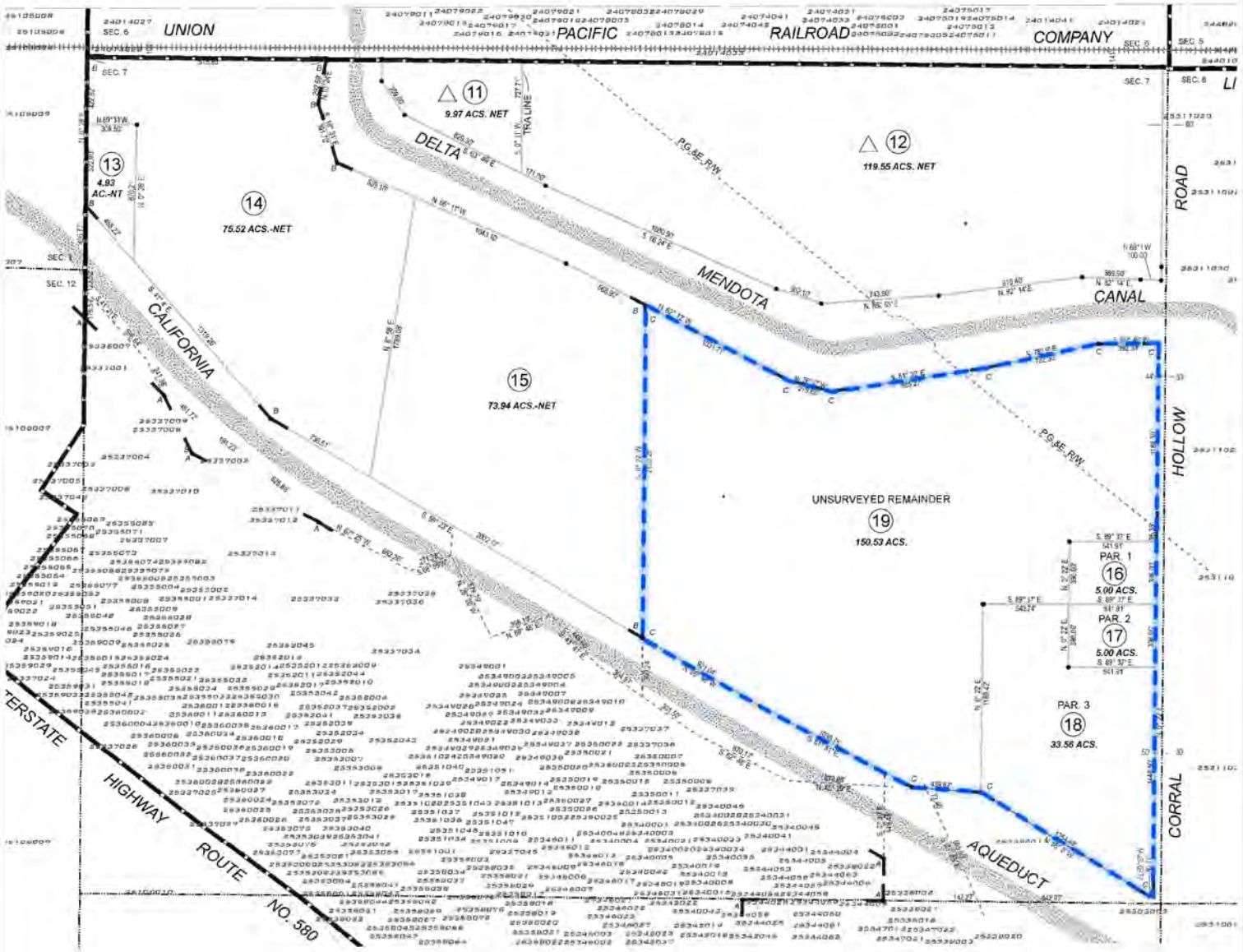
WallaceKuhl & ASSOCIATES

TOPOGRAPHIC MAP

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	2
DRAWN BY	RWO
CHECKED BY	NMM
PROJECT MGR	KMB
DATE	02/2021
WKA NO.	13041.02



Approximate Site Boundary

N

0 500 1,000
Feet

Parcel Map provided by the County of San Joaquin Assessor's Office. Book 253, page 2.
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

WallaceKuhl & ASSOCIATES

PARCEL MAP

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	3
DRAWN BY	RWO
CHECKED BY	NMM
PROJECT MGR	KMB
DATE	02/2021
WKA NO.	13041.02

Approximate Site Boundary

N

0 300 600

Feet

Aerial imagery provided by Esri.
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

WallaceKuhl & ASSOCIATES

AERIAL SITE MAP

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	4
DRAWN BY	RWO
CHECKED BY	NMM
PROJECT MGR	KMB
DATE	02/2021
WKA NO.	13041.02

Looking west at a typical row or orchard trees.

Looking west at the fenced area where an irrigation well, semi-truck, and AST are located on the northern portion.

Looking north at the semi-truck attached to the irrigation well.

Looking at a an area of stained soil beneath the semi-truck.

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	5a
DRAWN BY	NMM
CHECKED BY	KMB
PROJECT MGR	KMB
DATE	2/21

WKA NO. 13041.02

Looking at empty one and two-gallon containers within the fenced area on the northwestern portion of the Site.

Looking at an AST within the fenced area.

Looking at a pile of irrigation hose located to the southeast of the fenced area on the northwestern portion of the Site.

Looking south at the western portion of the Site.

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	5b
DRAWN BY	NMM
CHECKED BY	KMB
PROJECT MGR	KMB
DATE	2/21

WKA NO. 13041.02

Looking west at a fenced area on the northeastern portion of the Site associated with the pipelines that transect the Site.

Looking at pipeline markers along near Corral Hollow Road.

Looking at a second fences area on the southeastern portion of the Site.

Looking at the PG&E gas main shut off/valve facility.

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	5c
DRAWN BY	NMM
CHECKED BY	KMB
PROJECT MGR	KMB
DATE	2/21

WKA NO. 13041.02

Looking at a pile of debris located to the west of the fenced area on the southeastern portion of the Site.

Looking west-northwest at typical orchard trees.

Looking east at rows of orchard trees.

Looking at a water meter located at the southwestern corner of the Site.

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS

TRACY HILLS LOGISTICS PARK PROPERTY

Tracy, California

FIGURE	5d
DRAWN BY	NMM
CHECKED BY	KMB
PROJECT MGR	KMB
DATE	2/21

WKA NO. 13041.02

APPENDIX A
RESUMES

NANCY M. MALARET

PROJECT ENVIRONMENTAL SCIENTIST

Ms. Malaret has been employed in the environmental field since 2003. She graduated from University of California, Davis with a degree in Hydrologic Science.

Ms. Malaret worked for the Florida Department of Health for four years. She assisted with the coordination of sampling potable water wells throughout the state of Florida. Ms. Malaret used GIS mapping techniques to identify private potable wells located near commercial and industrial facilities that may have contaminated the groundwater. She coordinated the sampling of the wells and the analysis of water samples collected. She worked with the Florida Department of Environmental Protection to place filters on the private wells with contaminated water. Ms. Malaret also worked with the Health Assessment Team at the Florida Department of Health. She conducted human health risk assessments based on groundwater and soil data collected during contamination assessments of industrial facilities. Ms. Malaret used the Agency for Toxic Substances and Disease Registry's Public Health Assessment Guidelines to evaluate resident's risk of illness from exposure to contaminated groundwater and surface soils. Ms. Malaret used Risk Assistant software to determine dose estimates and compared the results with toxicological studies. Ms. Malaret's human health risk assessments focused on sites with Volatile Organic Compounds, Semi-volatile Organic Compounds, and metals contamination.

Ms. Malaret has six years of experience in due diligence. Her Phase I Environmental Site Assessment experience includes wooded, rural, and urban properties. Her investigations have involved multiple parcel sites with extensive history, large-scale residential subdivisions, office buildings, gasoline stations, dry cleaners, and heavy equipment manufacturing and repair facilities. Ms. Malaret has conducted multiple corridor assessments along roadways being prepared for expansion or improvements. She also conducted a Hazardous, Toxic, and Radioactive Waste Assessment for the United States Army Corps of Engineers on a 20-mile stretch of the St. Johns River in Jacksonville, Florida. Ms. Malaret conducted soil and groundwater sampling associated with Phase II Environmental Site Assessments. Ms. Malaret coordinated long-term groundwater sampling events for sites with residual petroleum contamination.

Ms. Malaret has worked with communities impacted by contamination, local, state, and federal government agencies, banks and developers.

Moody Property, Vacaville, CA: Ms. Malaret managed the Phase I Environmental Site Assessment of a 38.5-acre property of undeveloped land located in Vacaville to support the redevelopment of the property into a residential development.

Woodmere Property, Folsom, CA: Ms. Malaret managed the Phase I Environmental Site Assessment of a 2.5-acre property developed with an office building. Historical research of the property included evaluating former mining operations at the site.

Mercantile Property, Rancho Cordova, CA: Ms. Malaret managed the Phase I Environmental Site Assessment of a 4.1-acre property developed with a commercial building. Evaluation of regulatory facilities within the site vicinity included the former Aerojet Facility.

HIGHER EDUCATION:

University of California, Davis
Bachelor of Science, Hydrologic Science (1999)

KURT M. BALASEK

SENIOR HYDROGEOLOGIST/DIRECTOR OF ENVIRONMENTAL SERVICES

Mr. Balasek has provided a leadership role in hydrogeologic and environmental consulting in the Western US. since 1989. His experience includes, residential and commercial land development, litigation support, permitting, regulatory compliance and technical team building. Mr. Balasek and his team have conducted a wide range of impacted soil and groundwater investigations, mine location and reclamation activities, water resource evaluations and conjunctive use studies. Mr. Balasek has supported municipal efforts to redevelop blighted neighborhoods using private and federal funding and has prepared successful grant applications for EPA Brownfield funding. Mr. Balasek has facilitated public stakeholder processes, organized public comments and used the information gathered from these efforts to prioritize neighborhood and regional site investigations and remedial activities.

Mr. Balasek specializes in unique approaches to problem solving and leverages nearly 30 years of regulatory relationships to assist clients facing enforcement actions. Mr. Balasek has saved his clients hundreds of thousands of dollars in reduced fines, monitoring requirements or realized project efficiencies.

SELECTED PROJECT EXPERIENCE

Stockton Worknet, Stockton, CA: Project was conducted for the City of Stockton Redevelopment Agency and involved delineation, removal and disposal for hydrocarbon and lead-contaminated soil discovered during a construction project. The project also involved a component of public outreach because a children's museum was located immediately adjacent to the site.

Hayden Hill Mine, Lassen, CA: Project consisted of third party review of mine closure plan for Lassen County. Provided technical assistance to Lassen County Planning Commission to facilitate permanent closure of large open pit mine.

Willow Creek, Folsom, CA: Project involved site investigation and subsequent removal of petroleum hydrocarbon-contaminated soil to facilitate private development of commercial property. Under my direction, I facilitated the investigation, excavation and coordination of closure petitions.

City of West Sacramento, West Sacramento, CA: Multiple Projects. These projects involved initial site evaluation of several hundred individual sites for the redevelopment of West Sacramento. Subsequent work involved site investigation and remediation of several sites under U.S. EPA Grants. Provided technical assistance to City staff and collaborated with them to best utilize the public funds and coordinate public outreach. Provided emergency consultation related to peroxide release at city water treatment plant and provides on-going management and monitoring of groundwater pump and treat system at the Port of Sacramento

Rominger Property, Winters, CA (on-going): This project involves detailed site investigation, hydrogeologic analysis and evaluation, and the selection of appropriate remediation technologies for a large plume of (MTBE) contamination on an Ag-industrial site. Project involvement included client and regulatory interaction.

HIGHER EDUCATION:

University of California, Santa Barbara
BA, Geological Sciences (1986)
California State University, Chico
MS, Hydrogeology/Hydrology (1990)

PROFESSIONAL REGISTRATIONS:

Professional Geologist No. 6162, CA
Certified Hydrogeologist No. 299, CA
Qualified Storm Water Developer
California Engineering Contractor A-Haz, C-57,

APPENDIX B

ASTM E 1527-13 User Questionnaire
and Helpful Documents Checklist

HELPFUL DOCUMENTS
TRACY HILLS LOGISTICS PARK PROPERTY

Are you aware of any of the below-listed reports, as they relate specifically to the property?

_____ Yes ___X___ No (if yes, please check all that apply):

- ❑ Environmental Site Assessment reports (Phase I ESA, Asbestos sampling reports, etc.)
- ❑ Environmental Compliance Audit reports
- ❑ Geotechnical Reports
- ❑ Environmental permits (for example, solid waste disposal permits, hazardous waste disposal permits, wastewater permits, NPDES permits, underground injection permits)
- ❑ Registrations for underground or above ground storage tanks
- ❑ Registrations for underground injection systems
- ❑ Material Safety Data Sheets
- ❑ Community Right-to-Know plan
- ❑ Safety Plan
- ❑ Reports regarding Hydrogeologic conditions on the property or surrounding area
- ❑ Notices or other correspondence from any government agency relating to past or current violations of environmental laws with respect to the property or relating to environmental liens encumbering the property
- ❑ Hazardous waste generator notices, or reports
- ❑ Environmental Impact Reports (draft and/or final)
- ❑ Risk assessments
- ❑ Recorded AULs

If any of the above listed documents are available, will copies be provided to WKA for review?

_____ Yes ____ No N/A

Completed by Steven Arthur

Date: February 16, 2021

Title: Partner

Signature:

E 1527-13 USER QUESTIONNAIRE
TRACY HILLS LOGISTICS PARK PROPERTY

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "*Brownfields Amendments*"), the *user*[2] must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that "*all appropriate inquiry*" is not complete.

(1.) Have you performed a search for environmental cleanup liens and AULs, as described under *User Obligations* in the attached proposal, for the *property?* No.

(2.) Are you aware of any environmental cleanup liens against the *property* that are filed or recorded under federal, tribal, state or local law? No.

(3.) Are you aware of any AULs, such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? No.

(4.) As the *user* of the report, do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? No.

(5.) Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present on the *property*? Yes.

(6.) Are you aware of commonly known or reasonably ascertainable information about the *property* that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as user,

(a.) Do you know the past uses of the *property*? If so, what were they?

Agriculture. Almond orchards.

(b.) What, if any, specific chemicals are present or once were present at the *property*?

Regulated pesticides as applied by Nutrien Ag Solutions (Dave Vermeulen, 209-541-7774, referred by Seller. See below as to diesel spill just outside property line.

[2] User, as defined in the ASTM Standard is "the party seeking to use Practice E 1527 to complete an environmental site assessment of the property. A user may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager. The user has specific obligations for completing a successful application of this practice as outline in Section 6 [of the ASTM Standard]."

E 1527-13 USER QUESTIONNAIRE (cont.)
TRACY HILLS LOGISTICS PARK PROPERTY

Questions 6 continued:

(c.) What, if any, spills or other chemical releases have taken place at the *property*?

Noted localized diesel oil on ground under diesel truck on stilts north (outside) of the north property line. Truck/engine being used to power water pump for irrigation. Noted tank just south of property line. Seller notes tank is empty. Former contents unknown.

(d.) What, if any, environmental cleanups have taken place at the *property*?

No knowledge of such.

(7.) As the *user* of this ESA, based on your knowledge and experience related to the *property* are there any obvious indicators that point to the presence or likely presence of contamination at the *property*?

See 6.(c).

COMPLETION:

I have completed this User Questionnaire to the best of my knowledge and provided all information to the environmental professional as of the following date:

Completed by: Steven Arthur

Date: February 16, 2021

Title: Partner

Signature:

Phone Number: (916) 284-3245

See below.

Relationship to the Site (i.e., owner, lender, property manager): Developer/Buyer.

APPENDIX C

Supporting Documents

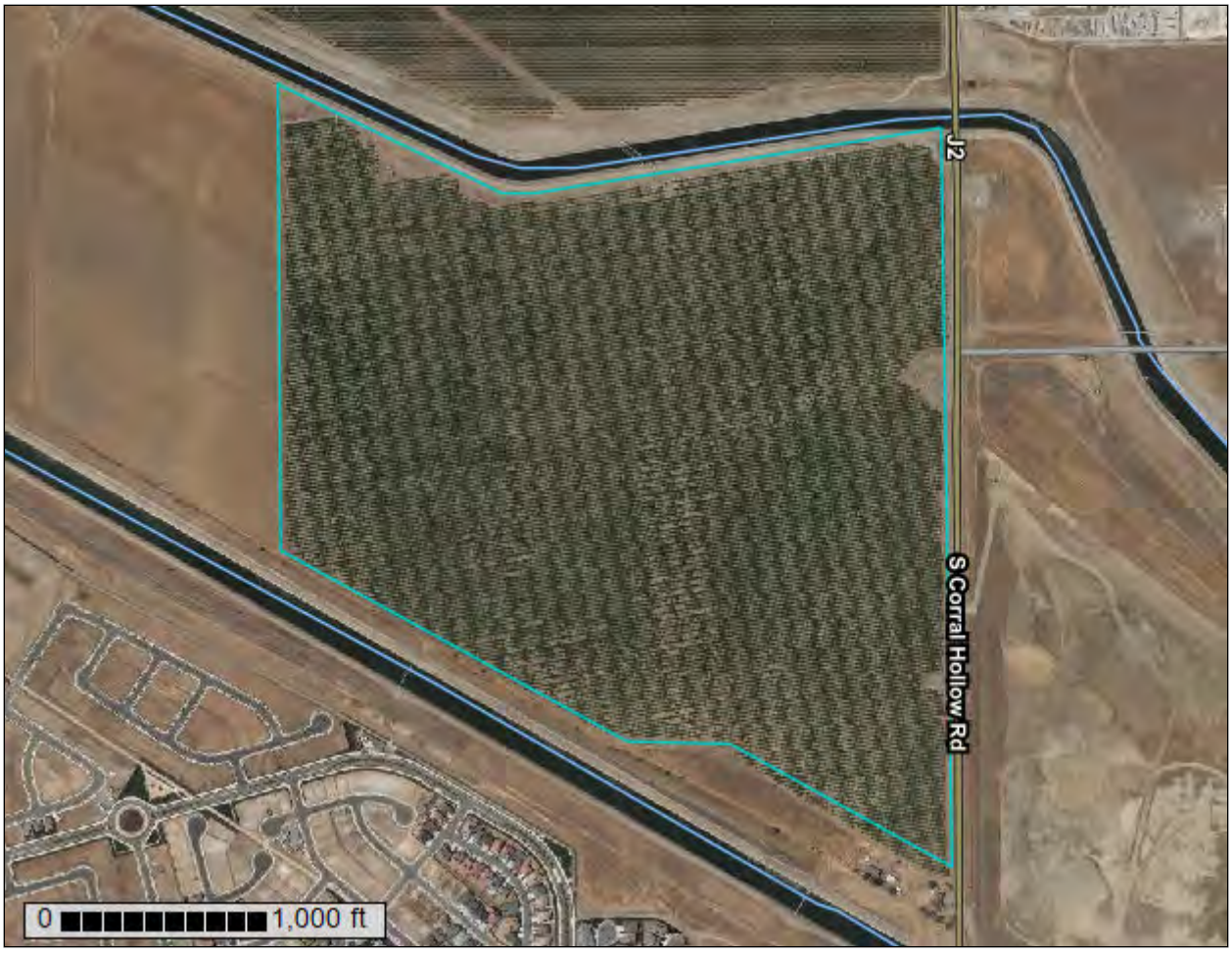
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for San Joaquin County, California



January 29, 2021

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

Map Scale: 1:7,730 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 100 200 400 600

Feet
0 350 700 1400 2100

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Joaquin County, California
Survey Area Data: Version 14, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 16, 2020—Jun 19, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
118	Capay clay, 0 to 1 percent slopes, MLRA 17	47.9	23.8%
281	Zacharias clay loam, 0 to 2 percent slopes	149.2	74.2%
282	Zacharias gravelly clay loam, 0 to 2 percent slopes	4.0	2.0%
Totals for Area of Interest		**201.2**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

San Joaquin County, California

118—Capay clay, 0 to 1 percent slopes, MLRA 17

Map Unit Setting

National map unit symbol: 2xc8q
Elevation: 20 to 350 feet
Mean annual precipitation: 10 to 13 inches
Mean annual air temperature: 61 to 63 degrees F
Frost-free period: 318 to 337 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Capay and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Capay

Setting

Landform: Basin floors
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Clayey alluvium derived from sedimentary rock

Typical profile

Ap - 0 to 11 inches: clay
A - 11 to 20 inches: clay
Bss1 - 20 to 30 inches: clay
Bss2 - 30 to 39 inches: clay
Bk1 - 39 to 51 inches: clay
Bk2 - 51 to 60 inches: clay

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Calcium carbonate, maximum content: 1 percent
Gypsum, maximum content: 1 percent
Maximum salinity: Nonsaline to very slightly saline (0.2 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 3.0
Available water capacity: Moderate (about 9.0 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: C

Hydric soil rating: No

Minor Components

Stomar

Percent of map unit: 5 percent
Hydric soil rating: No

Vernalis

Percent of map unit: 4 percent
Hydric soil rating: No

Willows

Percent of map unit: 4 percent
Landform: Valley floors
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Unnamed, water table at 48 inches

Percent of map unit: 2 percent
Hydric soil rating: No

281—Zacharias clay loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: hhxt
Elevation: 50 to 300 feet
Mean annual precipitation: 11 inches
Mean annual air temperature: 61 degrees F
Frost-free period: 260 to 280 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Zacharias and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Zacharias

Setting

Landform: Alluvial fans, stream terraces
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from mixed rock sources

Typical profile

A - 0 to 19 inches: clay loam
Bw - 19 to 53 inches: clay loam

C - 53 to 60 inches: gravelly clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water capacity: High (about 9.6 inches)

Interpretive groups

Land capability classification (irrigated): 1
Land capability classification (nonirrigated): 4c
Hydrologic Soil Group: C
Hydric soil rating: No

Minor Components

Unnamed, calc soils underlain by grav

Percent of map unit: 3 percent
Hydric soil rating: No

Reiff

Percent of map unit: 3 percent
Hydric soil rating: No

Vernalis

Percent of map unit: 3 percent
Hydric soil rating: No

Capay

Percent of map unit: 3 percent
Hydric soil rating: No

Stomar

Percent of map unit: 3 percent
Hydric soil rating: No

282—Zacharias gravelly clay loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: hhxv
Elevation: 50 to 300 feet
Mean annual precipitation: 11 inches
Mean annual air temperature: 61 degrees F
Frost-free period: 260 to 280 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Zacharias and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Zacharias

Setting

Landform: Alluvial fans, stream terraces
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from mixed rock sources

Typical profile

A - 0 to 14 inches: gravelly clay loam
Bw - 14 to 30 inches: gravelly clay loam
C - 30 to 60 inches: gravelly loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water capacity: Moderate (about 6.7 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: C
Hydric soil rating: No

Minor Components

Xerorthents

Percent of map unit: 2 percent
Hydric soil rating: No

Vernalis

Percent of map unit: 2 percent
Hydric soil rating: No

Xerofluvents

Percent of map unit: 2 percent
Landform: Drainageways
Hydric soil rating: Yes

Capay

Percent of map unit: 2 percent
Hydric soil rating: No

Cortina

Percent of map unit: 2 percent
Hydric soil rating: No

Stomar

Percent of map unit: 2 percent
Hydric soil rating: No

Unnamed, very gravelly med text surface

Percent of map unit: 2 percent
Hydric soil rating: No

Unnamed, coarse textured substratum

Percent of map unit: 1 percent
Hydric soil rating: No

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Tracy Hills Logistics Park Property
South Corral Hollow Road
Tracy, CA 95377

Inquiry Number: 6347738.3
January 28, 2021

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

01/28/21

Site Name:

Tracy Hills Logistics Park Prope
South Corral Hollow Road
Tracy, CA 95377
EDR Inquiry # 6347738.3

Client Name:

Wallace - Kuhl & Associates
3050 Industrial Boulevard
West Sacramento, CA 95691
Contact: Nancy Malaret

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Certification # D49F-4C37-A570

PO # NA

Project 13041.02

UNMAPPED PROPERTY

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Sanborn® Library search results

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- ☑ Library of Congress
- ☑ University Publications of America
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Tracy Hills Logistics Park Property
South Corral Hollow Road
Tracy, CA 95377

Inquiry Number: 6347738.4
January 28, 2021

EDR Historical Topo Map Report
with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
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EDR Historical Topo Map Report

01/28/21

Site Name:

Tracy Hills Logistics Park Prop
South Corral Hollow Road
Tracy, CA 95377
EDR Inquiry # 6347738.4

Client Name:

Wallace - Kuhl & Associates
3050 Industrial Boulevard
West Sacramento, CA 95691
Contact: Nancy Malaret

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Search Results:

P.O.# NA
Project: 13041.02

Coordinates:

Latitude:	37.687174 37° 41' 14" North
Longitude:	-121.458032 -121° 27' 29" West
UTM Zone:	Zone 10 North
UTM X Meters:	635957.92
UTM Y Meters:	4172225.85
Elevation:	222.00' above sea level

Maps Provided:

2012
1981
1968
1954
1947
1942
1922
1916

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

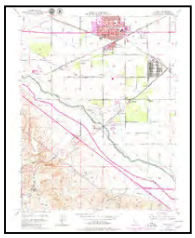
2012 Source Sheets

Tracy
2012
7.5-minute, 24000

1981 Source Sheets

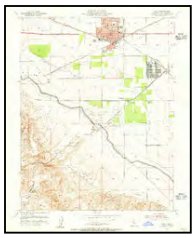
Tracy
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1968 Source Sheets



Tracy
1968
7.5-minute, 24000
Aerial Photo Revised 1968

1954 Source Sheets



Tracy
1954
7.5-minute, 24000
Aerial Photo Revised 1949

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1947 Source Sheets

CARBONA
1947
15-minute, 50000

1942 Source Sheets

Carbona
1942
15-minute, 62500
Aerial Photo Revised 1937

1922 Source Sheets

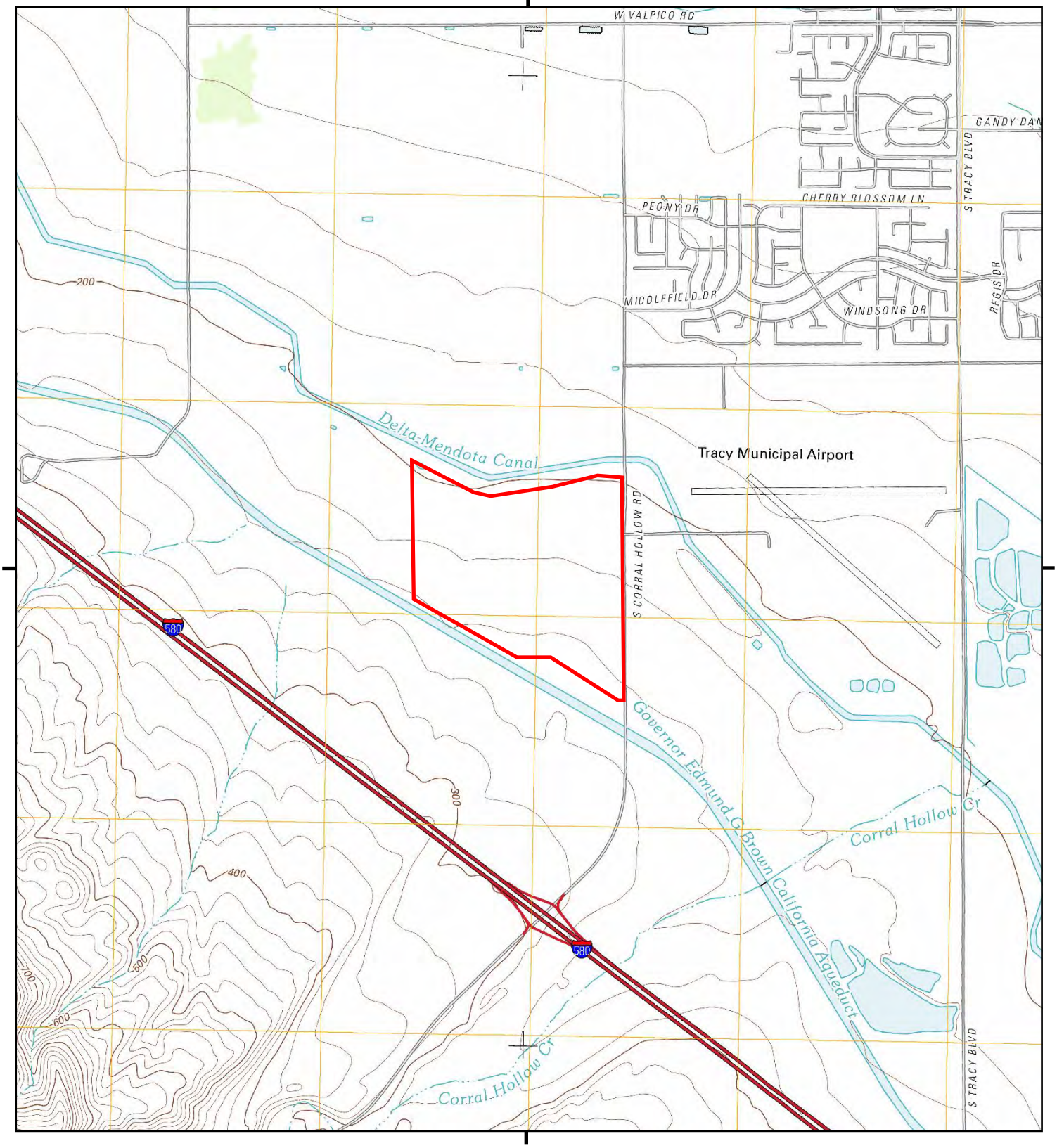
Carbona
1922
15-minute, 62500

1916 Source Sheets

Tracy
1916
7.5-minute, 31680

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

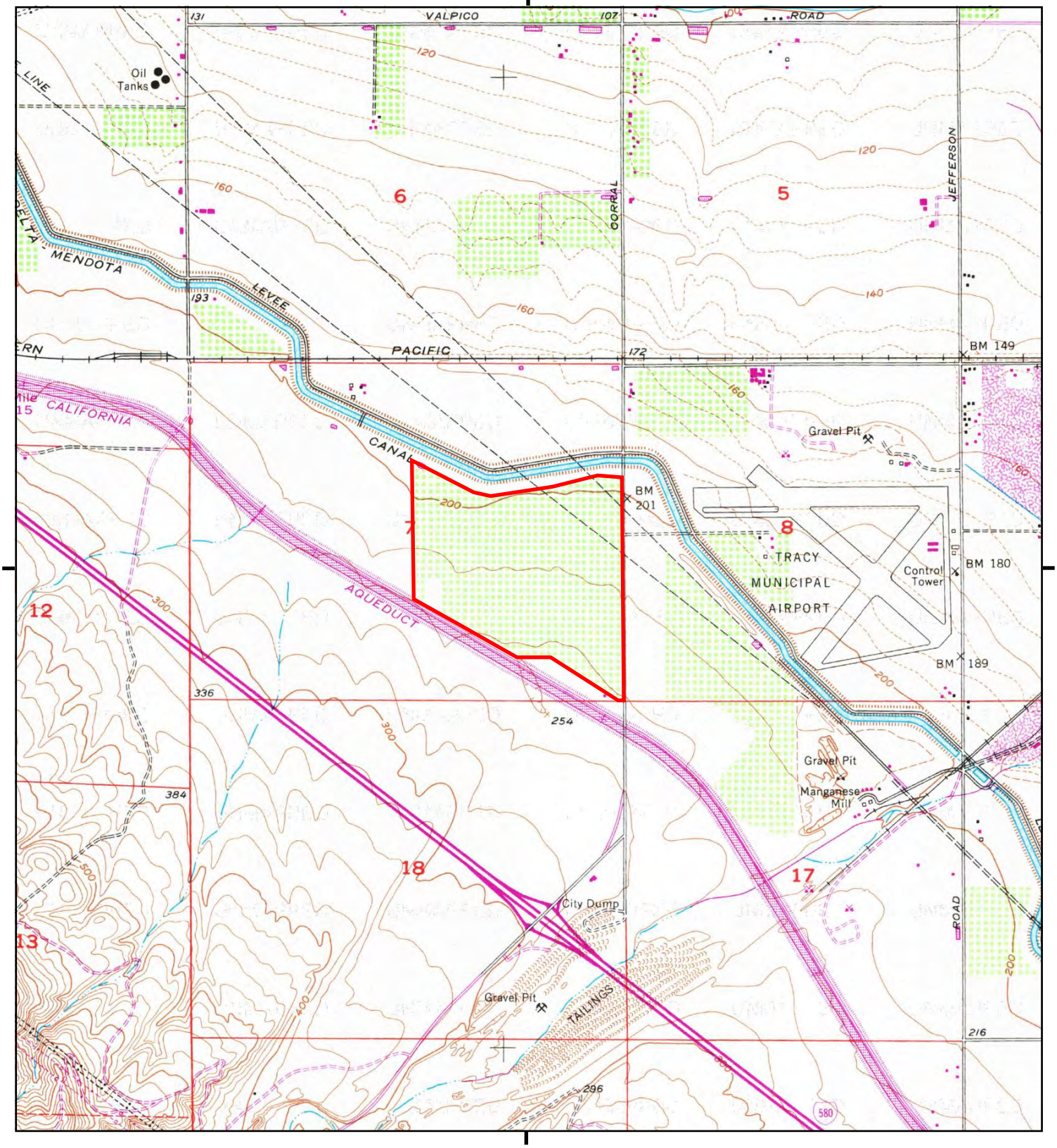
TP, Tracy, 2012, 7.5-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
Tracy, CA 95377
CLIENT: Wallace - Kuhl & Associates

N

Historical Topo Map

1981



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SW S SE

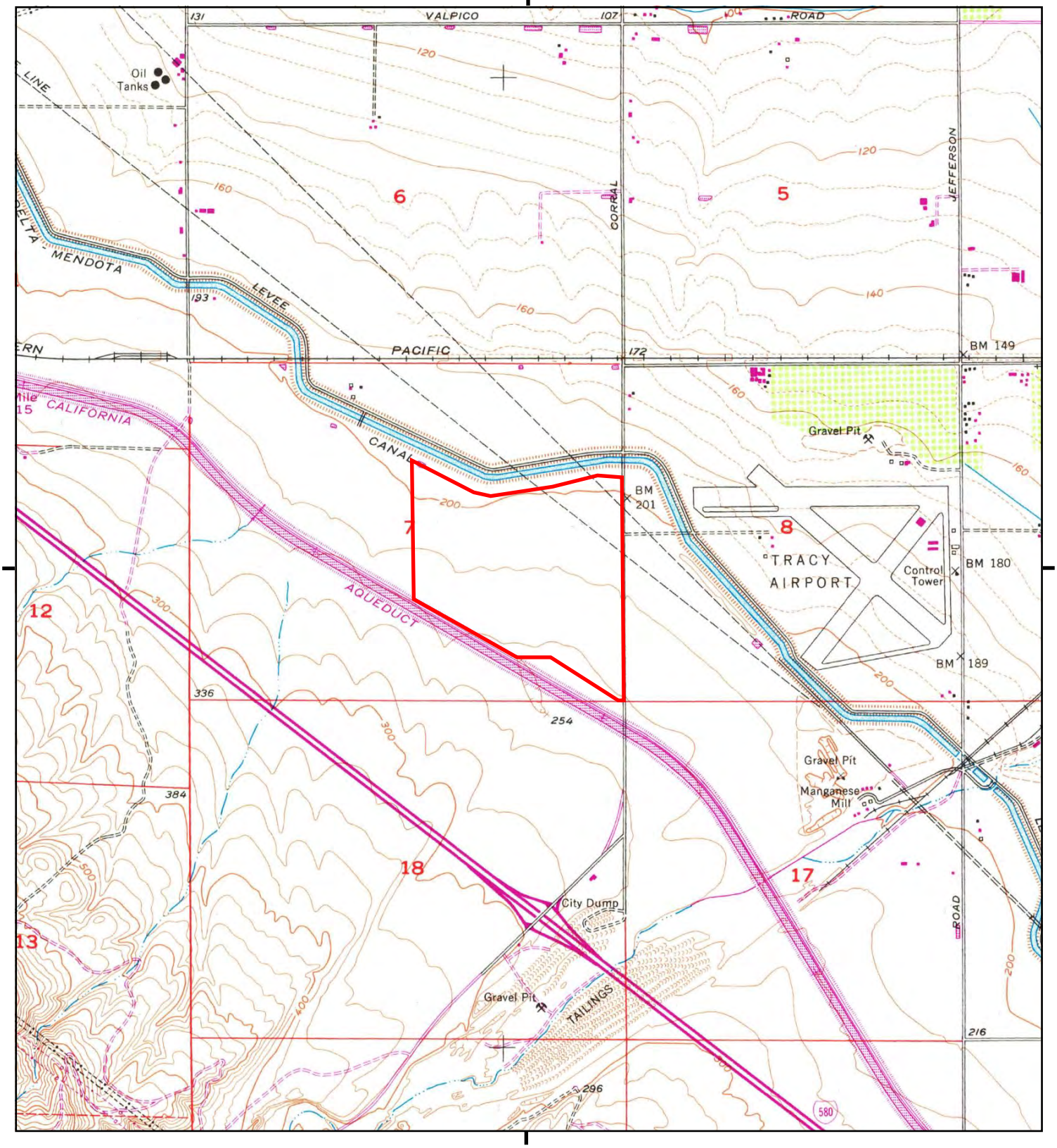
TP, Tracy, 1981, 7.5-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
Tracy, CA 95377
CLIENT: Wallace - Kuhl & Associates

N

Historical Topo Map

1968



This report includes information from the following map sheet(s).

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NW N NE
W E
SW S SE

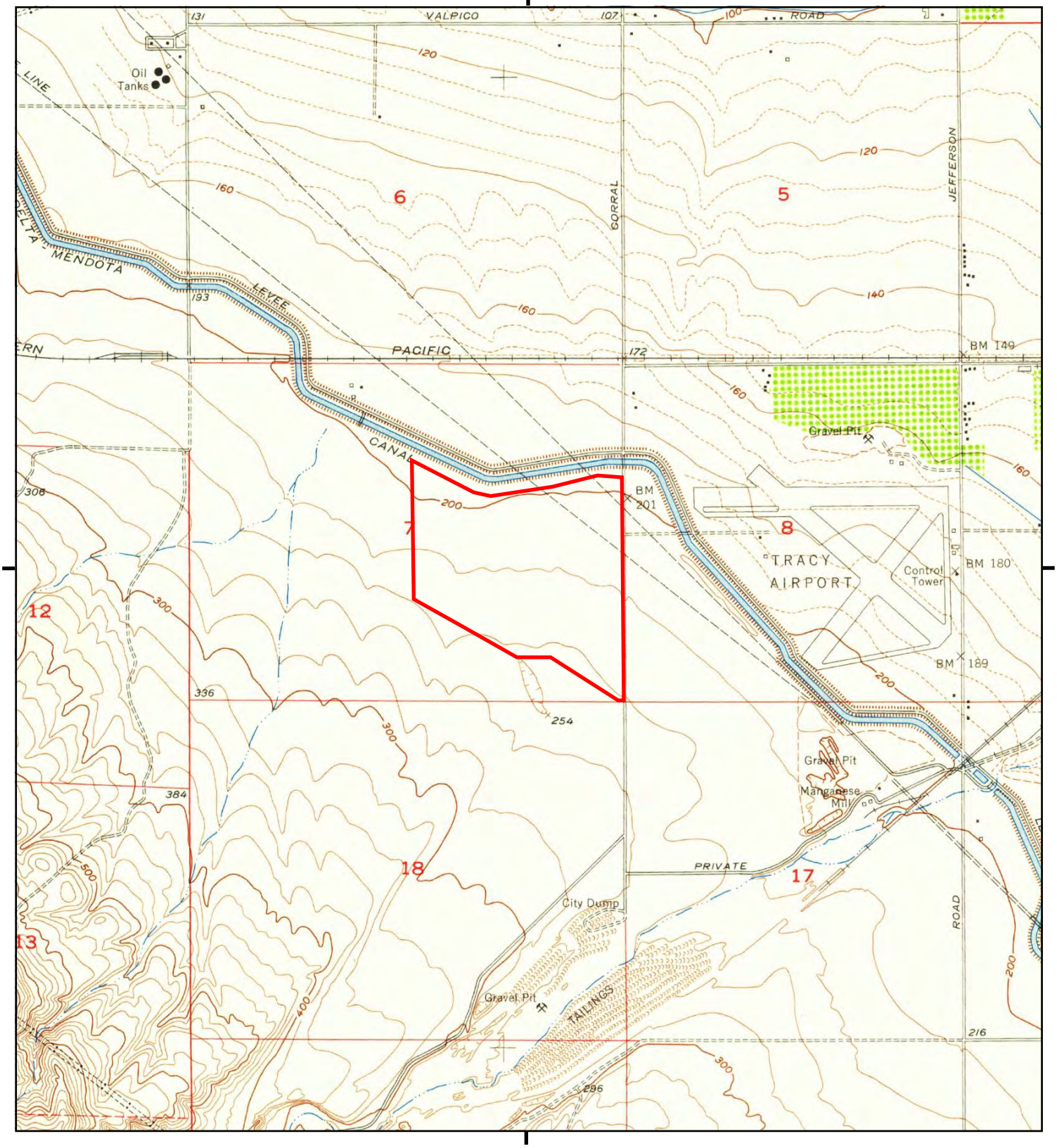
TP, Tracy, 1968, 7.5-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
Tracy, CA 95377
CLIENT: Wallace - Kuhl & Associates

N

Historical Topo Map

1954



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NW N NE
W E
SW S SE

TP, Tracy, 1954, 7.5-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
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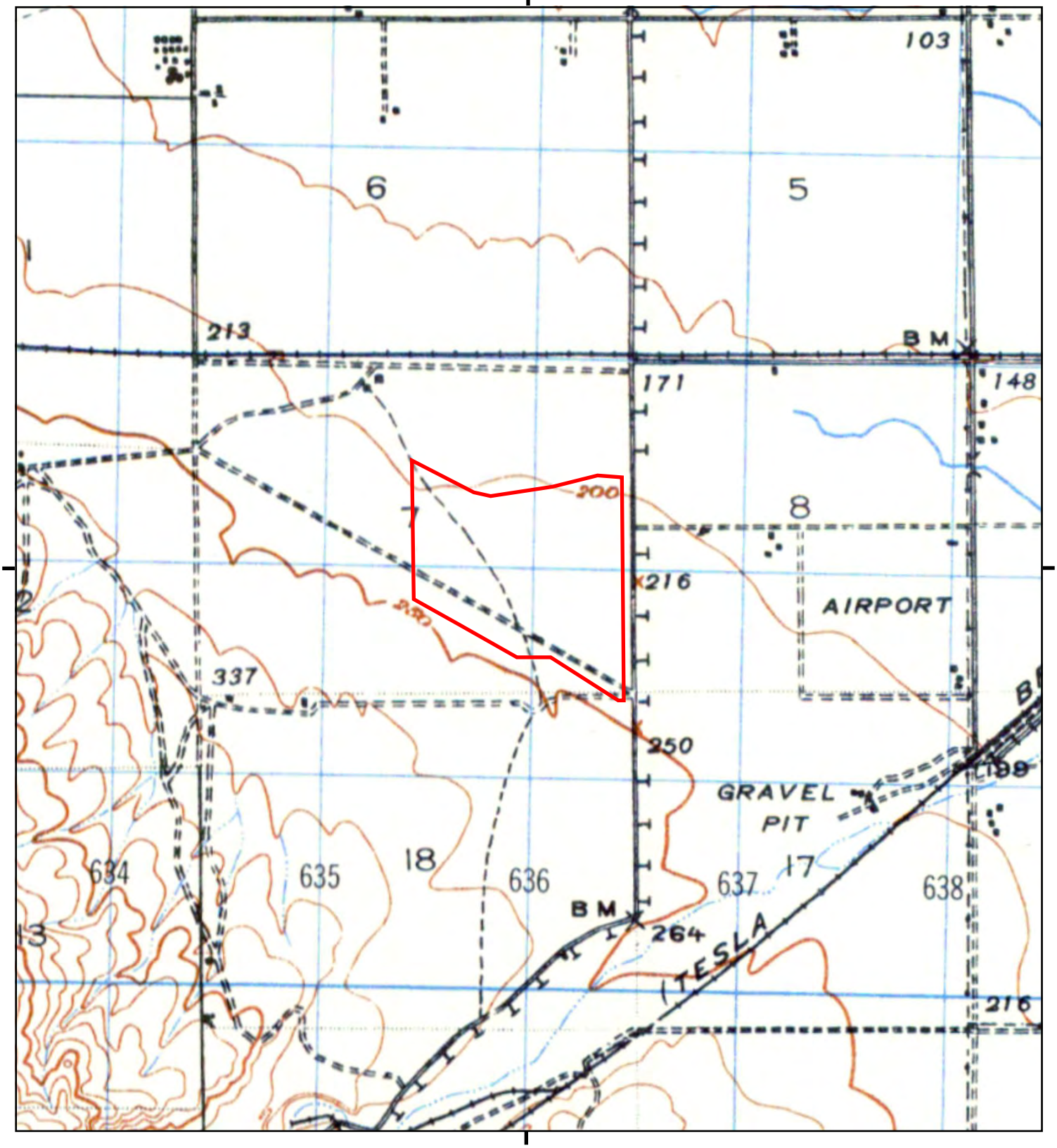
N

Historical Topo Map

1947



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, CARBONA, 1947, 15-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
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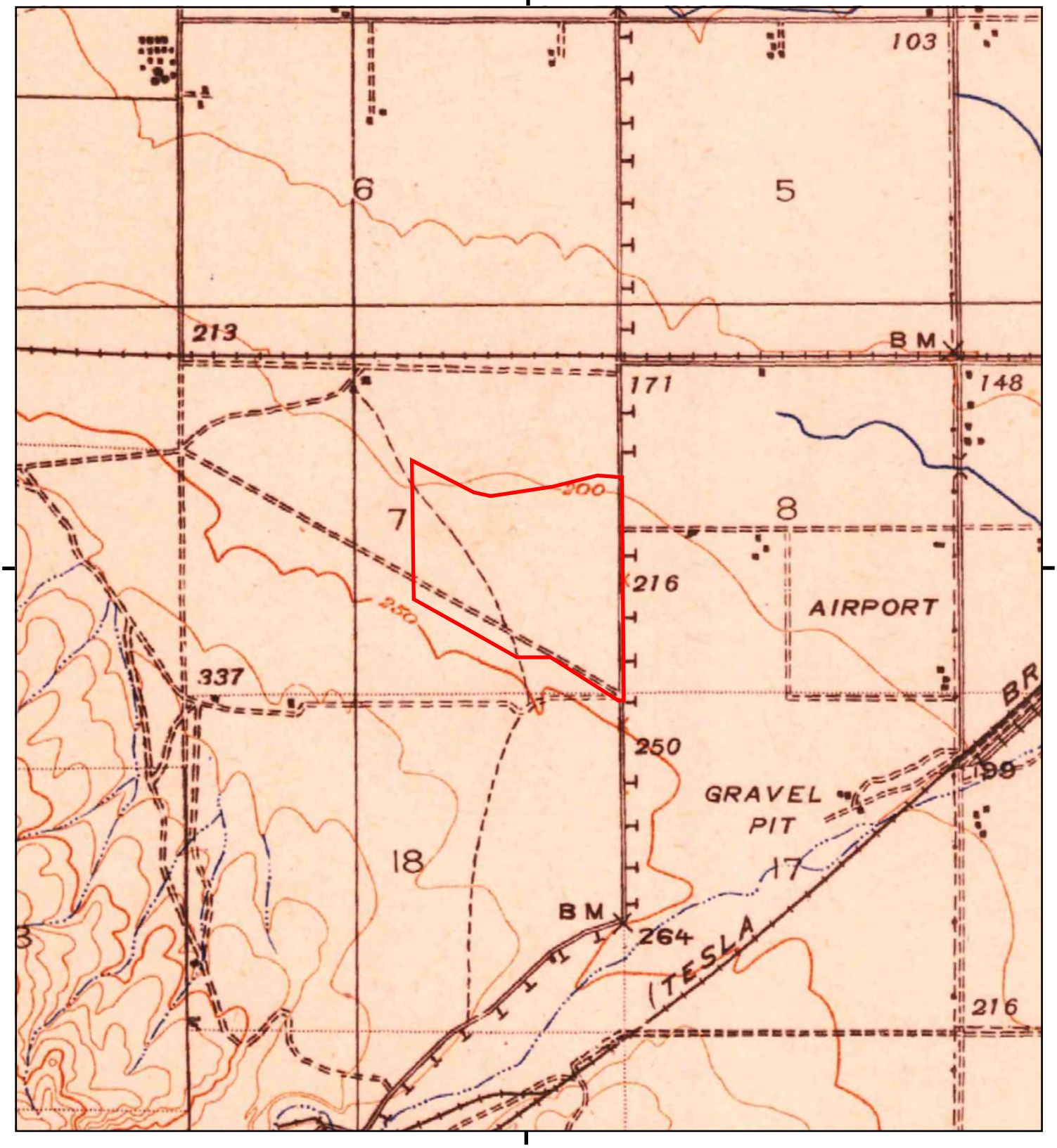
N

Historical Topo Map

1942



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Carbona, 1942, 15-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
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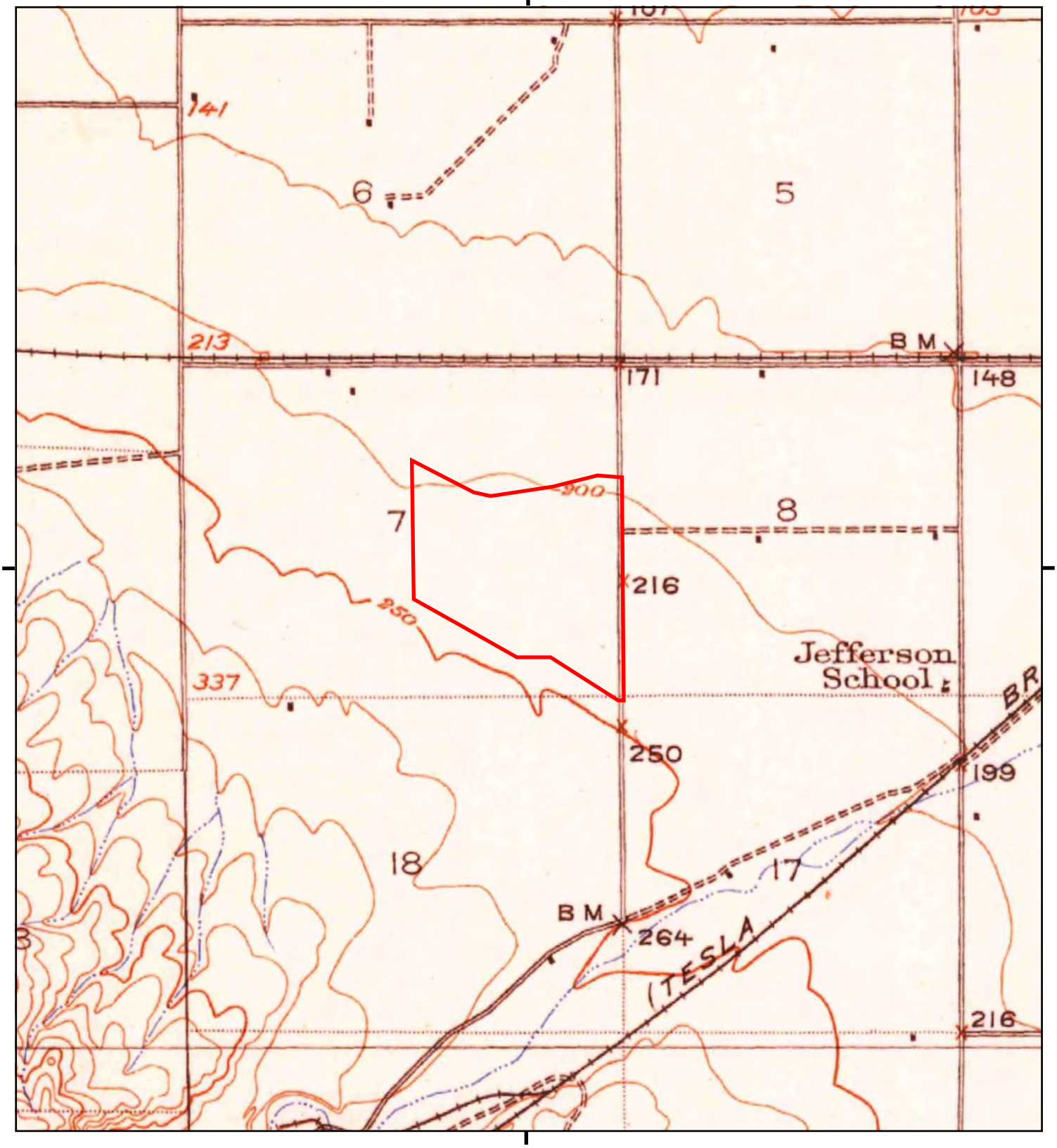
CLIENT: Wallace - Kuhl & Associates

N

Historical Topo Map

1922



This report includes information from the following map sheet(s).

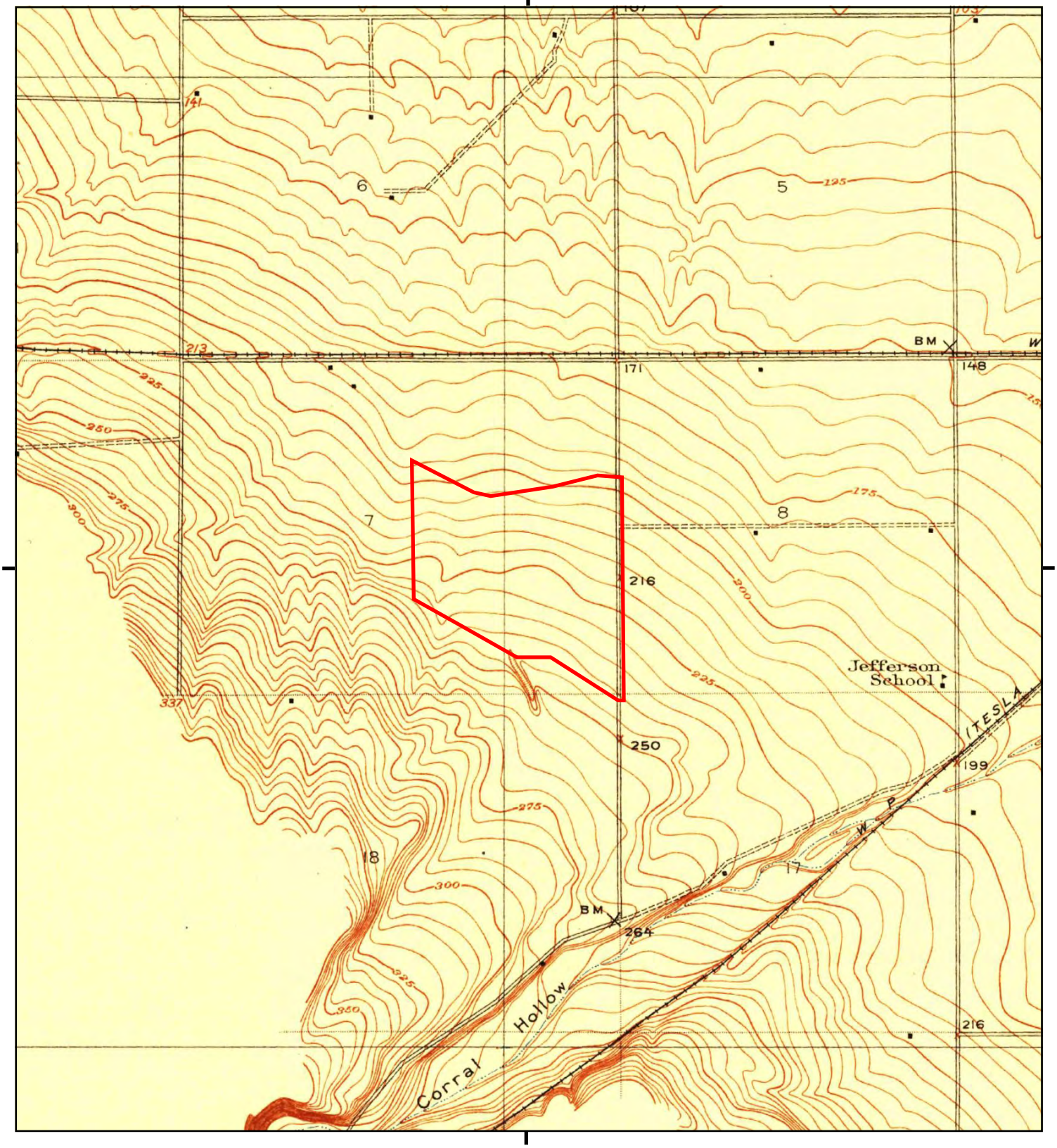
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Carbona, 1922, 15-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
Tracy, CA 95377
CLIENT: Wallace - Kuhl & Associates

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Tracy, 1916, 7.5-minute

SITE NAME: Tracy Hills Logistics Park Property
ADDRESS: South Corral Hollow Road
Tracy, CA 95377
CLIENT: Wallace - Kuhl & Associates

N

Tracy Hills Logistics Park Property

South Corral Hollow Road

Tracy, CA 95377

Inquiry Number: 6347738.8

January 28, 2021

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01/28/21

Site Name:

Tracy Hills Logistics Park Prop
South Corral Hollow Road
Tracy, CA 95377
EDR Inquiry # 6347738.8

Client Name:

Wallace - Kuhl & Associates
3050 Industrial Boulevard
West Sacramento, CA 95691
Contact: Nancy Malaret

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Search Results:

Year	Scale	Details	Source
2016	1"=625'	Flight Year: 2016	USDA/NAIP
2012	1"=625'	Flight Year: 2012	USDA/NAIP
2009	1"=625'	Flight Year: 2009	USDA/NAIP
2006	1"=625'	Flight Year: 2006	USDA/NAIP
1993	1"=625'	Acquisition Date: June 15, 1993	USGS/DOQQ
1982	1"=625'	Flight Date: July 10, 1982	USDA
1975	1"=625'	Flight Date: November 11, 1975	Cartwright
1968	1"=625'	Flight Date: May 01, 1968	USGS
1963	1"=625'	Flight Date: June 01, 1963	USDA
1957	1"=625'	Flight Date: July 15, 1957	USDA
1949	1"=625'	Flight Date: October 13, 1949	USGS
1940	1"=625'	Flight Date: June 03, 1940	USDA
1937	1"=625'	Flight Date: September 17, 1937	USDA

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INQUIRY #: 6347738.8
YEAR: 2016
= 625'
N
EDR

INQUIRY #: 6347738.8

YEAR: 2012

= 625'

N

EDR

INQUIRY #: 6347738.8

YEAR: 2009

= 625'

N

EDR

INQUIRY #: 6347738.8
YEAR: 2006
= 625'
N
EDR

INQUIRY #: 6347738.8

YEAR: 1993

= 625'

N

EDR

INQUIRY #: 6347738.8
YEAR: 1982
= 625'
N
EDR

INQUIRY #: 6347738.8
YEAR: 1975
= 625'
N
EDR

INQUIRY #: 6347738.8
YEAR: 1968
= 625'
N
EDR

INQUIRY #: 6347738.8

YEAR: 1963

= 625'

N

EDR

INQUIRY #: 6347738.8
YEAR: 1957
= 625'
N
EDR

INQUIRY #: 6347738.8

YEAR: 1949

= 625'

N

EDR

INQUIRY #: 6347738.8
YEAR: 1940
= 625'
N
EDR

INQUIRY #: 6347738.8
YEAR: 1937
= 625'
N
EDR

Tracy Hills Logistics Park Property
South Corral Hollow Road
Tracy, CA 95377

Inquiry Number: 6347738.5
February 01, 2021

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Thank you for your business.
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with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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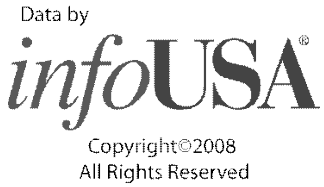

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2017	☑	☐	EDR Digital Archive
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1985	☑	☐	Haines Criss-Cross Directory
1981	☑	☐	Haines Criss-Cross Directory
1977	☑	☐	Haines Criss-Cross Directory
1974	☑	☐	Haines Criss-Cross Directory
1971	☑	☐	Haines Criss-Cross Directory
1966	☐	☐	Polk's City Directory
1963	☐	☐	Polk's City Directory
1959	☐	☐	Polk's City Directory

EXECUTIVE SUMMARY

Year	***Target Street***	***Cross Street***	***Source***

FINDINGS

TARGET PROPERTY STREET

South Corral Hollow Road
Tracy, CA 95377

Year	*CD Image*	*Source*	
S CORRAL HOLLOW RD			
2017	pg A2	EDR Digital Archive	
2014	pg A7	EDR Digital Archive	
2010	pg A14	EDR Digital Archive	
2005	pg A21	EDR Digital Archive	
2000	pg A27	EDR Digital Archive	
1995	pg A31	EDR Digital Archive	
1992	pg A34	EDR Digital Archive	
1985	pg A38	Haines Criss-Cross Directory	
1985	pg A39	Haines Criss-Cross Directory	
1981	pg A42	Haines Criss-Cross Directory	
1981	pg A43	Haines Criss-Cross Directory	
1977	pg A46	Haines Criss-Cross Directory	
1977	pg A47	Haines Criss-Cross Directory	
1974	pg A49	Haines Criss-Cross Directory	
1974	pg A50	Haines Criss-Cross Directory	
1971	pg A52	Haines Criss-Cross Directory	
1971	pg A53	Haines Criss-Cross Directory	
1966	-	Polk's City Directory	Street not listed in Source
1963	-	Polk's City Directory	Street not listed in Source
1959	-	Polk's City Directory	Street not listed in Source
S TRACY BLVD			
2017	pg A4	EDR Digital Archive	
2014	pg A10	EDR Digital Archive	
2010	pg A17	EDR Digital Archive	
2005	pg A24	EDR Digital Archive	
2000	pg A29	EDR Digital Archive	
1995	pg A32	EDR Digital Archive	
1992	pg A36	EDR Digital Archive	

FINDINGS

Year	CD Image	Source	
1985	pg A40	Haines Criss-Cross Directory	
1985	pg A41	Haines Criss-Cross Directory	
1981	pg A44	Haines Criss-Cross Directory	
1981	pg A45	Haines Criss-Cross Directory	
1977	pg A48	Haines Criss-Cross Directory	
1974	pg A51	Haines Criss-Cross Directory	
1971	pg A54	Haines Criss-Cross Directory	
1966	-	Polk's City Directory	Street not listed in Source
1963	-	Polk's City Directory	Street not listed in Source
1959	-	Polk's City Directory	Street not listed in Source

TRACY BLVD S

1992	pg A37	EDR Digital Archive	

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2017

475	JAQUES, TONY E
903	VALLEY COMMUNITY BAPTIST CHURCH
921	STRMISKA, TINA
3880	CORRELL, CATHERINE Y
6703	BITTER, JULIANA D
19123	HAWKINS WESTERN WORLD
	HAWKINS, RONALD M
19177	DEHARO, ADAM G
19486	WELLS, CHERI
19842	TELLEZ, LUIS E
20103	MCNAMARA, JOHN C
20141	MONTEMAYOR, TROY
20203	CHASTAIN, NICK
20439	KEENEY, BRIAN D
20605	TRUESDELL, JIMMIE L
20693	COMMERCIAL STOREFRONTS
	F & M STORE FRONTS
20753	ROY, CHRISTINE M
20909	TRUESDELL, JOSHUA
21055	MILLER, DANA B
21075	RODD, BRUCE L
21085	RUEDA, SAULO
21135	ABUSOUD, MARY
21162	AVILA, MATTHEW K
21193	SHEARER, CAMERON
21250	JENKINS, RODNEY
21255	ACTION SWEEPING INC
	SANCHEZ, RAFAEL M
21330	RAMISH, TONY
21349	ZARB, RAZAN
21435	MARTINEZ, GEORGE
21489	SANDOVAL, MARTHA
21509	CENDEJAS, DAMIAN M
21655	SALLES, JOE J
21677	OCHOA, CRUZ A
21696	MARTINEZ, SALVADOR N
21701	ANASTASIO, S
21712	MARTINEZ, ANTONIO
21761	SANCHEZ, GABRIELA
21799	MIRAMONTES, ERICA
21831	MCGLOTHLAN, DALE K
21838	VARGAS, JOHNNY R
21878	MOORE, LYDIA
21936	MEREDITH, MICHAEL
22090	MARTINEZ, MARLEEN
	MORA, EDUARDO
	REYNOZO, EDUARDO
	TORRES, SHANNON
24155	STATE OF CALIFORNIA
25883	WHITE, SONJA A

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2017 (Cont'd)

25895 CROOKER, ROSELLA O
25969 SKELTON, JEFFREY V
25990 NELSON, MARLENE R
25999 DEANDA, ANTHONY J
26003 BROCH, ALEXIS J
26097 LEWIS, MARK
26098 HAYES, JACK D
26101 FIGUEIREDO, DAVID P
26111 JONES, JODY J
26139 SARVEY, ROBERT M
26172 RUDRESH, GIRISH
26193 SMITH, MILTON E
26204 STEVENSON, JOHN E
26220 KING, ERROL G
26267 WHELIHAN, THOMAS E
26275 WEBB, RONALD A
26325 REITZ, ANNELIESE
26391 SCHIRMER, MATTHEW A
26395 RAWOF, FAISAL
26765 CECCHI, JILL A
26909 DURKEE, MIKE J
27022 HENSHALL, KEVIN R
U K H ENTERPRISES INC
27088 LANZA, RICHARD Z
27104 CRUZ, YOLANDA A
27110 DOERR, ALAN R
27162 MONTES, LUIS A
27220 CRISLIP, MATTHEW
27290 BETSCHART, JUNE M
27350 FRESQUES, CAITLIN M
27452 ROCHA, AMBER L
27510 WATROUS, TIFFANY P
27550 VILLARREAL, DEBBIE L
27600 WEBERSKI, MARK
27680 ROYCROFT, JAMES W
27743 DABANDAN, DAISY H
27766 AZIZ, FARZAD
28720 SCHNAIBLE, MICHELLE
29272 GRIFFITH, LARRY W
29290 GRIFFITH, LARRY W
30003 JOANNA, BITTER

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2017

100	MONTESSORI SCHOOL
101	CLIFF DRYSDALE TENNIS
	INSHAPE
	INSHAPE HEALTH CLUBS
	JAVA MAKERS
190	VALENCIA, FRANK X
220	MUNOZ, JOE T
260	GOMEZ, ESTANISLAO N
280	CISNEROS, CRISTIAN
320	CUELLAR, ANGELICA
360	RODRIGUEZ, EFREN A
410	RAYA, ANTHONY J
755	CHEVRON
785	PEPPER LANE MONTEREY RD
	TRACY VALLEY CLEANERS
793	FASTPAK
	MANNYS HEATING & AIR
	NORCAL PLUMBING
	THE UPS STORE
795	CHINAWOK
797	KEVIN KIAN DDS
	SOUTH TRACY DENTAL CARE
815	GREAT CLIPS
835	MATSUYAMA RESTAURANT
865	H&R BLOCK
875	BANK OF AMERICA
	BANK OF AMERICA FINANCIAL CENTER
	REDBOX
	SAVE MART
	SAVE MART SUPERMARKETS
927	HAIRDO USA INC
933	METROPCS
953	MAGICAL NAILS
959	SUBWAY
965	BASKINROBBINS
1045	CENTRAL VALLEY PROPERTIES
	DITTMAN DEBBIE REAL ESTATE BROKER
	GLENN ATTORNEY WILLBANKS AT LAW
1047	WILIBANKS & WOOD PLC
	WILLBANKS & WOOD
1688	BRIGGS, WILLIAM K
2550	RALEYS
	REDBOX
	US BANK
2600	ALDOS ITALIAN ICE & GELATO
	EYEBROW ARCH
	MY KIDS DENTIST & ORTHODONTICS
	SUBWAY
	SUPERCUTS
	TRACY SMILES DENTISTRY & ORTHODONT

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2017 (Cont'd)

2600	WELLS FARGO BANK
2610	DICKEYS BARBECUE PIT
	MIKASA ASIAN BISTRO & SUSHI
	STARBUCKS
	TAQUERIA LA MEXICANA
2620	ANYTIME FITNESS
	ATM
	MEDIFAST
2630	AFFORDABLE PET VET CLINIC
	MEDIFAST
	QUEEN B NAILS & SPA
	ROUND TABLE PIZZA
2820	MCDONALDS
4598	ACADEMY MORTGAGE TRACY
	ACCOUNT MASTERS BOOKKEEPING SERVICES
	ALTAMONT INSURANCE
	ANNEMARIE AGENT EMERY
	AT HOME REAL ESTATE GROUP
	BAYSIDE PEDIATRICS
	DAVID W HARTZELL OD OPTMTRST
	EATON OPTOMETRIC GROUP
	FRANCO REALTY INC
	FRANK G BALESTRERY OD OPTMTRST
	GLEN Y OZAWA OD OPTMTRST
	PJ SINGH DENTAL CORP
	RE MAX
4600	AJV BOOKKEEPING
	ALLSTATE
	BLT MANAGEMENT SERVICES
	CHRISTOPHER GUISTOLISE DC
	COUNSELING & MORE
	JOURNEY CHRISTIAN CHURCH
	MEHLHAFF & MEHLHAFF
	MERCHANTECH
	NEIGHBORHOOD CHURCH OF TRACY
	PRIMA BELLA PRODUCE INC
	REALTY WORLD
	SAN JOAQUIN HEMATOLOGY ONCOLOGY
	SOLUTIONS MEDICAL SPA
	TOTAL WELLNESS CHIROPRACTIC
	WANDISAN & ROSETE MEDICAL GROUP
	WIVINA T URBANO MD
	YERIAN INSURANCE
5349	BLACK HILLS PRE CAST
	INSULFLOW INC
	PROJECT & SECURITY SOLULTIONS INC
5749	SKYVIEW AVIATION
6649	CITY OF TRACY
6715	VALLES J TRUCKING
15888	LAMAS, ESTHER

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2017 (Cont'd)

15888 MARRON, JESUS
MARTINEZ, MARIA E
15900 TALAS, CARL A
15971 HALEY FLYING SERVICE
HALEY FLYING SERVICE INC
16501 ARNAUDO, VERNON D
16505 ARNAUDO BROS INC
17190 CHAVEZ, HECTOR M
17398 GALLI, KENNETH M
17411 GALLI, FRANK A
17415 SMITH, TYLER J
17423 TOLENTINO, FILIBERTO G
18540 BORGES, ANNETTE
18775 SERPA, ARTHUR J
18928 FAGUNDES, RICK J
19158 SILVEIRA, JANICE L
19203 ARNAUDO, LEO B
19475 ARNAUDO, ADRIANA E
19899 RUIZ, ARTURO
21125 GARZA, BENNY J
21199 ESPARZA, PEDRO P
21235 PENA, ORTIZ M
21237 MARTINEZ, MARIA R
28584 TEJEDA, SYLVIA E
28600 MARTIN, DEMETRIO
28644 ABT TRUCKING COMPANY
TRACY AIRPORT EXPRESS
USA SHUTTLE SERVICE & USA LIMO
WILLIAMS, MISTY D
28700 RAYA, JAMES C
RODRIGUEZ, FRANCISCO J
RORIGUEZ, MARIA
28770 PHELPS, ASHLEY L
28850 D HILL TRUCKING INC
30558 MEYERS, MARK W
30773 MENDOZA, MANUEL A
31619 CIRCLE H KENNELS
RAMIREZ, JESSE D
31637 LEGRAS, DENIS J
31801 AGUILAR, MARIA T
32221 POMBO, RALPH
32919 POMBO R RANCH
POMBO, RALPH R
32931 POMBO, RICHARD W
32955 POMBO, RAYMOND P
32967 POMBO, RALPH F
32979 POMBO, RANDALL C

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2014

475 JAQUES, TONY E
903 VALLEY COMMUNITY BAPTIST CHURCH
921 GONZALEZ, WILLIAM A
3880 CORRELL, MICHAEL W
6703 BITTERTOY, KENNEL
6715 BITTER, JULIANN
19123 HALE, CHADWICK S
HAWKINS WESTERN WORLD
19177 DEHARO, ANSELMO D
19333 AVILA, GABRIEL B
19486 MELLO, LEONARD J
19843 ROMERO, HECTOR
20103 GOULART, ROBERT A
20141 MONTEMAYOR, TROY
20203 OCCUPANT UNKNOWN,
20439 KEENEY, BRIAN D
20605 TRUESDELL, JIMMIE L
20679 GRAHAM, JAMES D
ROY, CHRISTINE M
20693 COMMERCIAL STOREFRONTS
20753 ROY, CHRISTINE
20909 TRUESDELL, CIERRA
21055 MILLER, DANA B
21075 NEGRON, DIANNE
21135 GARZA, MICHAEL
WEAVER, JUSTIN M
21137 OCCUPANT UNKNOWN,
21162 AVILA, MATTHEW R
21193 SILVEIRA, RONALD S
21255 ACTION SWEEPING INC
SANCHEZ, RAFAEL M
21297 GHOBANI, LORI A
21330 RAMISH, MO T
SALEH, M M
21349 VILLANUEVA, JAMES A
21435 ADAMS, TIMOTHY
21489 SANDOVAL, MARTHA
21509 CENDEJAS, DAMIAN M
21637 ALLEN, SHAWN W
21665 MEDEIROS, JAMES R
21677 MEZA, JOHN J
21696 MARTINEZ, SALVADOR
21701 ANASTASIO, S
21712 OCCUPANT UNKNOWN,
21761 SANCHEZ, FABIOLA
21799 OCCUPANT UNKNOWN,
21831 MCGLOTHLAN, DALE K
21838 RAMIREZ, SILVIA T
21840 MORAN, ALISON
21866 ZIMPEL, ROBERT D

S CORRAL HOLLOW RD 2014 (Cont'd)

21878 MORACE, BILLIE J
21910 GUZMAN, ROSARIO
21936 MEREDITH, MICHAEL
22090 MARTINEZ, MARLEEN
OCCUPANT UNKNOWN,
TALENT, RANDY
TORRES, SHANNON
24155 STATE OF CALIFORNIA
25883 TRAVIS, SUZANNE L
25895 CHAVEZ, MARIA S
25969 SKELTON, JEFFREY V
25990 CRAMPTON, PAUL B
25999 OCCUPANT UNKNOWN,
26003 BROCH, ALEXIS J
26097 LEWIS, MASON
26098 HAYES, JACK D
26101 FIGUEIREDO, DAVID P
26111 JONES, JODY J
26121 OCCUPANT UNKNOWN,
26139 SARVEY, SUSAN M
26193 SMITH, MILTON E
26204 STEVENSON, JOHN E
26220 KING, ERROL G
26267 WHELIHAN, THOMAS E
26275 WEBB, RONALD A
26325 REITZ, ANNELIESE
26391 SCHIRMER, MATHEW A
26395 SCHUBERT, ERNEST J
26717 ROBERTSON, ABEL M
26765 CECCHI, JILL
26769 CECCHI, ANGELINA
26909 DURKEE, MIKE J
27022 U K H ENTRERPRISES INC
27088 LANZA, RICHARD Z
27104 CRUZ, YOLANDA A
27110 DOERR, ALAN R
27124 CRUZ, DANIEL
27162 MONTES, LUIS A
27220 SPINNEY, SUSAN M
27290 BETSCHART, JUNE M
27310 SERPA, ARTHUR J
27350 CARTER, BONNY L
27452 ROCHA, AMBER L
27488 MARTINEZ, STEVE C
27510 WATROUS, JASON
27550 RAMOS, PEDRO
27600 WEBERSKI, MARK
27680 PIAZZA, DOMINIC T
27743 RODRIGUEZ, HOMER F
27766 AZIZ, FARZAD

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2014 (Cont'd)

27780 OCCUPANT UNKNOWN,
27784 COX, JOSEPH P
28720 TORRES, LORENZO G
29272 GRIFFITH, LARRY E
30003 BITTER, JULIANA D

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2014

100	MONTESSORI ELEMENTARY SCHOOL OF TRAC
	MONTESSORI SCHOOLS OF TRACY
101	CLIFF DRYSDALE TENNIS
	INSHAPE SPORT TRACY
	JAVA MAKERS
	STRAWS JUICE & COFFEE BAR
132	URIBE, MARTIN
190	VALENCIA, FRANK X
220	MUNOZ, JOE T
226	CLARK, R
240	INIGUEZ, ADOLFO
260	PANETTO, MARK L
280	GOMEZ, ESTANISLAO N
320	CUELLAR, FOTINE
360	ALBINO, JUDY V
410	RAYA, ANTHONY J
755	CHEVRON
	CHEVRON STATION EXTRA MILE TRACY
785	TRACY VALLEY CLEANERS
793	ADVANTACLEAN OF CENTRAL VALLEY
	CALDERON, EDUARDO
	EPHPHATHA F S H S LLC
	NORCAL PLUMBING
	THE UPS STORE
795	CHINAWOK
797	KIAN KEVIN DDS
	SOUTH TRACY DENTAL CARE
815	GREAT CLIPS
835	JAVA MAKERS BAKERY & CAFE
875	BANK OF AMERICA
	SAVE MART SUPERMARKETS
927	HAIRDO USA INC
933	METROPCS
945	Z COMPUTER PRO
953	MAGICAL NAILS
965	BASKINROBBINS
1045	CENTRAL VALLEY PROPERTIES
	FALLAVENA JOAN
	PFWD INC
	WILLBANKS GLENN ATTORNEY AT LAW
1047	WILLBANKS & WOOD
1688	BRIGGS, WILLIAM K
2550	RALEYS
	US BANK
2600	MY KIDS DENTIST & ORTHODONTICS
	SUBWAY SANDWICHES
	SUPERCUTS
	WELLS FARGO
	WELLS FARGO BANK
2610	DICKEYS

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2014 (Cont'd)

2610	MIKASA ASIAN BISTRO & SUSHI
	TAQUERIA LA MEXICANA
2620	CHASE
	CHASE BANK
2630	CALIFORNIA BAY PIZZA
	MEDIFAST
	QUEEN B NAILS & SPA
2820	MCDONALDS
4598	ACCOUNT MASTERS BOOKKEEPING SERVICES
	ALTAMONT INSURANCE
	AT HOME REAL ESTATE GROUP
	BALESTRERY FRANK G OD OPTMTRST
	BAYSIDE MEDICAL GROUP
	EATON OPTOMETRIC GROUP
	FARMERS INSURANCE GROUP
	HARTZELL DAVID W OD OPTMTRST
	OZAWA GLEN Y OD OPTMTRST
	PJ SINGH DENTAL CORP
	REMAX DIAMOND
4600	AJV BOOKKEEPING
	ALLSTATE
	BANGALORE, NEELE
	BBR MASONRY INC
	BLT MANAGEMENT SERVICES
	GLORIANN FARMS
	GUISTOLISE CHRISTOPHER DC
	JOURNEY CHRISTIAN CHURCH
	LAW OFFICE OF ROBERT MEHLHAFF
	MEHLHAFF JAMES R
	MERCHANTECH
	NAGLEE BURK IRRIGATION DISTRICT
	NEIGHBORHOOD CHURCH OF TRACY
	REALTY WORLD SPLENDID HOMES
	RONALD A YERIAN ALLSTATE INSURANCE
	SAN JOAQUIN HEMATOLOGY ONCOLOGY
	SKIN ESSENTIALS
	SOLUTIONS MEDICAL SPA
	TOTAL WELLNESS CHIROPRACTIC
	URBANO WIVINA T MD
	URBANO, WIVINA T
	WANDISAN & ROSETE MEDICAL GROUP
4800	AMTRAK STATION TRC
4847	SAGAT, BOB
5349	BLACK HILLS PRE CAST
	FERNANDEZ BERNARDO
	PROJECT & SECURITY SOLUTIONS INC
5749	SKYVIEW AVIATION
	TRACY AIR CENTER
6649	CITY OF TRACY
6683	OCCUPANT UNKNOWN,

S TRACY BLVD 2014 (Cont'd)

6715	VALLES J TRUCKING
15878	OCCUPANT UNKNOWN,
15888	MARRON, JESUS
	MARTINEZ, INDALECIO
	OCCUPANT UNKNOWN,
15900	TALAS, CARL
15971	HALEY FLYING SERVICE
	HALEY FLYING SERVICE INC
16501	ARNAUDO, VERNON D
16504	ARNAUDO, CAROLYN
16505	ARNAUDO BROS TRANSPORT INC
17190	DIAZ, SALVADOR O
17251	OCCUPANT UNKNOWN,
17398	OCCUPANT UNKNOWN,
17411	GALLI, FRANK A
17421	BRUCE, LEEANN
17423	HERNANDEZ, GERARDO
17500	OCCUPANT UNKNOWN,
18540	BORGES, ANNETTE
18775	OCCUPANT UNKNOWN,
18928	FAGUNDES, DARRIN F
19158	SILVEIRA, JOSEPH P
19203	ARNAUDO CONSTRUCTION
	ARNAUDO, LEO B
19475	ARNAUDO, ADRIANA E
19899	RUIZ, ARTURO
21125	GARZA, BENNY J
21199	ESPARZA, PEDRO P
21201	OCCUPANT UNKNOWN,
21235	PENA, ORTIZ M
21237	MARTINEZ, MARIA R
28584	TEJEDA, SYLVIA E
28600	OCCUPANT UNKNOWN,
28644	ABT TRUCKING COMPANY
	ALL AIRPORT CITY CAB
	USA SHUTTLE SERVICE & USA LIMO
	WILLIAMS, MISTY
28700	PALOMINO-ANGULO, HERMAN
	RORIGUEZ, MARIA
	RUIZ, CORAL
28850	D HILL TRUCKING INC
29220	TSAKOPOULOS, ANGELO
30215	OCCUPANT UNKNOWN,
30558	RHODES, PHIL E
30773	MENDOZA, MANUEL A
31513	OCCUPANT UNKNOWN,
31619	CIRCLE H KENNELS
	RAMIREZ, JESSE D
31637	LEGRAS, DENIS J
31801	MARTINEZ, DELIA

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2014 (Cont'd)

32221 POMBO, RAYMOND
32919 POMBO, RALPH R
32931 POMBO, RICHARD W
32943 POMBO, RODGER M
32955 POMBO, RAYMOND P
32967 POMBO, RALPH F
32979 POMBO, RANDALL C

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2010

475 JAQUES, TONY E
903 VALLEY COMMUNITY BAPTIST CHR
921 GONZALEZ, WILLIAM A
3880 CORRELL, MICHAEL W
6703 BITTER, JULIANA D
6715 KOWALSKY, WILLIAM G
19123 HAWKINS WESTERN WORLD
HAWKINS, RONALD M
19146 PETERSEN, HAROLD L
19177 SILVEIRA, MARY L
19333 AVILA, GABRIEL B
19486 MELLO, LEONARD J
19620 SANDOVAL, MARINO
19842 GONZALEZ, GERARDO
20103 GOULART, ROSE M
20141 MONTEMAYOR, TROY
20203 DONDERO, PAUL S
20605 TRUESDELL, JIMMIE L
20679 GRAHAM, JAMES D
ROY, CHRISTINE M
20693 F & M STORE FRONTS
MARTINEK, MICHAEL
20753 ROY, TOMMY N
20909 TRUESDELL, CIERRA
21055 MILLER, DEBBIE B
21075 WINTON, BRYAN
21135 MACHADO, LORETTA C
21137 OCCUPANT UNKNOWN,
21162 LAILA, AZIM
21191 OCCUPANT UNKNOWN,
21193 OCCUPANT UNKNOWN,
21203 SEIBERT, JERI C
21255 ACTION SWEEPING INC
OCCUPANT UNKNOWN,
21297 INGUANZO, ARACEL
21330 NIAZMAND, HOMAYUN
21349 PRICE, JUANA E
21435 ADAMS, TIMOTHY
21489 SANDOVAL, MARTHA
21499 SUTTLES, CATHERINE
21600 TOON, RILEY
21637 WALSH, LAURA
21655 SALLES, JOE
21665 MEDEIROS, DIXIE J
21677 OCCUPANT UNKNOWN,
21696 ANDRADE, MARIA I
21701 THOMAS, CURTIS W
21712 MANZO, MARIDEL
21727 OCCUPANT UNKNOWN,
21761 SANCHEZ, FABIOLA

S CORRAL HOLLOW RD 2010 (Cont'd)

21831 MCGLOTHLAN, DALE K
21838 ERS, EARL M
21840 GUZMAN, TERESA
21866 KRAUSE, SARAH
21878 STONE, AMBER
21936 MEREDITH, MICHAEL
22090 OCCUPANT UNKNOWN,
TALENT, TERRY E
25883 OCCUPANT UNKNOWN,
25895 CHAVEZ, MARIA S
25969 MORONES, ANDREW
SKELTON, JEFFREY V
25990 CRAMPTON, PAUL B
25999 DEANDA, ANTHONY J
26003 BROCH, ALEXIS J
26098 HAYES, JACK D
26101 FIGUEIREDO, STEVEN L
ZILLS TILE INC
26121 OCCUPANT UNKNOWN,
26123 TOULZE, MICHAEL F
26139 OCCUPANT UNKNOWN,
26172 BARTLETT, DAVID W
26193 SMITH, MILTON E
26204 STEVENSON, JOHN E
26220 KING, ERROL G
26267 WHELIHAN, THOMAS E
26275 WEBB, RONALD A
26325 SALOMON, PATRICK
26391 AGUILAR, JESSE F
26395 SCHUBERT, ERNEST J
26717 OCCUPANT UNKNOWN,
26765 CECCHI, JILL
26769 CECCHI, ANGELINA
26909 SKELTON, COREY L
27022 OCCUPANT UNKNOWN,
UKH ENTERPRISES INC
27088 LANZA, RICHARD Z
27104 CRUZ, YOLANDA A
27110 OCCUPANT UNKNOWN,
27124 CRUZ, DANIEL
27162 MONTES, ANTONIO
27220 FIEL, ELISHA A
27290 BETSCHART, JUNE M
27310 SERPA, ARTHUR J
27350 FRESQUES, MICHAEL
27452 HOLGUIN, JESUS
27488 OCCUPANT UNKNOWN,
27510 GONZALEZ, EDDY R
27550 VILLARREAL, POLICARPIO X
27600 WEBERSKI, MARK

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2010 (Cont'd)

27680 RAFLIK, DONALD A
27743 RODRIGUEZ, HOMER F
27766 CARPENTER, JERRY W
27780 OCCUPANT UNKNOWN,
27784 RHODES, JEFFREY M
28455 OCCUPANT UNKNOWN,
28720 TORRES, LORENZO G
28818 SAINZ, RANDY

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2010

100	MONTESSORI SCHOOL OF TRACY
101	ACTIVE CHIROPRACTIC & PHYSICAL
	IN SHAPE HEALTH CLUBS
	OCCUPANT UNKNOWN,
132	URIBE, MARTIN
190	GARCIA, FRANK E
210	BRAMELL, THOMAS D
220	MUNOZ, JOE T
260	GOMEZ, ESTANISLAO
320	CUELLAR, ANGEL
410	RAYA, ESTHER P
755	CHEVRON
757	MCHENRY HOUSE TRACY FAMILY
785	TRACY VALLEY CLEANERS
793	ALL STAR HEAVY HAUL & TOWING
	BABY BARRIER OF NORTHERN CA
	BILL SIMON CONSTRUCTION
	BLUE HORSE LOGISTICS INC
	CALIFORNIA CONSTRUCTION
	H & M VACUUM & EQUIPMENT INC
	HARRIS PROPERTY MANAGEMENT
	JEM ELECTRONICS INC
	NAPOLITAN PRODUCTIONS
	NEIGHBORHOOD CHURCH
	PREMIER REALTY
	RANDLE FEDRICK IMAGE CNSLTNT
	RELIANCE EXPRESS
	RETAINING WALLS CO
	SOLID ROCK CHRISTIAN CTR
	SUPREME KARAOKE RENTALS
	UPS STORE
795	CHINA WOK
797	SOUTH TRACY DENTAL CARE
805	RUTLEDGE, BEEBE A
815	GREAT CLIPS
835	JAVA MAKERS
865	BLOCKBUSTER VIDEO
875	BANK OF AMERICA
	SAVE MART
927	HAIRDO USA & SUPPLY
933	METRO PCS
945	Z COMPUTER PRO
953	MAGICAL NAILS
959	SUBWAY
965	BASKINROBBINS
1045	CENTRAL VALLEY PROPERTIES
	FALLAVENA & WILLBANKS REAL
	LOCKWOOD DEE RL EST
	PFWD INC
1047	WILLBANKS HAY & WOOD

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2010 (Cont'd)

1688	BRIGGS, WILLIAM K
2550	RALEYS
	RALEYS PHARMACY
	US BANK
2610	TAQUERIA LA MEXICANA
4005	OCCUPANT UNKNOWN,
	ST MARKS ANGLICAN CHURCH
4598	ALTAMONT INSURANCE CO
	AT HOME REAL ESTATE GROUP
	BAYSIDE PEDIATRICS
	EATON OPTOMETRIC GROUP
	EMERY INSURANCE
	FARMERS INSURANCE
	ORANGES KAREN
	P J SINGH DENTAL CORP
	SINGH, PARAMJIT
4600	ALLSTATE INSURANCE CO
	BANGALORE, NEELE
	BAY FRESH PRODUCE
	BLT MANAGEMENT SVC
	BLT TRAVEL
	GUISTOLISE, CHRISTOPHER J
	NEW AMERICAN HOMES
	PLACER TITLE CO
	PRIMA BELLA PRODUCE INC
	REALTY WORLD
	RON YERIAN ALLSTATE
	ROSETE ROLLIE D MD
	SAN JOAQUIN HEMATOLOGY ONCLGY
	SKIN ESSENTIALS
	SOLUTIONS MEDICAL SPA
	TOTAL WELLNESS
	UNIVERSITY OF THE PACIFIC
	URBANO WIVINA T MD
	URBANO, WIVINA T
	WANDISAN & ROSETE MED GROUP
4847	SAGAT, BOB
5349	CUTTING EDGE SUPPLY
	FERNANDEZ BERNARDO
5749	SKYVIEW AVIATION
6649	TRACY WATER TREATMENT PLANT
6683	OCCUPANT UNKNOWN,
6715	VALLES J TRUCKING
15878	GONZALEZ, EFRAIN
15888	MARRON, JESUS
	MARTINEZ, ISIDRO
15900	PALAS, C
16501	ARNAUDO, VERNON D
16505	ARNAUDO BROTHERS INC
17190	RENTERIA, EDUARDO R

S TRACY BLVD 2010 (Cont'd)

17250 OCCUPANT UNKNOWN,
17251 OCCUPANT UNKNOWN,
17398 OCCUPANT UNKNOWN,
17411 GALLI, FRANK A
17423 HERNANDEZ, GERARDO
17500 MC ATEE CONSTRUCTION
OCCUPANT UNKNOWN,
18540 BURBOA, FRANCISCO J
18567 OCCUPANT UNKNOWN,
18578 REYES, CLAUDIA
18600 HACKNEY, WILLIAM
19150 SILVEIRA, JOSEPH P
19158 SILVEIRA, ALAN
19203 ARNAUDO, LEO B
19899 RUIZ, ARTURO
21125 GARZA, BENNY J
21171 DELGADILLO, DAVID V
21199 RODRIGUEZ, MARTIN
21235 PENA, ORTIZ M
21237 MARTINEZ, MARIA R
28584 OCCUPANT UNKNOWN,
28600 OCCUPANT UNKNOWN,
28644 A A CITY CABS
USA SHUTTLE & USA CHARTER
USA TOWWING
28700 BAKER, MARTIN
HARTMAN, NANCY M
RAYA, CAROL
RORIGUEZ, MARIA
RUIZ, CORAL
TORRES, MARIA
28850 D HILL TRUCKING
OCCUPANT UNKNOWN,
28957 TRACY WEATHER ROBOT
29220 TSAKOPOULOS, ANGELO
30215 OCCUPANT UNKNOWN,
30558 OCCUPANT UNKNOWN,
30773 SUTTON, MINNIE E
30909 GARCO TESTING LABORATORIES
31513 OCCUPANT UNKNOWN,
31619 CIRCLE H KENNELS
TRAVELING PONY PARTIES
VOSBURG, KURT L
31637 OCCUPANT UNKNOWN,
31801 OCCUPANT UNKNOWN,
31809 RENTERIA, MICHAEL A
32221 POMBO, ANNETTE R
32919 POMBO, RALPH R
32943 POMBO, RODGER M
32955 POMBO, RAYMOND P

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2010 (Cont'd)

32967 POMBO, RALPH F
32979 POMBO, RANDY C

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2005

475 JAQUES, TONY E
903 VALLEY COMMUNITY BAPTIST CHURCH
921 DEARMIN, DENNIS D
3880 CORRELL, MICHAEL W
6703 BITTER, HENRY J
6715 KOWALSKY, WILLIAM G
19123 DODSON, JOHNNY M
19146 PETERSEN, HAROLD L
19177 SILVEIRA, MARY L
19333 AVILA, GABRIEL B
19486 MELLO, LEONARD J
19620 SANDOVAL, MARINO
19842 GODOY, JUAN A
19843 SILVEIRA, EMILY M
20103 GOULART, TONY D
20203 OCCUPANT UNKNOWN,
20679 B & B MACHINERY
GRAHAM, JAMES D
ROY, TOMMY N
20909 TRUESDELL, JIM L
21055 MILLER, DEBBIE L
21075 CANFIL, SPENCER B
21135 HORAT, WILLIAM J
MACHADO, RICHARD
21137 OCCUPANT UNKNOWN,
21162 ALI EXPRESS SERVICE
ALI, NISAR
21191 SILVEIRA, LAWRENCE L
21193 SILVEIRA, RONEL S
21203 JIMENEZ, RICKY
21250 AZAMA, TAKESHI D
21255 ACTION SWEEPING INC
SANCHEZ, RAFAEL M
21330 NIAZMAND, HOMAYUN
21349 PRICE, JUANA E
21489 KIM, SUNG A
21499 SUTTLES, CATHERINE
21509 HOYLE, JOSHUA K
21600 TOON, RILEY
21637 LASER TUNE
SHINCOVICH, DAVID A
21655 MEDEIROS, JAMES R
21677 POLITO, TOM
21689 THOMAS, CURTIS W
21696 OCCUPANT UNKNOWN,
21701 ANASTASIO, STEPHEN E
21712 QUINTON, DAVID L
21761 MARQUEZ, BENJAMIN
21799 OCCUPANT UNKNOWN,
21831 MCGLOTHLAN, AARON

S CORRAL HOLLOW RD 2005 (Cont'd)

21840 GUZMAN, ROSARIO
21866 KRAUSE, SARAH
21878 ZUBIRI, RENEE M
21879 OCCUPANT UNKNOWN,
21910 PARKER, SHERRY G
21936 GODDARD, KATHRYN L
22080 TALENT, TERRY E
22090 CLARK, MICHAEL L
25883 MARQUEZ, C S
25895 CHAVEZ, MARIA S
25969 OCCUPANT UNKNOWN,
25990 OCCUPANT UNKNOWN,
25999 OCCUPANT UNKNOWN,
26003 BROCH, ALEXIS J
26097 VILLALPANDO, VICTOR
26098 HAYES, JACK D
26101 FIGUEIREDO, DAVID P
26111 JONES, DWIGHT D
26121 OCCUPANT UNKNOWN,
26123 MATTHEWS, KATHLEEN A
26139 SARVEY, SUSAN M
26172 ALEXANDER, LOLA J
26193 SMITH, MILTON E
26204 STEVENSON, JOHN E
26220 KING, JOHN J
26267 WHELIHAN, THOMAS E
26275 WEBB, RONALD A
26325 LEI, AMANDA
26391 HENSLEY, DOUGLAS A
26395 SCHUBERT, ERNEST J
26765 CECCHI, RICHARD D
26909 SKELTON, COREY M
26930 OCCUPANT UNKNOWN,
26978 OCCUPANT UNKNOWN,
27022 ASHS INK GRAPHIC DESIGN
HENSHALL, KEVIN R
27088 AA RANCH INC
LANZA, RICHARD Z
27104 CRUZ, DANIEL
27110 DOERR, ALAN R
27162 MONTES, ANTONIO
27220 OCCUPANT UNKNOWN,
27290 OCCUPANT UNKNOWN,
27310 SERPA, ARTHUR J
27350 FRESQUES, MICHAEL S
27452 HOLGUIN, JESUS
27488 OCCUPANT UNKNOWN,
27510 SANDER, SAM A
27550 VILLARREAL, POLICARPIO L
27600 WEBERSKI, MARK

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2005 (Cont'd)

27743 HAYMES, JOYCE L
27766 BRADLEY, GEORGE D
27780 OCCUPANT UNKNOWN,
27784 RHODES, JEFFREY M
28001 OCCUPANT UNKNOWN,
28720 TORRES, RICHARD
28818 BERRYHILL, ALISA
29290 GOODSON, BOB

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2005

100	MONTESSORI SCHOOL EDCTL FOUNDATION
101	IN SHAPE HEALTH CLUBS
	OCCUPANT UNKNOWN,
132	URIBE, MARTIN
190	GARCIA, FRANK E
210	BRAMELL, THOMAS D
220	MUNOZ, ISABELL
240	KINKEAD, PHIL
260	ORTIZ, PEDRO
280	GOMEZ, ESTANISLAO
320	CUELLAR, LUCY
360	RODRIGUEZ, EFREN A
410	RAYA, ANTHONY J
719	HDNEZ, MARTIN M
739	MCHENRY HOUSE FOR THE HOMELESS
743	ESQUIVEL, LILLIE E
755	CHEVRON STATION
793	CALIFORNIA APPRAISAL SOLUTIONS
	CARTER & ASSOCS INVESTIGATIONS
	COLE, CRAIG R
	DECALIN CHEMICALS
	DENTAL PEOPLE
	DIMENSIONS IN DISCOVERY INC
	DOUBLE J BBQ
	EFOR COMPUTER SUPPORT
	ENOTARY
	FACILITIES CONTRACT MANAGEMENT INC
	GOTTCHABIZ
	H & M VACUUM PUMPS & EQUIPMENT
	J SCOTT ENTERPRISES INC
	MAIL BOXES ETC
	MUMBAI BLUES
	NORTHERN CA CARPENTERS
	NORTHERN CAL CARPENTERS REAL EST SER
	ON SITE
	RELIANCE EXPRESS
	SLICK MAIL NET
	SOLUTIONS
	TGS QUALITY PRODUCTS
	TODAYS WINDOW FASHIONS
795	PAPA GINOS TAKE N BAKE PIZZA
805	RUTLEDGE, BEEBE
815	GREAT CLIPS
865	BLOCKBUSTER VIDEO
875	ALBERTSONS SAVON
	JAVA MAKERS
	SAV ON DRUGS
915	TACO BELL
927	HAIRDO USA & SUPPLY
933	TUTORING CLUB

S TRACY BLVD 2005 (Cont'd)

945 GATEWAY REAL ESTATE
959 EXPRESS PERSONNEL SERVICES
SUBWAY SANDWICHES
965 BASKIN ROBBINS
1045 CENTRAL VALLEY PRO PERTIES
CYNTHIA WERTMAN
DITTMAN DEBBIE REAL ESTATE BROKER
FALLAVENA WILBANKS
PFWD COMMERCIAL REAL ESTATE
PFWD INC
PUTT FALLAVENA WILLB CO
WILLBANKS GLENN REAL ESTATE BRKR
1688 BRIGGS, WILLIAM K
4005 OCCUPANT UNKNOWN,
SAINT MARKS EPISCOPAL CHURCH
4598 SANTOKH BHULLAR MD
4600 APPRAISAL SERVICES
FAST MORTGAGE INC
IRON KEY REAL ESTATE
MEDTECH MEDICAL BILLNG SERVICES
MEKUS TEAM THE INC
MEKUS, MARIA
NEW AMERICA HOMES / MD89 INC
NEW AMERICA HOMES CUSTOMER SERVICE
SUTTER TRACY HOME HEALTH & HOSPICE
SUTTER VNA & HOSPICE
WIVINA ROLLIE MEDICAL GROUP
5349 DELLA MAGGIORE TILE INC
6649 TRACY WATER TREATMENT PLANT
6683 OCCUPANT UNKNOWN,
6715 VALLES J TRUCKING
15878 MAGANA, MARIA
15888 BOHN, ROBERT J
MARRON, JESUS
MARTINEZ, ISIDRO
15900 ALARCON, VERONICA
16501 OCCUPANT UNKNOWN,
16505 ARNAUDO BROTHERS INC
16850 RANKINS, EVERETT V
17190 ARNAUDO BROTHERS INC
OCCUPANT UNKNOWN,
17250 OCCUPANT UNKNOWN,
17398 GALLI, FRANK A
17411 NOR CAL RACKING & FIXTURES INC
OCCUPANT UNKNOWN,
17423 HOLDEREGGER, STEPHEN
17500 MC ATEE CONSTRUCTION
MCATEE, MICHAEL D
18540 AMARAL, MANUEL J
18567 OCCUPANT UNKNOWN,

S TRACY BLVD 2005 (Cont'd)

18578 AMARAL, MANUEL J
18775 SERPA, ERMA
18928 OCCUPANT UNKNOWN,
19158 SILVEIRA, JOSEPH P
19203 OCCUPANT UNKNOWN,
19475 ARNAUDO, ED A
19899 ORTIZ, SALVADOR G
21125 GARZA WORKS
GARZA, VENTURA J
21171 DELGADILLO, A
21199 RODRIGUEZ, MARTIN
21235 PENA, MOISES
21237 MARTINEZ, MARIA R
28600 CARDENAS, LUIS M
28644 ALL AIRPORT
ALL AIRPORT CITY CAB
ATWAL, RAVINDER S
LOU T TRUCKING
S & B LOGISTICS LLC
UNITED STATES AMERICA SHUTTLE USA
USA SHUTTLE SERVICE
28700 FLORES, FIDEL
HARTMAN, NANCY M
RADEMACHER, RAY D
RAYA, CAROL
RODRIGUEZ, JESUS
28770 SCHUGG, MATTHEW S
28850 ORTIZ, GLORIA
29220 TSAKOPOULOS, ANGELO
29633 TRACY FLIGHT CENTER
30350 AMERICAN TRANSIT MIX CO INC
RMC PACIFIC MATERIALS
30558 RHODES, JOAN N
30773 SUTTON, MINNIE E
30909 GRANITE CONSTRUCTION
31513 OCCUPANT UNKNOWN,
31619 CIRCLE H KENNELS
TRAVELING PARTY PONIES
VOSBURG, CHRISTOPHER J
31637 OCCUPANT UNKNOWN,
31801 CSENDES, GABOR
31809 RENTERIA, MICHAEL A
32221 RICHARD POMBO FOR CONGRES
32919 POMBO, RALPH R
32943 POMBO, RODGER M
32967 POMBO, RALPH
32979 POMBO, RANDY

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2000

903 OCCUPANT UNKNOWN,
VALLEY COMMUNITY BAPTIST CHURCH
921 DEARMIN, DENNIS
2580 PINEDA, S
3880 CORRELL, MICHAEL
19123 DODSON, JOHNNY
19177 OCCUPANT UNKNOWN,
19333 AVILA, GABRIEL B
19486 MELLO, LEONARD
19843 SILVEIRA, EMILY M
20103 OCCUPANT UNKNOWN,
20141 OCCUPANT UNKNOWN,
20155 OCCUPANT UNKNOWN,
20203 OCCUPANT UNKNOWN,
20693 GRAHAM, BRENDA
20909 TRUESDELL, KATHY R
21055 MILLER, DANA B
21075 OCCUPANT UNKNOWN,
21135 MACHADO, RICHARD
21162 BERGERON, NANCY J
21191 SILVEIRA, L L
21193 SILVEIRA, RONALD
21203 JIMENEZ, THERESA S
21250 FERGUSON, JOSHUA J
21255 MICHAEL, JOHN
MILLER, DANA
21297 OCCUPANT UNKNOWN,
21330 NIAZMAND, H
21349 OCCUPANT UNKNOWN,
21435 HARRIS, ELFRED
21489 OCCUPANT UNKNOWN,
21509 HOYLE, JOSHUA K
21637 OCCUPANT UNKNOWN,
21655 MEDEIROS, JAMES
RICH, MONIKA L
RUCH, MONIKA
21677 CHARONDO, TONY M
21696 CHRISTIAN, GROVER
21701 ANASTASIO, DOM
21712 OCCUPANT UNKNOWN,
21727 BROWN, MARY R
21761 CHAVEZ, RAFAEL G
21838 OCCUPANT UNKNOWN,
21840 PARSONS, DUANE M
21879 HOMESTEAD MOVING SYSTEMS
OCCUPANT UNKNOWN,
21936 GODDARD, KATHRYN
24155 CALIFORNIA STAT OF TRANSPORTATION DEPARTMENT OF CALTRANS
25883 OCCUPANT UNKNOWN,
25895 GALVAO, BRUNO

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S CORRAL HOLLOW RD 2000 (Cont'd)

25969 HILL, JAMES
25999 DEANDA, L
26003 BROCH, ALEXIS J
26097 OCCUPANT UNKNOWN,
26098 OCCUPANT UNKNOWN,
26101 FIGUIEREDO, DAVID P
26111 JONES, DWIGHT
26172 ALEXANDER, FRANCIS E
26193 OCCUPANT UNKNOWN,
26220 KING, JOHN J
26267 WHELIHAN, THOMAS
26275 WEBB, RONALD A
26325 OCCUPANT UNKNOWN,
26391 HENSLEY, DOUGLAS A
26395 OCCUPANT UNKNOWN,
26909 SKELTON, COREY L
26930 OCCUPANT UNKNOWN,
26978 RODRIGUEZ, ROBERTO
27088 GADOW, JOHN
LANZA, RICHARD
27104 BARENCHI, RONALD
27110 DOERR, FRANK
27124 BARENCHI, RONALD L
27162 RAMIREZ, JULIAN R
27220 BOLWAR, DAVID H
27290 OCCUPANT UNKNOWN,
27310 SERPA, ARTHUR J
27350 OCCUPANT UNKNOWN,
27452 CRUME, ALFRED G
27455 OCCUPANT UNKNOWN,
27488 OCCUPANT UNKNOWN,
27510 NEWMAN, GARY L
27550 VILLARREAL, P
27600 WEBERSKI, MARK
27608 OCCUPANT UNKNOWN,
27680 ROYCROFT, WILLIAM
27743 HAYMES, JOYCE L
27766 BRADLEY, GEORGE D
27784 RHODES, ANN
28720 TORRES, ALBERTO A
29290 OCCUPANT UNKNOWN,
30003 BITTER, HENRY
BITTERTOY KENNEL
30015 KOWALSKY, WILLIAM

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S TRACY BLVD 2000

100	MONTESSORI SCHOOL OF TRACY
101	IN SHAPE HEALTH CLUBS
220	MUNOZ, ISABELL
240	PREVIE, KRISTEN D
280	OCCUPANT UNKNOWN,
320	OCCUPANT UNKNOWN,
360	RODRIGUEZ, ADELA B
410	RAYA, ESTHER P
785	VALLEY CLEANERS
793	DINH JEWELRY
795	PAPA GINOS TAKE N BAKE PIZZA
797	KEVIN KIAN DDS
815	GREAT CLIPS FOR HAIR
875	LUCKY STORES INCORPORATED
	SAV ON DRUGS
915	TACO BELL
927	HAIRDO USA & SUPPLY
929	CURRY, M E
945	49ER CELLULAR
	FORTY-NINER CELLULAR
951	M & S NAILS
959	MERLE NORMAN
965	BASKIN-ROBBINS ICE CREAM STORE
1045	CENTRAL VALLEY PROPERTIES
	DITTMAN DEBBIE REAL ESTATE BROKER
	FALLAVENA JOAN REAL ESTATE BROKER
	LOCKWOOD DEE REAL ESTATE
	PFWD COMMERCIAL REAL ESTATE
	PUTT FALLAVENA WILLBANKS & DITTMAN REAL ESTATE BROKERS
	WEB JORDAN BFWD REAL ESTATE
	WILLBANKS GLENN ATTORNEY AT LAW
	WILLBANKS GLENN REAL ESTATE BROKER
1047	LANGLEY TERRANCE E INS
	STATE FARM INS COS AGENTS
5349	C B C MACHINING COMPANY
	SILVA TILE COMPANY
	WOMACK STRIPING
6640	TRACY CITY OF PUBLIC WORKS DEPARTMENT
15878	BLAKEY, TERRY
15888	BOHN, ROBERT J
15971	HALEY FLYING SERVICE
	HALEY FLYING SERVICE INCORPORATED
16501	OCCUPANT UNKNOWN,
16505	ARNAUDO BROTHERS INCORPORATED TRKNG
17190	DIAZ, S
17250	ROBBINS, RICHARD
17398	GALLI, A L
17500	MCATEE, MICHAEL D
18540	OCCUPANT UNKNOWN,
18567	BEDFORD, C

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S TRACY BLVD 2000 (Cont'd)

18578 FOLEY, BOB
18775 SERPA, MARY L
19158 SILVEIRA, JOSEPH
19203 ARNAUDO, LEO
19475 ARNAUDO, EDWARD A
19899 ORTIZ, S G
20150 OCCUPANT UNKNOWN,
WESTERN SUN PRODUCTS
21125 GARZA, VENTURA
21171 DELGADILLO, MARIE D
21199 RODRIGUEZ, MARTIN
21201 OCCUPANT UNKNOWN,
21235 GUEUARA, PAUL
21237 MARTINEZ, RAFAEL
28644 LOU T TRUCKING
OCCUPANT UNKNOWN,
28700 BARBA, KELLY
OLAGUEZ, MARIO
RADEMACHER, C
RODRIGUEZ, PAULINE
YOCHUM, FRED
28770 LOPEZ, LOY R
PHELPS, C
28850 ORTIZ, GLORIA
28957 TRACY WEATHER ROBOT
29633 TRACY FLIGHT CENTER
29983 ADAIR, BILLY
30215 PLAIN VIEW WATER DISTRICT
30350 AMERICAN TRANSIT MIX COMPANY INCORPORATED
THOMAS, IVOR
30558 HERNANDEZ, JOSE D
RHODES, EARL H
30773 ROSE, RICH
30909 GRANITE CONSTRUCTION COMPANY
31619 CIRCLE H KENNELS
31637 SAGGESE, BERNARD
31801 CSENDES, GABOR
31809 RENTERIA, MICHAEL

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S CORRAL HOLLOW RD 1995

903	VALLEY COMMUNITY BAPTIST CHR
921	DEARMIN, DENNIS
20679	K & D TRUCKING
24155	TRANSPORTATION DEPT
24765	OCCUPANT UNKNOWNN
25473	JAQUES, TONY E
26097	LEE, EMMETT
26098	VARGAS, ERNEST E
26101	FIGUIEREDO, DAVID P
26111	JONES, DWIGHT
26121	BLACKSMITH, KENNY A
26172	ALEXANDER, FRANCIS E
26193	BRADLEY, FRED J
26395	CALLAHAN, L A
26930	PINEDA, SANTIAG
26978	RODRIGUEZ, ROBERTO
27022	WALTRIP, CHARLES G
27088	LANZA, RICHARD
27104	BARENCHI, RONALD
27110	OCCUPANT UNKNOWNN
27162	RAMIREZ, JULIAN R JR
27188	REESE, RON
27220	MCINTYRE, MIKE
27290	VLANDIS, PETER P
27452	CRUME, ALFRED G
27488	OCCUPANT UNKNOWNN
27600	ANGUS, DEBBY L
27680	SCIALABBA, KAREN
27743	TARGOWSKI CONSTRUCTION
27766	AZPEITIA, MIKE
27784	BROWN, LYNDA S
29290	GOODSON, BOB
30003	BITTER, HENRY JR
31130	SAN JOAQUIN COUNTY PUBLIC WORK

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S TRACY BLVD 1995

220	MUNOZ, JOE T
240	OCCUPANT UNKNOWNN
260	ANDERSON, MAMIE
280	OCCUPANT UNKNOWNN
320	CUELLAR, ANGEL
360	RODRIGUEZ, EFREN A
410	RAYA, S J
675	MCNAMARA, TRACY M
1045	CENTRAL VALLEY PROPERTIES
	JIM PUTT REAL ESTATE APPRAISER
	PUTT FALLAVENA WILLBANKS
	PUTT FALLVANNA WILBANKS DITTMA
1047	STATE FARM INSURANCE
1973	RINGER CHIROPRACTIC
1977	OAK PINE ELEGANCE & ACCENTS
2005	SAVE MART
2650	LARIMER, WILLIAM
5349	APPARATUS REPAIR CO
	BASS, LITA
	CBC MACHINING CO
	SKIE AIRMOTIVE
6640	TRACY WATER TREATMENT PLANT
10820	BACCHETTI, BERT
15878	GEORGE, TODD N
15888	TRUMAN, RUSSELL J
16850	RANKINS AG INC
17190	ARNAUDO BROTHERS INC
	ERCEG, IVAN
17411	GALLI, FRANK
18540	MORALES, ELSEGU
18567	BEDFORD, NEIL
18775	SERPA, JOHN F
19203	ARNAUDO, LEO
20150	WEAVER, TOMMY
21125	GARZA, VENTURA
21171	DELGADILLO, MARIE D
21199	RODRIGUEZ, MARTIN
21235	OCCUPANT UNKNOWNN
27867	OLLIFF, JESSE
28644	LOU T INC TRUCKING
	TUCKER, LOUIS
28700	BANALES, ANTONIO C
	HOLLOWAY, TOM
	PATTEE, SHERRY
28762	PHELPS, FRED W
28770	ARREOLA, JOSE
	CAMARILLO, M
	HERNANDEZ, JOSE
	PHELPS, DAN
	PHELPS, FRED W

Target Street	Cross Street	Source
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S TRACY BLVD 1995 (Cont'd)

28770 SERRATO, MELECIO
29983 ADAIR, BILLY R
30215 PLAIN VIEW WATER DIST
30350 AMERICAN TRANSIT MIX CO
RMC LONE STAR
30558 RHODES, EARL H
ROJAS, SYLVIA
30773 ROSE, RICH
30909 GRANITE CONSTRUCTION INC
31619 CIRCLE H KENNELS
31801 STACK, GARY

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S CORRAL HOLLOW RD 1992

19123 SILVEIRA, C J
19177 PERRY, ROBERT
19843 SILVEIRA, ANTONIO
20103 GOULART, TONY D
20679 BROWN TRUCKING
GRAHAM, JAMES D
21135 MACHADO, RICHARD
21255 MILLER, DANA
21297 WILSON, FORREST L
21330 ALMEDA, J
NICODEMO, ROJAS
21349 PRICE, JAMES
21435 HARRISON, ORA
21509 THOMAS, RICK
21600 TOON, W R
21637 PARKER, JAMES E
21677 FALK, CLIFTON C
21701 THOMAS, CURTIS W
21712 CHRISTIAN, GROVER F
21831 MCGLOTHAN, AARON
MCGLOTHLAN, DALE
21838 BRAVO, JOSE G
21878 BEARDSLEY, DAVID
21884 TRUE DESIGN&FABRCTN
21936 GODDARD, KATHRYN
21955 FELISIANO, FORREST
22317 POMBO, RALPH F
23695 TOSTE, RODNEY
24155 CA ST TRNSP MNTNC
24516 SHARP, RALPH V JR
24550 BURTON, BRIAN
EVANGELICAL FREE CH
24765 SOARES EQUIP TRNSP
25473 JAQUES, TONY E
25787 DEARMIN, DENNIS
25883 GALVAO, MAX V
25895 MONTEJANO, MARTIN
26097 LEE, EMMETT
26098 VARGAS, ERNEST E
26111 PLUMMER, JODY
26220 KING, JOHN
26275 FLAGEN, NEIL
STONE, DEBRA D
26325 LENA, MELVIN
26391 HANEY, LELAND R
26395 CALLAHAN, L A
26930 PINEDA, S
27088 LANZA, RICHARD
27104 BARENCHI, RONALD
27162 RAMIREZ, JULIAN R JR

S CORRAL HOLLOW RD 1992 (Cont'd)

27220 MCINTYRE, MIKE
27488 REESE, RON
27550 CANNON, BOB J
27743 TARGOWSKI CONSTR
TARGOWSKI, RAY
28818 SILVA, TOM
29290 GOODSON, ROBERT
30003 BITTER HENRY JR
BITTER, HENRY JR
30600 KID CODYS AUTO STOP
213303 VALDEZ, BENNY

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S TRACY BLVD 1992

220 MUNOZ, JOE T
675 GOMES, D
1045 WERTMAN, ED
WILLBANKS, GLENN
1688 HOLTEN, DAVID C
1973 STONE CHIROPRACTIC
1975 WESSON HRNG AID CTR
1977 OAK PINE ELEGANCE
1985 KOKOMO BEACH
2005 SAVE MART BAKERY
2650 DUARTE, ROBERT E
5349 APPARATUS REPAIR CO
C B C MACHINING CO
S K I E AIRMOTIVE
15878 BOHN, ROBERT J
15888 TRUMAN, RUSSELL J
15971 HALEY FLYING SERV
16501 ARNAUDO BROS INC
16850 RANKINS AG INC
17190 ERCEG, JOHN
NICHOLAS, HOMER E SR
17411 GALLI, LOUIS
18567 BEDFORD, NEIL
18775 SERPA, JOHN F
19203 RANGEL, C C
21125 GARZA, VENTURA
21199 RODRIGUEZ, MARTIN
28644 LOU T INC TRUCKING
TUCKER, LOUIS
28700 GARNER, JAMES
28770 SERRATO, MELECIO
28850 BASH, GREGORY
29983 RHODES, EARL H
30000 R M C LONESTAR
30215 PLAIN VIEW WATER
30350 AMER TRANSIT MIX CO
30558 ROJAS, SYLVIA
30773 ROSE, RICHARD
30909 GRANITE CONSTR CO
NELSON READY MIX
31619 CIRCLE H KENNELS
31809 BERGERON, LEO T
192033 ARNAUDO, LEO
287701 MEZA, ANTONIO
PHELPS, FRED W

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TRACY BLVD S 1992

6640 TRACY CTY WTR TREAT
11501 KLEIN RANCH
20150 SOLAR DRY SYSTEMS
28957 TRACY WEATHER ROBOT
29633 TRACY CTY AIRPORT

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S CORRAL HOLLOW RD 1985

CORRAL HOLLOW RD S
95376 TRACY

19123	SILVEIRA CLARENCE J	835-8513	
19177	XXXX	00	
19842	MARTINEZ L L	835-9628	2
19843	SILVEIRA ANTONIO	835-3875	
20103	GOULART T D	835-4153	
20141	CANON CHARLIE W	835-4187	
20203	XXXX	00	
20679	BROWN TRUCKING	835-0364	2
	GRAHAM JAS DALE	835-0842	3
21055	XXXX	00	
21135	MACHADO RICHARD	835-8829	6
21162	ROKOS MIKE	835-0204	9
21191	SILVEIRA LAWRENCE L	835-1934	
21250	GOODRICH LARRY	836-2111	1
21255	SILVEIRA MANUEL F	835-3600	
21297	WILSON FORREST L	835-0658	
21330	LAREZ RAMON P	835-8460	+5
	RUIZ SALVADOR D	835-8086	8
	VALDEZ BENNY	835-7073	3
21349	PRICE JUANA	835-3610	
21400	ORTEGA BROS	835-0348	
21435	HARRISON MRS ELFRED	835-1699	4
	HARRISON ORA	835-0866	
21489	XXXX	00	
21509	THOMAS RICK	835-6126	8
21600	TOON W R	835-8798	
21637	XXXX	00	
21655	XXXX	00	
21675	XXXX	00	
21677	FALK CLIFTON C	835-8648	0
21696	XXXX	00	
21701	THOMAS CURTIS W	835-4299	
21712	CHRISTIAN GROVER F	835-4960	
21803	XXXX	00	
21831	MCGLOTHAN AARON	835-2629	
21838	XXXX	00	
21840	XXXX	00	
21878	MCGLOTHLAN DALE	836-3219	+5
21879	HOGLE WESLEY	835-0110	

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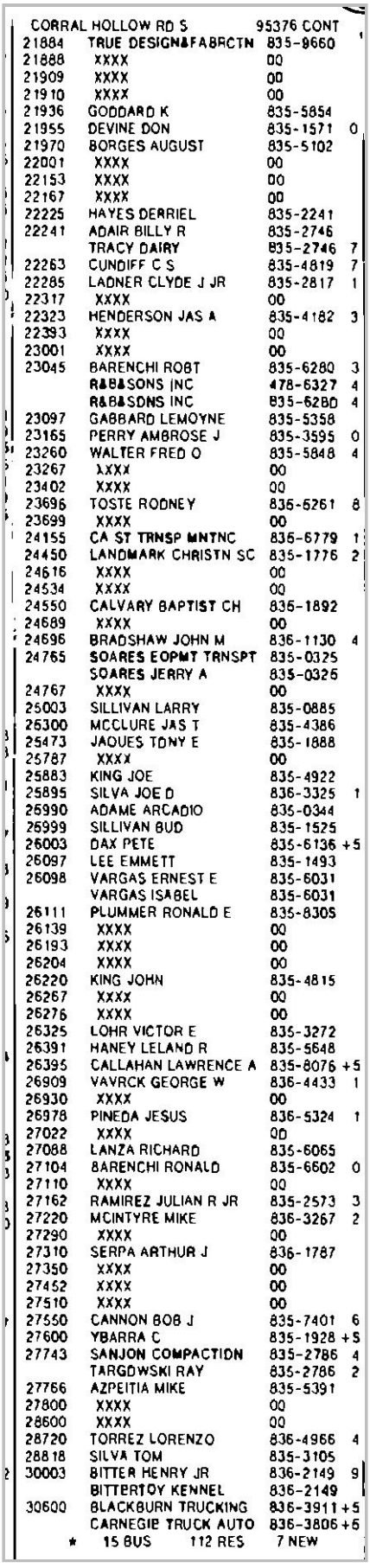
S CORRAL HOLLOW RD 1985



CORRAL HOLLOW RD S		95376 CONT	
21884	TRUE DESIGN&FABRCTN	835-9660	
21888	XXXX	00	
21909	XXXX	00	
21910	XXXX	00	
21936	GODDARD K	835-5854	
21955	DEVINE DON	835-1571	0
21970	BORGES AUGUST	835-5102	
22001	XXXX	00	
22153	XXXX	00	
22167	XXXX	00	
22225	HAYES DERRIEL	835-2241	
22241	ADAIR BILLY R	835-2746	
	TRACY DAIRY	835-2746	7
22263	CUNDIFF C S	835-4819	7
22285	LADNER CLYDE J JR	835-2817	1
22317	XXXX	00	
22323	HENDERSON JAS A	835-4182	3
22393	XXXX	00	
23001	XXXX	00	
23045	BARENCHI ROBT	835-6280	3
	R&B&SONS INC	478-6327	4
	R&B&SONS INC	835-6280	4
23097	GABBARD LEMOYNE	835-5358	
23165	PERRY AMBROSE J	835-3595	0
23260	WALTER FRED O	835-5848	4
23267	XXXX	00	
23402	XXXX	00	
23696	TOSTE RODNEY	836-6261	8
23699	XXXX	00	
24155	CA ST TRNSP MNTNC	836-6779	1
24450	LANDMARK CHRISTN SC	835-1776	2
24616	XXXX	00	
24634	XXXX	00	
24650	CALVARY BAPTIST CH	835-1892	
24689	XXXX	00	
24696	BRADSHAW JOHN M	836-1130	4
24765	SOARES EQPMT TRNSPT	835-0325	
	SOARES JERRY A	835-0325	
24767	XXXX	00	
25003	SILLIVAN LARRY	835-0885	
25300	MCCLURE JAS T	835-4386	
25473	JAQUES TONY E	835-1888	
25787	XXXX	00	
25883	KING JOE	835-4922	
25895	SILVA JOE D	836-3325	1
25990	ADAME ARCADIO	835-0344	
25999	SILLIVAN BUD	835-1525	
26003	DAX PETE	835-6136	+5
26097	LEE EMMETT	835-1493	
26098	VARGAS ERNEST E	835-6031	
	VARGAS ISABEL	835-6031	
26111	PLUMMER RONALD E	835-8305	
26139	XXXX	00	
26193	XXXX	00	
26204	XXXX	00	
26220	KING JOHN	835-4815	
26267	XXXX	00	
26276	XXXX	00	
26325	LOHR VICTOR E	835-3272	
26391	HANEY LELAND R	835-5648	
26395	CALLAHAN LAWRENCE A	835-8076	+5
26909	VAVRCK GEORGE W	836-4433	1
26930	XXXX	00	
26978	PINEDA JESUS	836-5324	1
27022	XXXX	00	
27088	LANZA RICHARD	835-6065	
27104	BARENCHI RONALD	835-6602	0
27110	XXXX	00	
27162	RAMIREZ JULIAN R JR	835-2573	3
27220	MCINTYRE MIKE	836-3267	2
27290	XXXX	00	
27310	SERPA ARTHUR J	836-1787	
27350	XXXX	00	
27452	XXXX	00	
27510	XXXX	00	
27550	CANNON BOB J	835-7401	6
27600	YBARRA C	835-1928	+5
27743	SANJON COMPACTION	835-2786	4
	TARGOWSKI RAY	835-2786	2
27766	AZPEITIA MIKE	835-5391	
27800	XXXX	00	
28600	XXXX	00	
28720	TORREZ LORENZO	836-4966	4
28818	SILVA TOM	835-3105	
30003	BITTER HENRY JR	836-2149	9
	BITTERTOY KENNEL	836-2149	
30600	BLACKBURN TRUCKING	836-3911	+5
	CARNEGIE TRUCK AUTO	836-3806	+6
*	15 BUS 112 RES	7 NEW	

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S TRACY BLVD 1985

TRACY BLVD S 95375
TRACY

190	GARCIA FRANK E	836-0638	4
220	MUNOZ ISABELL	835-6262	
	MUNOZ JOE T	835-8262	4
280	NAVARRO FRANK	835-0305	4
320	CUELLAR ANGEL	835-6785	1
361	KELLY ELIZABETH	835-2777	4
410	RAYA S J	835-3567	4
1688	CIDROANO D B	835-5599	+5
2650	MCKINLEY WM R	835-6667	
5349	DESIGN PLASTICS	835-1090	+5
	MAINTENANCE EXPRSS	835-9067	+5
5749	TRACY CTY AIRPORT	835-9750	+5
10820	BACCHETTI BERT	835-1442	
11104	BACCHETTI MARK	835-6378	8
	BERTOLOTTI BOB	835-1997	
11404	MAHAN LES	835-8103	6
11501	ESPEJO MARGARITO	462-9035	+5
	KLEIN RANCH	485-6904	7
	OCEGEDA CRUZ R	462-0978	8
15406	YAMADA BOB	485-0125	0
	YAMADA BOB	462-4927	9
15888	TRUMAN JUANITA	835-4045	
	TRUMAN RUSSELL J	835-4045	
15900	SCHNATMEYER MICHAEL	836-1175	1
16850	RANKINS AG SERVICE	454-7851	4
	RANKINS AG SERVICE	835-6254	6
17190	NICHOLAS HOMER E SR	835-6563	+5
17230	HANSON LAURA F	835-1050	2
	WERNER LEONA	838-3386	1
17398	GALLIA L	835-1173	
17411	GALLI LOUIS	835-0753	
17500	OOWNS BOB	835-4400	2
18640	PECKA GARY G	835-7720	1
18567	GONGORA MANUEL	885-1916	
	OCHOA EOWARO	836-4786	1
18900	HINES CARMEN	836-4324	+5
	OROZCO MANUEL	836-5690	+5
18775	SERPA JOHN F	835-1553	
18928	XXXX	00	
19158	BRANNON GORDON A	836-0336	4
19203	ARNAUDO LEO	835-6867	

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S TRACY BLVD 1985

TRACY BLVD S		95378 CONT	
21125	DARZA VENTURA	835-8662	
21199	RODRIGUEZ MARTIN	835-7825	
21235	FLORES FRANCISCO	935-6164	0
25461	GOMES ENOS JR	835-1248	
25889	BAUKNECHT MARIE	835-8486	2
27867	KENNEDY R C	835-7439	
28584	CLEARY J	835-2857	+5
28600	XXXX	00	
28638	LYON DAVID W	835-3073	2
28644	PEREZ JOSEPH A	835-9082	8
28700	BAKER CLAYTON	835-9376	+5
	ELLIS DALE	835-9089	2
28766	GREEN ELDO	835-5208	
28770	PHELPS CATHERINE	835-3410	
	PHELPS DAN	835-3475	+5
	PHELPS FRED W	835-3410	
	SERRATO MELECIO	835-3129	9
28961	XXXX	00	
29387	MARION SPRINGER	835-2977	8
29633	DELTA FLIGHT CSNTER	835-9750	1
29983	RHODES EARL H	835-4164	
30215	PLAIN VIEW WATER	835-0375	0
30438	TRACY RAILCAR	835-0787	3
30558	ROJAS SYLVIA	836-5848	2
30773	ROSE RICHARD	835-1240	
30909	GRANITE CONSTR CO	982-4718	+5
31619	CIRCLE N KENNELS	835-8788	6
NO #	CUELLAR HIGINIO	835-6765	
NO #	DENNYS CONSTRUTION	835-9112	+5
NO #	GRANITE CONSTR CO	835-9475	1
NO #	LONE STAR INDSTRIES	835-1454	
NO #	MASONIC TEMPLE	835-9690	
NO #	RHODES A J	635-3632	
NO #	SHELL OIL CO JOBBRS	835-1363	
*	18 BUS 68 RES	13 NEW	

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S CORRAL HOLLOW RD 1981

CORRAL HOLLOW RD S
95376 TRACY

19123	SILVEIRA CLARENCE J	835-8513	2
19177	XXXX	00	
19842	CISNEROS APOLOINO	836-3767	+1
19843	SILVEIRA ANTONIO	835-3875	
20103	GOULART T D	835-4153	
20141	CANON CHARLIE W	835-4187	
20203	MACHADO NICK	836-3860	+1
20679	GRAHAM JAS DALE	835-0842	3
21055	TOROK C L	836-0842	8
21135	MACHADO RICHARD	835-8829	6
21162	ROKOS MIKE	835-0204	9
21191	SILVEIRA LAWRENCE L	835-1934	
21250	GOODRICH LARRY	836-2111	+1
21255	SILVEIRA MANUEL F	835-3600	
21297	WILSON FORREST L	835-0658	5
21330	RUIZ SALVADOR D	835-8086	8
	VALDEZ BENNY	835-7073	3
21349	PRICE JUANA	835-3610	2
21400	ORTEGA BROS	835-0348	
21435	HARRISON ORA	835-0866	
21489	SAWVEL WM	835-4915	5
21509	THOMAS RICK	835-6126	8
21600	TOON W R	835-8798	
21637	XXXX	00	

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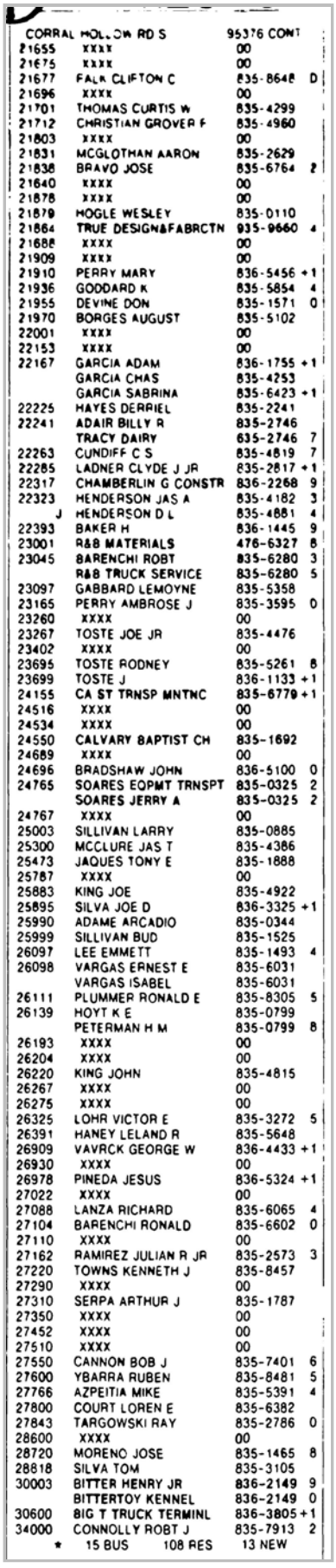
S CORRAL HOLLOW RD 1981



CORRAL HOLLOW RD S 95376 CONT

21655	XXXX	00	
21675	XXXX	00	
21677	FALK CLIFTON C	835-8648	D
21696	XXXX	00	
21701	THOMAS CURTIS W	835-4299	
21712	CHRISTIAN GROVER F	835-4960	
21803	XXXX	00	
21831	MCGLOTHAN AARON	835-2629	
21838	BRAVO JOSE	835-6764	2
21840	XXXX	00	
21878	XXXX	00	
21879	HOGLE WESLEY	835-0110	
21884	TRUE DESIGN&FABRCTN	835-9660	4
21888	XXXX	00	
21909	XXXX	00	
21910	PERRY MARY	836-5456	+1
21936	GODDARD K	835-5854	4
21955	DEVINE DON	835-1571	0
21970	BORGES AUGUST	835-5102	
22001	XXXX	00	
22153	XXXX	00	
22167	GARCIA ADAM	836-1755	+1
	GARCIA CHAS	835-4253	
	GARCIA SABRINA	835-6423	+1
22225	HAYES DERRIEL	835-2241	
22241	ADAIR BILLY R	835-2746	
	TRACY DAIRY	835-2746	7
22263	CUNDIFF C S	835-4819	7
22285	LADNER CLYDE J JR	835-2817	+1
22317	CHAMBERLIN G CONSTR	836-2268	9
22323	HENDERSON JAS A	835-4182	3
J	HENDERSON D L	835-4881	4
22393	BAKER H	836-1445	9
23001	R&B MATERIALS	476-6327	8
23045	BARENCHI ROBT	835-6280	3
	R&B TRUCK SERVICE	835-6280	5
23097	GABBARD LEMOYNE	835-5358	
23165	PERRY AMBROSE J	835-3595	0
23260	XXXX	00	
23267	TOSTE JOE JR	835-4476	
23402	XXXX	00	
23695	TOSTE RODNEY	835-5261	8
23699	TOSTE J	836-1133	+1
24155	CA ST TRNSP MNTNC	835-6779	+1
24516	XXXX	00	
24534	XXXX	00	
24550	CALVARY BAPTIST CH	835-1692	
24689	XXXX	00	
24696	BRADSHAW JOHN	836-5100	0
24765	SOARES EQPMT TRNSPT	835-0325	2
	SOARES JERRY A	835-0325	2
24767	XXXX	00	
25003	SILLIVAN LARRY	835-0885	
25300	MCCLURE JAS T	835-4386	
25473	JAQUES TONY E	835-1888	
25787	XXXX	00	
25883	KING JOE	835-4922	
25895	SILVA JOE D	836-3325	+1
25990	ADAME ARCADIO	835-0344	
25999	SILLIVAN BUD	835-1525	
26097	LEE EMMETT	835-1493	4
26098	VARGAS ERNEST E	835-6031	
	VARGAS ISABEL	835-6031	
26111	PLUMMER RONALD E	835-8305	5
26139	HOYT K E	835-0799	
	PETERMAN H M	835-0799	8
26193	XXXX	00	
26204	XXXX	00	
26220	KING JOHN	835-4815	
26267	XXXX	00	
26275	XXXX	00	
26325	LOHR VICTOR E	835-3272	5
26391	HANEY LELAND R	835-5648	
26909	VAVRCK GEORGE W	836-4433	+1
26930	XXXX	00	
26978	PINEDA JESUS	836-5324	+1
27022	XXXX	00	
27088	LANZA RICHARD	835-6065	4
27104	BARENCHI RONALD	835-6602	0
27110	XXXX	00	
27162	RAMIREZ JULIAN R JR	835-2573	3
27220	TOWNS KENNETH J	835-8457	
27290	XXXX	00	
27310	SERPA ARTHUR J	835-1787	
27350	XXXX	00	
27452	XXXX	00	
27510	XXXX	00	
27550	CANNON BOB J	835-7401	6
27600	YBARRA RUBEN	835-8481	5
27766	AZPEITIA MIKE	835-5391	4
27800	COURT LOREN E	835-6382	
27843	TARGOWSKI RAY	835-2786	0
28600	XXXX	00	
28720	MORENO JOSE	835-1465	8
28818	SILVA TOM	835-3105	
30003	BITTER HENRY JR	836-2149	9
	BITTERTOY KENNEL	836-2149	0
30600	BIG T TRUCK TERMINL	836-3805	+1
34000	CONNOLLY ROBT J	835-7913	2

* 15 BUS 108 RES 13 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S TRACY BLVD 1981

25132	GARCIA FRANK E	836-0638	9
25144	MUNOZ ISABELL	835-6262	
	MUNOZ JOE T	835-6262	
25178	ZARAGOZA WM	835-6479	
25196	XXXX	00	
25204	NAVARRO FRANK	835-0305	
25215	RUSSELL C	836-3758	+1
25218	CUELLAR A	836-2731	0
25245	XXXX	00	
25461	GOMES ENOS JR	835-1248	
25707	XXXX	00	
25989	CATES NAOMI	836-4049	0
	WEBSTER WES	836-4688	+1
25990	XXXX	00	
27867	KENNEDY R C	835-7439	
28110	XXXX	00	
28584	DAY ALAN E	836-1035	9
28600	ARCHER EUAL	835-5115	+1
28644	PEREZ JOSEPH A	835-9082	8
28700	JOHNSON CHRIS	836-5788	+1
	LEDBETTER JAMES D	835-4499	5
28766	GREEN ELDO	835-5208	
28770	CRAMER ROBERT	835-6350	8
	PHELPS CATHERINE	835-3410	
	PHELPS FRED W	835-3410	
	SERRATO MELECIO	835-3129	8
	SILVA JOHN F JR	836-3167	0
28850	XXXX	00	
28943	XXXX	00	
29220	XXXX	00	
29387	MARION SPRINGER	835-2977	8
29633	DELTA FLIGHT CENTER	835-9750	+1
29875	XXXX	00	
29883	XXXX	00	
29983	RHODES EARL H	835-4184	5
30014	XXXX	00	
30050	XXXX	00	
30215	PLAIN VIEW WATER	835-0375	0
30433	TRACY RAILCAR	835-0787	3

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S TRACY BLVD 1981

..TRACY BLVD		95376 CONT..
30558	HERNANDEZ MARTIN	835-6210 3
30773	ROSE RICHARD	835-1240
30785	XXXX	00
31619	BURTON ANNETTE F	836-2262 +1
	CIRCLE H KENNELS	835-6766 6
31801	XXXX	00
NO #	CUELLAR HIGINIO	835-6785
NO #	GRANITE CONSTR CO	835-9475 +1
NO #	LONE STAR INDSTRIES	835-1454 2
NO #	MASONIC TEMPLE	835-9BS0
NO #	RHODES A J	835-3632
NO #	SAFEWAY STORES INC	835-1861 9
NO #	SHELL OIL CO JOBBBS	835-1393
★	88 BUS 169 RES	42 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S CORRAL HOLLOW RD 1977

CORRAL HOLLOW RD S 95376 TRACY

19123 *CLARENCE EQUIP SHOP 835-5207+7
SILVEIRA CLARENCE 835-8513 2
19177 SILVA ROBT L 835-7885 4
19486 ANASTASIO JOHN 835-6004 2
19488 XXXX OO
19842 RAMIREZ LEOPOLDO 835-0899
19843 SILVEIRA ANTONIO 835-3875
20103 GOULART T D 835-4153
20141 CANON CHARLIE W 835-4187
20203 STONE ROSCOE 836-0682+7
20679 GRAHAM JAS DALE 835-0842 3
21135 MACHADO RICHARD 835-8829 6
PRUETT E M 835-3703 2
21162 XXXX OO
21191 SILVEIRA LAWRENCE 835-1934
21255 SILVEIRA MANUEL F 835-3600
21297 WILSON FORREST L 835-0658 5
21330 VALDEZ BENNY 835-7073 3
21349 PRICE JUANA 835-3610 2
21400 GONZALES JESUS 835-7542 2
*ORTEGA BROS 835-0348
21435 HARRISON ORA 835-0866
21489 SAWVEL WM 835-4915 5
21509 XXXX OO
21600 TOON W R 835-8798
21637 ROBINSON LLOYD A 835-4937
21655 LANE KENNETH 835-7641 6
21675 XXXX OO
21696 XXXX OO
21701 THOMAS CURTIS W 835-4299
21712 CHRISTIAN GROVER F 835-4960
21803 XXXX OO
21831 MCGLOTHAN AARON 835-2629
MCGLOTHLAN DALE 835-8248 6
21838 BRAVO JOSE 835-6764 2
21840 XXXX OO
21866 XXXX OO
21878 ANASTASIO FRANKIE 835-5719 5
21879 HOGLE WESLEY 835-0110
21884 *TRUE DESIGN&FABRCTN 835-9660 4
21888 XXXX OO
21909 NEWTON JAS W 835-3934
21910 *WALKER CONSTRUCTION 835-2016+7
21936 GODDARD K 835-5854 4
21955 DEVINE DON W 835-3169
21970 BORGES AUGUST 835-5102
22001 XXXX OO
22153 MCCLELLAN H F SR 835-8886
22167 GARCIA CHAS 835-4253
GARCIA VINCE 835-3912+7
22225 HAYES DERRIEL 835-2241
22241 ADAIR BILLY R 835-2746
*TRACY DAIRY 835-2746+7
22263 CUNDIFF C S 835-4819+7
22285 SIMMONS LEO H 835-3694
22323 HENDERSON JAS A 835-4182 3
J HENDERSON D L 835-4881 4
23001 XXXX OO
23045 BARENCHI ROBT 835-6280 3
*R&B DUMP TRUCK SERV 478-6327 4
*R&B TRUCK SERVICE 835-6280 5
23097 GABBARD LEMOYNE 835-5358
23260 SOUZA ANTONIO R 835-0290
23267 TOSTE JOE JR 835-4476
23402 XXXX OO
23695 LARUE DAVID J 835-7590 3
24155 *CALIF ST HWAY MNTS 835-6779
24516 XXXX OO
24534 WALTER ALBERT L 835-2694 3
24550 *CALVARY BAPTIST CH 835-1892
24689 XXXX OO
24696 FENRICH PETE S 835-7087
24765 *SOARES EQPMT TRNSPT 835-0325 2
*SOARES JERRY A 835-0325 2
24767 COATS FRED S 835-2401+7
25003 SILLIVAN LARRY 835-0885
25300 MCCLURE JAS T 835-4386
25473 JAQUES TONY E 835-1888
25787 XXXX OO

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S CORRAL HOLLOW RD 1977

..CORRAL HOLLOW RD S 95376 CONT..

25883	KING JOE	835-4922
25895	XXXX	OO
25990	ADAME ARCADIO	835-0344
25999	SILLIVAN BUD	835-1525
26097	LEE EMMETT	835-1493 4
26098	VARGAS ERNEST E	835-6031
	VARGAS ISABEL	835-6031
26111	PLUMMER RONALD E	835-8305 5
26139	HOYT BOB	835-0799
26193	PETERMAN H E	835-1207
26220	KING JOHN	835-4815
26267	PARKER W S	835-1422
26275	DODD V N	835-5126+7
26325	LOHR VICTOR E	835-3272 5
26391	HANEY LELAND R	835-5648
26909	MATINRAZM HOSHANG	835-8446 6
	MATINRAZM SHEREEN	835-5670+7
26930	XXXX	OO
26978	RICE DON	835-6115 6
27022	OTTO W A JR	835-2884 6
27088	LANZA RICHARD	835-6065 4
27110	XXXX	OO
27162	RAMIREZ JULIAN R JR	835-2573 3
27220	TOWNS KENNETH J	835-8457
27290	VLANDIS JOHN	836-0332+7
	VLANDIS PAUL P	836-0332+7
27310	SERPA ARTHUR J	835-1787
27350	FOSTER JOE E	835-2037 3
27387	HOLMES STEPHEN R	835-7591+7
27452	SHULTZ D L	835-1308+7
27510	CALLEJA JOS J	835-6288 3
27550	CANNON BOB J	835-7401 6
27600	YBARRA RUBEN	835-8481 5
27766	AZPEITIA MIKE	835-5391 4
27800	COURT LOREN E	835-6382
28600	VIEIRA M	835-8415 2
28818	SILVA TOM	835-3105
29272	HUCK LESTER	835-3521
29290	XXXX	OO
30003	TOMS GARY	835-8640 5
30715	XXXX	OO
34000	CONNOLLY ROBT J	835-7913 2
NO #	PELUCCA HENRY JR	835-3265
NO #*	PROFESSIONAL CHEV	835-9091+7

* 12 BUS 111 RES 14 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S TRACY BLVD 1977

25132	XXXX	00
25144	MUNOZ ISABELL	835-6262
	MUNOZ JOE T	835-6262
25178	ZARAGOZA WM	835-6479
25196	ANDERSON HORACE	835-5596
25204	NAVARRO FRANK	835-0305
25215	TAILES EDDIE	835-9318 6
25246	XXXX	00
25461	GOMES ENOS JR	835-1248
25707	GOMES H	835-5185 3
25989	XXXX	00
25990	FAIRLESS HARRY	836-0471+7
27867	KENNEDY R C	835-7439
28110	DUNN FELIPE	836-0458+7
28584	SMITH DALLAS	835-6058
28600	CORNING LAUREN	835-0674+7
28700	CRAMER ROBT	835-6350 5
	*LEDBETTER BUILDERS	835-2000 5
	LEDBETTER JAS B	835-4499 5
	SOLARIO GEO	835-8386 5
28766	GREEN ELDO	835-5208
	MILLER C C	835-5208
28770	PHELPS CATHERINE	835-3410
	PHELPS FRED W	835-3410
28850	SMITH DAVID R	835-6164 4
28943	XXXX	00
29220	XXXX	00
29387	VALLEY SPORT FLYIN	835-2977+7
29633	*HAWKE FLYING SERVCE	835-7699+7
29883	XXXX	00
29983	RHODES EARL H	835-4184 5
30014	XXXX	00
30050	XXXX	00
30433	*TRACY RAILCAR	835-0767 3
30558	HERNANDEZ MARTIN	835-6210 3
30773	ROSE RICHARD	835-1240
30785	XXXX	00
31619	*CIRCLE H KENNELS	835-6766 6
31801	XXXX	00
NO #	CUELLAR ANGEL	835-6785
NO #	CUELLAR HIGINIO	835-6785
NO #	DINKEL MARVIN R	835-1393 2
NO #	*LONE STAR INDUSTRS	835-1454 2
NO #	*MASONIC TEMPLE	835-9880
NO #	*MIDWAY AERIAL APP	836-0365+7
NO #	*PLAIN VIEW WATR DST	835-0375
NO #	RHODES A J	835-3632
NO #	*SHELL OIL CO JOBBRS	835-1393

* 75 BUS 177 RES 61 NEW

Target Street	Cross Street	Source
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S CORRAL HOLLOW RD 1974

CORRAL HOLLOW RD S 95376 TRACY

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19123*SILVEIRA CLARENCE J835-5207
      SILVEIRA CLARENCE  835-8513 2
19177 SILVA ROBT L       835-7885+4
19486 ANASTASIO JOHN     835-6004 2
19488  XXXX              00
19842 RAMIREZ LEOPOLDO   835-0899
19843 SILVEIRA ANTONIO   835-3875
20103 GOULART T D        835-4153
20141 CANON CHARLIE W    835-4187
20203 BACCHETTI C        835-6267
      CANNON J A         835-9555+4
      RICHMOND L M       835-9555+4
20679 GRAHAM JAS DALE    835-0842 3
21135 PRUETT E M         835-3703 2
21162  XXXX              00
21191 SILVEIRA LAWRENCE  835-1934
21255 SILVEIRA MANUEL F  835-3600
21330 VALDEZ BENNY       835-7073 3
21349 PRICE JUANA        835-3610 2
21400 GONZALES JESUS     835-7542 2
     *ORTEGA BROS        835-0348
21435 HARRISON ORA       835-0866
21509  XXXX              00
21600 TOON W R           835-8798
21637 ROBINSON LLOYD A   835-4937
21675  XXXX              00
21696 LASITER JOHN JR    835-2207
21701 THOMAS CURTIS W    835-4299
21712 CHRISTIAN GROVER F 835-4960
21803 SILVEIRA JOHN S    835-1259
21831 MCGLOTHAN AARON    835-2629
      MCGLOTHLAN DALE    835-2175 3
21838 BRAVO JOSE         835-6764 2
21840  XXXX              00
21866 HARP LEWIS W       835-4575+4
21878  XXXX              00
21879 HOGLE WESLEY       835-0110
21884*TRUE DESIGN&FABRCTN835-9660+4
21888*TERRIS SEWG MACH SV835-8748+4
21909 NEWTON JAS W       835-3934
21910 TRUCHINISKI R O    835-3271+4
21936 GOODARD K          835-5854+4
21955 DEVINE OON W       835-3169
21970 BORGES AUGUST      835-5102
22001 MAHAN GLEN         835-0972
      MAHAN MARIA E      835-0972
22153 MCCLELLAN H F SR   835-8886
22167 GARCIA CHAS        835-4253
22225 HAYES DERRIEL      835-2241
22241 ADAIR BILLY R      835-2746
22263 CUNDIFF R E JACK   835-4819
22285 SIMMONS LEO H      835-3694
22323 HENDERSON JAS A    835-4182 3
    J HENDERSON D L      835-4881+4
23001  XXXX              00
23045 BARENCHI ROBT      835-6280 3
     *R&B DUMP TRUCK SERV478-6327+4
23097 GABBARD LEMOYNE    835-5358
23260 SOUZA ANTONIO R    835-0290
23267 TOSTE JOE JR       835-4476
23402 GERINGER GLEN C    835-1164
23695 LARUE DAVID J      835-7590 3
24155*CALIF ST HWAY MNTS 835-6779
24516 COX STANLEY D      835-7206
      GRUBER JAS R       835-7386
24534 WALTER ALBERT L    835-2694 3
24550*CALVARY BAPTIST CH 835-1892
24689 PENAFLOR GENARO    835-3108
24696 FENRICH PETE S     835-7087
24765*SOARES EQPMT TRNSPT835-0325 2
     *SOARES JERRY A     835-0325 2
25003 SILLIVAN LARRY     835-0885
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Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S CORRAL HOLLOW RD 1974

..CORRAL HOLLOW RD S 95376 CONT..

25300	MCCLURE JAS T	835-4386	
25473	JAQUES TONY E	835-1888	
25787	ANASTASIO ZENOBIA	835-1357	+4
25883	KING JOE	835-4922	
25895	XXXX	00	
25990	ADAME ARCADIO	835-0344	
25999	SILLIVAN BUD	835-1525	
26097	LEE EMMETT	835-1493	+4
26098	VARGAS ERNEST E	835-6031	
	VARGAS ISABEL	835-6031	
26111	JACKS WM C	835-0764	
26139	HOYT BOB	835-0799	
26193	PETERMAN H E	835-1207	
26220	KING JOHN	835-4815	
26267	PARKER W S	835-1422	
26325	XXXX	00	
26391	HANEY LELAND R	835-5648	
26930	CUNNINGHAM RICHARD	835-5974	2
26978	CUNNINGHAM CLAY	835-8898	+4
27088	LANZA RICHARD	835-6065	+4
27110	XXXX	00	
27162	RAMIREZ JULIAN R JR	835-2573	3
27220	TOWNS KENNETH J	835-8457	
27310	SERPA ARTHUR J	835-1787	
27350	FOSTER JOE E	835-2037	3
27510	CALLEJA JOS J	835-6288	3
27766	AZPEITIA MIKE	835-5391	+4
27800	COURT LOREN E	835-6382	
28600	VIEIRA M	835-8415	2
28818	SILVA TOM	835-3105	
29272	HUCK LESTER	835-3521	
30715	XXXX	00	
34000	CONNOLLY ROBT J	835-7913	2
NO #	PELUCCA HENRY JR	835-3265	
NO #*	STANDARD OIL CALIF	835-9091	3

* 10 BUS 97 RES 15 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S TRACY BLVD 1974

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25144 MUNOZ ISABELL          835-6262
      MUNOZ JOE T            835-6262
25178 ZARAGOZA WM            835-6479
25196 ANDERSON HORACE        835-5596
25204 NAVARRO FRANK          835-0305
25215  XXXX                  OO
25246  XXXX                  OO
25461 GOMES ENOS JR          835-1248
25707 GOMES H                835-5185 3
25989*BENIGNO ORCHARDS       835-6136+4
      COSTA A D              835-4295 3
25990 SANTANA A A            835-2046
27867 KENNEDY R C            835-7439
28584 SMITH DALLAS           835-6058
28600 SCHLEICHER BARRY       835-5619
28700...APARTMENTS
      CALDWELL JAS F         835-4499+4
      HARRINGTON RICHARD     835-6753+4
      LEDBETTER JAS B        835-2000
      MARQUEZ RAFAEL         835-6350+4
      WESTON R               835-8378 3
28700.....................
28766 GREEN ELDO             835-5208
      MILLER C C             835-5208
28770 HIGGINS WM C           835-4078+4
      PHELPS CATHERINE       835-3410
      PHELPS FRED W          835-3410
28850 SMITH DAVID R          835-6164+4
28943  XXXX                  OO
29220 NIETO SAM              835-0763
29387*VALLEY SPORT FLYING     835-2977+4
29633*HALEY FLYING SERV       835-4983
      MACHADO STANLEY        835-2152
     *TRACY AVIATION CNTR    835-8953 2
     *TRACY MUNICPL ARPRT    835-8953+4
29883 RHODES EARL H          835-4184
30014 BUMGARMER KENNETH      835-4703
30050  XXXX                  OO
30433*TRACY RAILCAR          835-0767 3
30558 HERNANDEZ MARTIN       835-6210 3
30773 ROSE RICHARD           835-1240
30785  XXXX                  OO
31801 RICHEY EDW             835-0438+4
31809 WEBB RALPH             835-6541 2
 NO # CUELLAR ANGEL          835-6785
 NO # CUELLAR HIGINIO        835-6785
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Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S CORRAL HOLLOW RD 1971

CORRAL HOLLOW RD S 95376 TRACY

19123*	SILVEIRA CLARENCE J	835-5207
19488	WALSH WILLIAM E	835-8516
19842	RAMIREZ LEDPOLOO	835-0899
19843	SILVEIRA ANTONIO	835-3875
20103	GOULART T O	835-4153
20141	CANON CHARLIE W	835-4187
20203	BACCHETTI C	835-6267
	BONOMINI ANGELO	835-3711
20679	YOUNG W M MRS	835-1773
21135	SOUZA FRANK M	835-8693
21162	WALTERS ROY L	835-0661
21191	SILVEIRA LAWRENCE	835-1934
21255	SILVEIRA MANUEL F	835-3600
21330	VALOEZ BENNY	835-4888
21349	RAMIREZ JUANA	835-3610
21400*	ORTEGA BROS	835-0348
21435	HARRISON ORA	835-0866
21509	BERNARO ORIE S	835-7169
21600	TOON W R	835-8798
21637	ROBINSON LLOYO A	835-4937
21675	NUCE LEONARO N	835-4615
21696	LASITER JOHN JR	835-2207
21701	THOMAS CURTIS W	835-4299
21712	CHRISTIAN GROVER F	835-4960
21803	SILVEIRA JOHN S	835-1259
21831	KNEE VERNA	835-4786
	MCGLOTHAN AARON	835-2629
21838	TAYLOR GROVER C	835-4638
21840	RICE LINOA	835-5719
21866*	CALIF ST HWAY CONST	835-8762
21879	HOGLE WESLEY	835-0110
	SINGER C E REV	835-7911
	SINGER H A	835-7911
21909	NEWTON JAS W	835-3934
21910	DAVIS OPAL	835-6409
21936	GODDARO BOB L	835-5854
21955	DEVINE OON W	835-3169
21970	BORGES AUGUST	835-5102
22001	MAHAN GLEN	835-0972
	MAHAN MARIA E	835-0972
22153	MCCLELLAN H F SR	835-8886
22167	GARCIA CHAS	835-4253
22225	HAYES DERRIEL	835-2241
22241	AOAIR BILLY R	835-2746

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

S CORRAL HOLLOW RD 1971

22263 CUNDIFF R E JACK 835-4819
22285 SIMMONS LEO H 835-3694
23001 GREEN JOHN R 835-8989
23045 BARENCHI ROBT 835-6280
*R&B DUMP TRUCK SERV 478-6327
*R&B DUMP TRUCK SV 835-6280
23097 GABBARO LEMOYNE 835-5358
23260 SOUZA ANTONIO R 835-0290
23267 TOSTE JOE JR 835-4476
23402 GERINGER GLEN C 835-1164
23695 WILKERSON ROY E 835-1918
24155*CALIF ST HWAY MNTS 835-6779
24516 COX STANLEY O 835-7206
GRUBER JAS R 835-7386
24550*CALVARY BAPTIST CH 835-1892
24689 PENAFLOR GENARO 835-3108
24696 FENRICH PETE S 835-7087
24765 SOARES BELLE MRS 835-0325
SOARES JERRY 835-0325
25003 SILLIVAN LARRY 835-0885
25300 MCCLURE JAS T 835-4386
25473 JAQUES TONY E 835-1888
25883 KING JOE 835-4922
25895 QUIROGA JUAN 835-8783
25990 AOAME ARCAOIO 835-0344
25999 SILLIVAN BUO 835-1525
26097 CUMMINS O R 835-4524
26D98 VARGAS ERNEST E 835-6D31
VARGAS ISABEL 835-6031
26111 JACKS WM C 835-0764
26139 HOYT BOB 835-0799
26193 PETERMAN H E 835-1207
26220 KING JOHN 835-4815
26267 PARKER W S 835-1422
26325 OLSON BILL L 835-8993
26391 HANEY LELAND R 835-5648
26930 HAMILTON OEON 835-8322
26978 SOUZA DAN 835-7686
27110 RYAN M E 835-6242
27220 TOWNS KENNETH J 835-8457
27310 SERPA ARTHUR J 835-1787
27350*HUTTON J R TRUCKING 835-1916
27510 SOBRERO MIKE 835-25D8
27800 COURT LOREN E 835-6382
28818 SILVA TOM 835-3105
29272 HUCK LESTER 835-3521
30715*TRACY TRACTOR 835-6333
NO # PELUCCA HENRY JR 835-3265
NO **STANDARD OIL CO STN 835-9971
* 10 BUS 83 RES

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

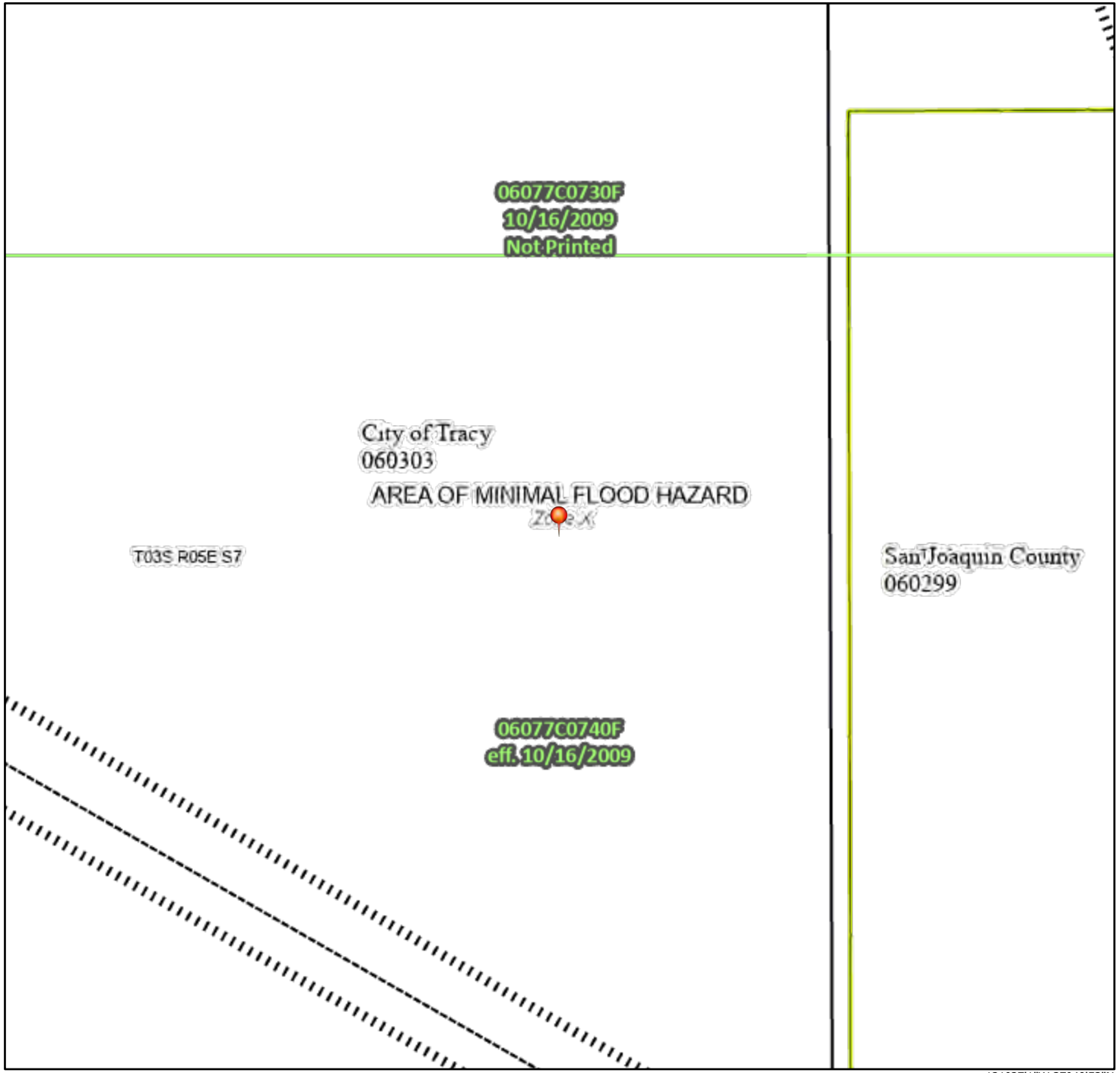
S TRACY BLVD 1971

22257	GOMEZ MANUEL	835-1589
	*MARIE GOMES FARMS	835-1792
22299	GOMES MARIE S	835-3097
22326	GOMES ALMER	835-3997
22355	GOMES JOHN	835-5571
25144	MUNOZ ISABELL	835-6262
	MUNOZ JOE T	835-6262
25178	ZARAGOZA WM	835-6479
25196	ANDERSON HORACE	835-5596
25204	NAVARRO FRANK	835-0305
25215	LOURENCO JOSE M	835-2026
25246	GUTIERREZ MANUEL	835-7953
25461	GOMES ENOS JR	835-1248
25707	GOMES GILBERT	835-1357
25990	SANTANA A A	835-2046
27867	KENNEDY R C	835-7439
28584	SMITH DALLAS	835-6058
28600	SCHLEICHER BARRY	835-5619
28700	GIPSON ARVEL G	835-8102
	LEOBETTER JAS B	835-2000
	LEON GILBERT	835-8854
28766	GREEN ELOO	835-5208
	MILLER C C	835-5208
28770	FOWLER LONNIE	835-7961
	KELLEY RANDALL	835-8671
	PHELPS CATHERINE	835-3410
	PHELPS FRED W	835-3410
28850	BURKE BOB G	835-8715
28943	BRISTOW TOM	835-0444
29220	NIETO SAM	835-0763
29633	*HALEY FLYING SERV	835-4983
	MACHADO STANLEY	835-2152
	*PROFESSIONAL AVIATN	835-7979
	*TRACY AIRPORT	835-7979
29883	RHODES EARL H	835-4184
30014	BUMGARMER KENNETH	835-4703
30050	ADAMS MARY EMMA	835-8563
30086	AXTON CARL A	835-2433
	AXTON RICHARD C	835-2433
30773	ROSE RICHARD	835-1240
30785	*SYAR&HARMS INDUSTRY	835-8763
NO	#*BIANCHI BROS	835-4010
NO	# BOTSFORD FRED L	835-0767
NO	# CUELLAR ANGEL	835-6785
NO	# CUELLAR HIGINIO	835-6785
NO	# GAIA EUGENIO	835-2440
NO	#*MASONIC TEMPLE	835-9880
NO	# OBAO MIKE SR	835-0441
NO	#*PACIFC CMNT&AGGRGTS	835-1454
NO	#*PLAIN VIEW WATR DST	835-0375
NO	# RHODES A J	835-3632
NO	#*SHELL OIL CO JOBBRS	835-1393
	* 47 BUS 124 RES	

National Flood Hazard Layer FIRMette

FEMA

121°27'38"W 37°41'22"N



121°27'1"W 37°40'53"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/29/2021 at 6:35 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Environmental Lien Search Report
E L S

Security First Title Resource
Residential - Commercial - Environmental

Prepared For
Wallace – Kuhl & Associates
3050 Industrial Boulevard, West Sacramento, CA 95691

Project Name
Tracy Hills Logistics Park Property
Report 1 of 2

January 28, 2021

Security First Title Resource
Residential - Commercial - Environmental

14115 Lincoln Avenue N.E., #500 – Minneapolis, MN 55304
Tel.: (866) 288-0829 - Fax (866) 343-2388
Info@SecurityFirstTitleResource.com - www.securityfirsttitleresource.net

Celebrating 33 years in business.

The Environmental Lien Search Report (ELS) provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering control and institutional controls.
Our in house professional abstractors / title examiners, following established procedure, use client supplied property data, such as property address, map, parcel number etc. to search for:

- parcel information and / or legal description
- search for ownership information
- research official recorded land title documents
- provide a copy of the deed
- search for environmental encumbering instrument (s) associated with the deed
- provide a copy of any environmental encumbrance (s) based upon a review of key words in the Instrument (s) (title, parties involved, and description).

Below is the property data information and Environmental Lien Search report of the subject property for a period ending January 10, 2021.

A copy of the current vesting deed is attached hereto and made a part hereof.

CLIENT PROJECT NO.: 13041.02 REPORT DATE: January 28, 2021

SUBJECT PROPERTY: Tracy Hills Logistics Park Property

COUNTY / JURISDICTION: San Joaquin, California

PROPERTY IDENTIFIER: 253-020-160-000 & 253-020-170-000

CURRENT OWNER INFORMATION (Vesting)

Type of Deed: Grant Deed
Title Vested in: Gurcharan Kaur Takhar, a married woman as her sole and separate property
Deed dated: 11-26-2019
Deed Recorded: 11-26-2019
Document # 2019-138011

LEGAL DESCRIPTION: See the current vesting deed attached hereto and made a part hereof.

Disclaimer

This report is neither a guarantee of title, a commitment to insure, nor a policy of title insurance. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE WHAT SOEVER IN CONNECTION WITH THIS REPORT. Security First Title Resource, specifically disclaims the making of any such warranties, including without limitation, merchantability or fitness for a particular use or purpose. The information contained in this report is retrieved as it is recorded from the various agencies that make it available. Therefore, the company's liability to this report extends only to the fee charged thereof. Copyright 2012 -2017 by Security First Title Resource. All Rights Reserved. Reproduction in any media or format, in whole or in part, of any report, or its affiliates, is prohibited without prior written permission.

Environmental Lien Search

ENVIRONMENTAL LIEN

Environmental Lien: ☐ Found ☒ Not Found

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Instrument:

Comments:

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

Other AUL's: ☐ Found ☒ Not Found

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Instrument:

Comments:

RECORDING REQUESTED BY:

Schack and Company, Inc.

WHEN RECORDED, MAIL TO:

Gurcharan Kaur Takhar
1735 Birchwood Lane
Tracy, CA 95376

Doc #: 2019-138011
11/26/2019 02:52:19 PM Tax: $275.00
Page: 1 of 3 Fee: $30.00
Steve J. Bestolarides
San Joaquin County Recorders
Paid By: SHOWN ON DOCUMENT

APN 253-020-03 Space Above This Line For Recorder's Use Only

GRANT DEED

The undersigned grantor(s) declare(s):
Documentary Transfer Tax is: $275.00
(X) computed on full value of property conveyed, or
( ) computed on full value less of liens and encumbrances remaining at time of sale.
( ) Unincorporated area: (X) City of Tracy

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Iqbal Sandhu and Inderjit Sandhu, Trustees of the Iqbal Sandhu and Inderjit Sandhu 2012 Trust, an undivided thirty-four percent (34%), Karnail Sandhu and Ranbir Sandhu, Trustees of the Karnail Sandhu and Ranbir Sandhu 2012 Trust, an undivided thirty-three (33%), and Satnam Sandhu and Manjeet Sandhu, Trustees of the Satnam Sandhu and Manjeet Sandhu 2012 Trust, an undivided thirty-three (33%)

hereby GRANT(S) to

Gurcharan Kaur Takhar, a married women as her sole and separate property

that following described property in City of Tracy, San Joaquin County, State of California, described as:

ALL OF PARCEL 1 AND 2, AS SHOWN UPON THAT CERTAIN PARCEL MAP, FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

Dated this 26 day of November, 2019.

SEE OWNERS/GRANTORS SIGNATURE PAGE ATTACHED.

OWNERS/GRANTORS SIGNATURE PAGE:

Iqbal Sandhu, Trustee of the Iqbal Sandhu
and Inderjit Sandhu 2012 Trust

Inderjit Sandhu, Trustee of the Iqbal Sandhu
and Inderjit Sandhu 2012 Trust

Karnail Sandhu, Trustee of the Karnail Sandhu
and Ranbir Sandhu 2012 Trust

Ranbir Sandhu, Trustee of the Karnail Sandhu
and Ranbir Sandhu 2012 Trust

Satnam Sandhu, Trustee of the Satnam Sandhu
and Manjeet Sandhu 2012 Trust

Manjeet Sandhu, Trustee of the Satnam Sandhu
and Manjeet Sandhu 2012 Trust

PLEASE USE CALIFORNIA ALL PURPOSE NOTARY ACKNOWLEDGMENT(S)

CALIFORNIA ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Joaquin }

On November 26th, 2019 before me, Rajwinder Kaur Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Kamail S. Sandhu, Ranbir K. Sandhu, Inderjit Sandhu,
Name(s) of Signer(s)

Iqbal Sandhu, Manjeet K. Sandhu, Satnam S. Sandhu,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument and acknowledged to me that ~~he/she~~/they executed the same in ~~his/her~~/their authorized capacity(ies), and that by ~~his/her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

RAJWINDER KAUR
Notary Public - California
San Joaquin County
Commission # 2287925
My Comm. Expires May 9, 2023

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Rajwinder Kaur
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Grant deed
Document Date: 11/26/2019 Number of Pages: 2
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer – Title(s): _____	☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General	☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☒ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer is Representing: _____	Signer is Representing: _____

©2018 National Notary Association

Environmental Lien Search Report
E L S

Security First Title Resource
Residential - Commercial - Environmental

Prepared For
Wallace – Kuhl & Associates
3050 Industrial Boulevard, West Sacramento, CA 95691

Project Name
Tracy Hills Logistics Park Property
Report 2 of 2

January 28, 2021

Security First Title Resource
Residential - Commercial - Environmental

14115 Lincoln Avenue N.E., #500 – Minneapolis, MN 55304
Tel.: (866) 288-0829 - Fax (866) 343-2388
Info@SecurityFirstTitleResource.com - www.securityfirsttitleresource.net

Celebrating 33 years in business.

The Environmental Lien Search Report (ELS) provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering control and institutional controls.
Our in house professional abstractors / title examiners, following established procedure, use client supplied property data, such as property address, map, parcel number etc. to search for:

- parcel information and / or legal description
- search for ownership information
- research official recorded land title documents
- provide a copy of the deed
- search for environmental encumbering instrument (s) associated with the deed
- provide a copy of any environmental encumbrance (s) based upon a review of key words in the Instrument (s) (title, parties involved, and description).

Below is the property data information and Environmental Lien Search report of the subject property for a period ending January 10, 2021.

A copy of the current vesting deed is attached hereto and made a part hereof.

CLIENT PROJECT NO.: 13041.02 REPORT DATE: January 28, 2021

SUBJECT PROPERTY: Tracy Hills Logistics Park Property

COUNTY / JURISDICTION: San Joaquin, California

PROPERTY IDENTIFIER: 253-020-180-000 & 253-020-190-000

CURRENT OWNER INFORMATION (Vesting)

Type of Deed: Grant Deed
Title Vested in: Sandhu Family Enterprises, LLC
Deed dated: 12-21-2019
Deed Recorded: 12-31-2019
Document # 2019-156098

LEGAL DESCRIPTION: See the current vesting deed attached hereto and made a part hereof.

Disclaimer

This report is neither a guarantee of title, a commitment to insure, nor a policy of title insurance. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE WHAT SOEVER IN CONNECTION WITH THIS REPORT. Security First Title Resource, specifically disclaims the making of any such warranties, including without limitation, merchantability or fitness for a particular use or purpose. The information contained in this report is retrieved as it is recorded from the various agencies that make it available. Therefore, the company's liability to this report extends only to the fee charged thereof. Copyright 2012 -2017 by Security First Title Resource. All Rights Reserved. Reproduction in any media or format, in whole or in part, of any report, or its affiliates, is prohibited without prior written permission.

Environmental Lien Search

ENVIRONMENTAL LIEN

Environmental Lien: ☐ Found ☒ Not Found

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Instrument:

Comments:

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

Other AUL's: ☐ Found ☒ Not Found

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Instrument:

Comments:

When Recorded Mail To:

Law Offices of Robert Mehlhaff
P.O. Box 1129
Tracy, CA 95378-1129

Mail Tax Statements To:

Karnail Sandhu, Manager
Sandhu Family Enterprises, LLC
3972 Durham Ferry Road
Tracy, CA 95304

APN: portions of 253-020-030-000

Doc #: 2019-156098
12/31/2019 12:52:59 PM
Page: 1 of 4 Fee: $98.00
Steve J. Bestolarides
San Joaquin County Recorders
Paid By: SHOWN ON DOCUMENT

Space Above This Line For Recorder's Use

The undersigned grantors declare:
Documentary Transfer Tax is $-0-
Computed on Full Value of Property Conveyed
Situated in the City of Tracy, County of San Joaquin,
State of California

GRANT DEED

Karnail Sandhu and **Ranbir Sandhu**, trustees of The Karnail Sandhu and Ranbir Sandhu 2012 Trust, and **Iqbal Sandhu** and **Inderjit Sandhu**, trustees of The Iqual Sandhu and Inderjit Sandhu 2012 Trust, and **Satnam Sandhu** and **Manjeet Sandhu**, trustees of The Satnam Sandhu and Manjeet Sandhu 2012 Trust (index as **Grantors)** hereby grant to **Sandhu Family Enterprises, LLC**, a California limited liability company (index as **Grantee)**, the following described real property in unincorporated area of the County of San Joaquin, State of California:

(See Attached Exhibit A)

Dated: December 21st, 2019

Karnail S. Sandhu AKA Karnail Sandhu

Ranbir K. Sandhu AKA Ranbir Sandhu

trustees of The Karnail Sandhu and
Ranbir Sandhu 2012 Trust

Iqbal S. Sandhu AKA Iqbal Sandhu

Inderjit Sandhu

trustees of The Iqual Sandhu and
Inderjit Sandhu 2012 Trust

Mail Tax Statements As Indicated Above

Satnam Singh Sandhu AKA Samam Sandhu

Manjeet K. Sandhu AKA Manjeet Sandhu

trustees of The Satnam Sandhu and
Manjeet Sandhu 2012 Trust

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
) ss
County of San Joaquin)

On December 21st, 2019, before me, Rajwinder Kaur, a notary public, personally appeared Karnail S. Sandhu, Ranbir K. Sandhu, Iqbal S. Sandhu, Inderjit Sandhu, Satnam Singh Sandhu, Manjeet K. Sandhu, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument and acknowledged to me that ~~he/she~~/they executed the same in ~~his/her~~/their authorized capacity(ies), and that by ~~his/her~~/their signature(s) on the instrument, the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Rajwinder Kaur
Notary Public

(SEAL)

RAJWINDER KAUR
Notary Public - California
San Joaquin County
Commission # 2287925
My Comm. Expires May 9, 2023

Exhibit A

Designated Remainder:

THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF DESIGNATED REMAINDER, AS SHOWN UPON THAT CERTAIN PARCEL MAP, FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS, AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

CONTAINING 150.53 ACRES, MORE OR LESS.

Parcel 3:

THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF PARCEL 3, AS SHOWN UPON THAT CERTAIN PARCEL MAP, FILED FOR RECORD NOVEMBER21, 2019 IN BOOK 26 OF PARCEL MAPS, AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

CONTAINING 33.56 ACRES, MORE OR LESS.

APPENDIX D

EDR® Radius Map Report with Geocheck

Tracy Hills Logistics Park Property
South Corral Hollow Road
Tracy, CA 95377

Inquiry Number: 6347738.2s
January 28, 2021

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
Map Findings Summary	4
Map Findings	9
Orphan Summary	50
Government Records Searched/Data Currency Tracking	GR-1

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Physical Setting Source Map	A-9
Physical Setting Source Map Findings	A-11
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SOUTH CORRAL HOLLOW ROAD
TRACY, CA 95377

COORDINATES

Latitude (North):	37.6871740 - 37° 41' 13.82''
Longitude (West):	121.4580320 - 121° 27' 28.91''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	635961.3
UTM Y (Meters):	4172021.0
Elevation:	222 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640426 TRACY, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140628
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
SOUTH CORRAL HOLLOW ROAD
TRACY, CA 95377

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	RCRA NonGen / NLR	Higher	1 ft.
A2	JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	FINDS	Higher	1 ft.
A3	TRACY HILLS SITE - P	29650 SOUTH CORRAL H	CERS	Higher	1 ft.
A4	JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	ENVIROSTOR, SCH, HWTS	Higher	1 ft.
A5	JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	ECHO	Higher	1 ft.
6	DESTINATION ANYWHERE	28818 S CORRAL HOLLO	RCRA NonGen / NLR	Lower	954, 0.181, NNE
B7	CORRAL HOLLOW TRUCK	30600 S CORRAL HOLLO	SWEEPS UST, CA FID UST	Higher	1291, 0.245, SSE
B8	CHEM-AWAY, INC	30600 S CORRAL HOLLO	UST	Higher	1291, 0.245, SSE
C9	TRACY AIRPORT LAND T	CORRAL HOLLOW RD	WMUDS/SWAT, WDS, CIWQS	Lower	1757, 0.333, NNE
C10	LLNL, SITE 300	CORRAL HOLLOW ROAD	LUST, CERS	Lower	1805, 0.342, NNE
11	CORRAL HOLLOW TRUCK	30600 CORRAL HOLLOW	LUST, Cortese, HIST CORTESE, CERS	Higher	1868, 0.354, SSE
12	ELLIS RANCH	SOUTH LAMMERS ROAD	CPS-SLIC, CERS	Lower	2611, 0.495, NNW
13	SOIL TREATMENT, SAN	1880 E. RIVERVIEW DR	WMUDS/SWAT	Lower	2616, 0.495, NNE
14	ELLIS SITE - PROPOSE	SOUTH LAMMERS ROAD	ENVIROSTOR, SCH	Lower	3111, 0.589, NNW
15	CORRAL HOLLOW II-2 L	CORRAL HOLLOW ROAD &	ENVIROSTOR	Higher	3542, 0.671, South
16	TRACY AUXILIARY FIEL		FUDS	Lower	3806, 0.721, East
17	ANTHONY TRAINA ELEME	4256 WINDSONG DRIVE	ENVIROSTOR, SCH, CIWQS	Lower	4408, 0.835, NE
18	TRACY AUXILIARY FIEL	TRACY BOULEVARD	ENVIROSTOR	Lower	4884, 0.925, East

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators
RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System

US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROLS ..... Institutional Controls Sites List

Federal ERNS list

ERNS ..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
AST ..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS ..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY ..... Recycler Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register
HIST Cal-Sites ..... Historical Calsites Database
CDL ..... Clandestine Drug Labs

Toxic Pits ---- Toxic Pits Cleanup Act Sites
CERS HAZ WASTE ---- CERS HAZ WASTE
US CDL ---- National Clandestine Laboratory Register
PFAS ---- PFAS Contamination Site Location Listing

Local Lists of Registered Storage Tanks

HIST UST ---- Hazardous Substance Storage Container Database
CERS TANKS ---- California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST
2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---- Material Licensing Tracking System
COAL ASH DOE ---- Steam-Electric Plant Operation Data
COAL ASH EPA ---- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---- PCB Transformer Registration Database
RADINFO ---- Radiation Information Database
HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
FUSRAP ---- Formerly Utilized Sites Remedial Action Program
UMTRA ---- Uranium Mill Tailings Sites
LEAD SMELTERS ---- Lead Smelter Sites
US AIRS ---- Aerometric Information Retrieval System Facility Subsystem

US MINES - Mines Master Index File
ABANDONED MINES - Abandoned Mines
UXO - Unexploded Ordnance Sites
DOCKET HWC - Hazardous Waste Compliance Docket Listing
FUELS PROGRAM - EPA Fuels Program Registered Listing
CA BOND EXP. PLAN - Bond Expenditure Plan
CUPA Listings - CUPA Resources List
DRYCLEANERS - Cleaner Facilities
EMI - Emissions Inventory Data
ENF - Enforcement Action Listing
Financial Assurance - Financial Assurance Information Listing
HAZNET - Facility and Manifest Data
ICE - ICE
HWP - EnviroStor Permitted Facilities Listing
HWT - Registered Hazardous Waste Transporter Database
MINES - Mines Site Location Listing
MWMP - Medical Waste Management Program Listing
NPDES - NPDES Permits Listing
PEST LIC - Pesticide Regulation Licenses Listing
PROC - Certified Processors Database
Notify 65 - Proposition 65 Records
UIC - UIC Listing
UIC GEO - UIC GEO (GEOTRACKER)
WASTEWATER PITS - Oil Wastewater Pits Listing
WDS - Waste Discharge System
WIP - Well Investigation Program Case List
MILITARY PRIV SITES - MILITARY PRIV SITES (GEOTRACKER)
PROJECT - PROJECT (GEOTRACKER)
WDR - Waste Discharge Requirements Listing
CIWQS - California Integrated Water Quality System
NON-CASE INFO - NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS - OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS - PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT - SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ - Well Stimulation Project (GEOTRACKER)
MINES MRDS - Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP - EDR Proprietary Manufactured Gas Plants
EDR Hist Auto - EDR Exclusive Historical Auto Stations
EDR Hist Cleaner - EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF - Recovered Government Archive Solid Waste Facilities List
RGA LUST - Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/26/2020 has revealed that there are 5 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS Facility Id: 60002404 Status: No Further Action	***29650 SOUTH CORRAL H***	***0 - 1/8 (0.000 mi.)***	***A4***	***12***
CORRAL HOLLOW II-2 L Facility Id: 39490002 Status: Refer: RWQCB	CORRAL HOLLOW ROAD &	S 1/2 - 1 (0.671 mi.)	15	42

Lower Elevation	Address	Direction / Distance	Map ID	Page
ELLIS SITE - PROPOSE Facility Id: 60002405 Status: Active	***SOUTH LAMMERS ROAD***	***NNW 1/2 - 1 (0.589 mi.)***	***14***	***36***
ANTHONY TRAINA ELEME Facility Id: 39010020 Status: No Further Action	***4256 WINDSONG DRIVE***	***NE 1/2 - 1 (0.835 mi.)***	***17***	***45***
TRACY AUXILIARY FIEL Facility Id: 71000056 Status: No Further Action	TRACY BOULEVARD	E 1/2 - 1 (0.925 mi.)	18	48

EXECUTIVE SUMMARY

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORRAL HOLLOW TRUCK	***30600 CORRAL HOLLOW***	***SSE 1/4 - 1/2 (0.354 mi.)***	***11***	***31***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Database: LUST, Date of Government Version: 09/08/2020				
Status: Completed - Case Closed				
Status: Case Closed				
Global Id: T0607700833				

Lower Elevation	Address	Direction / Distance	Map ID	Page
LLNL, SITE 300	***CORRAL HOLLOW ROAD***	***NNE 1/4 - 1/2 (0.342 mi.)***	***C10***	***29***
Database: LUST, Date of Government Version: 09/08/2020				
Status: Completed - Case Closed				
Global Id: T0607799495				

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ELLIS RANCH	***SOUTH LAMMERS ROAD***	***NNW 1/4 - 1/2 (0.495 mi.)***	***12***	***34***
Database: CPS-SLIC, Date of Government Version: 09/08/2020				
Facility Status: Open - Site Assessment				
Global Id: T10000005832				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEM-AWAY, INC	30600 S CORRAL HOLLO	SSE 1/8 - 1/4 (0.245 mi.)	B8	23
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018				

Facility Id: FA0003643
Tank Status: 02 - Inactive, non-billable

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there are 2 WMUDS/SWAT sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRACY AIRPORT LAND T	***CORRAL HOLLOW RD***	***NNE 1/4 - 1/2 (0.333 mi.)***	***C9***	***26***
SOIL TREATMENT, SAN	1880 E. RIVERVIEW DR	NNE 1/4 - 1/2 (0.495 mi.)	13	35

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 10/26/2020 has revealed that there is 1 SCH site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS	***29650 SOUTH CORRAL H***	***0 - 1/8 (0.000 mi.)***	***A4***	***12***
Facility Id: 60002404				
Status: No Further Action				

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORRAL HOLLOW TRUCK	***30600 S CORRAL HOLLO***	***SSE 1/8 - 1/4 (0.245 mi.)***	***B7***	***20***
Status: A				
Tank Status: A				

Comp Number: 1998

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORRAL HOLLOW TRUCK	***30600 S CORRAL HOLLO***	***SSE 1/8 - 1/4 (0.245 mi.)***	***B7***	***20***
Facility Id: 39004247				
Status: A				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/14/2020 has revealed that there are 2 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	0 - 1/8 (0.000 mi.)	A1	9
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
DESTINATION ANYWHERE	28818 S CORRAL HOLLO	NNE 1/8 - 1/4 (0.181 mi.)	6	17
EPA ID:: CAL000373684				

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 09/29/2020 has revealed that there is 1 FUDS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRACY AUXILIARY FIEL		E 1/2 - 1 (0.721 mi.)	16	44

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal

Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 11/04/2020 has revealed that there is 1 FINDS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	0 - 1/8 (0.000 mi.)	A2	11

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 10/03/2020 has revealed that there is 1 ECHO site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS	29650 SOUTH CORRAL H	0 - 1/8 (0.000 mi.)	A5	17

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/22/2020 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORRAL HOLLOW TRUCK	***30600 CORRAL HOLLOW***	***SSE 1/4 - 1/2 (0.354 mi.)***	***11***	***31***
Cleanup Status: COMPLETED - CASE CLOSED				

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORRAL HOLLOW TRUCK	***30600 CORRAL HOLLOW***	***SSE 1/4 - 1/2 (0.354 mi.)***	***11***	***31***
Reg Id: 391013				

CERS: The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

A review of the CERS list, as provided by EDR, and dated 10/19/2020 has revealed that there is 1 CERS

site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRACY HILLS SITE - P	29650 SOUTH CORRAL H	0 - 1/8 (0.000 mi.)	A3	12

HWTS: DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

A review of the HWTS list, as provided by EDR, and dated 10/13/2020 has revealed that there is 1 HWTS site within approximately 0.001 miles of the target property.

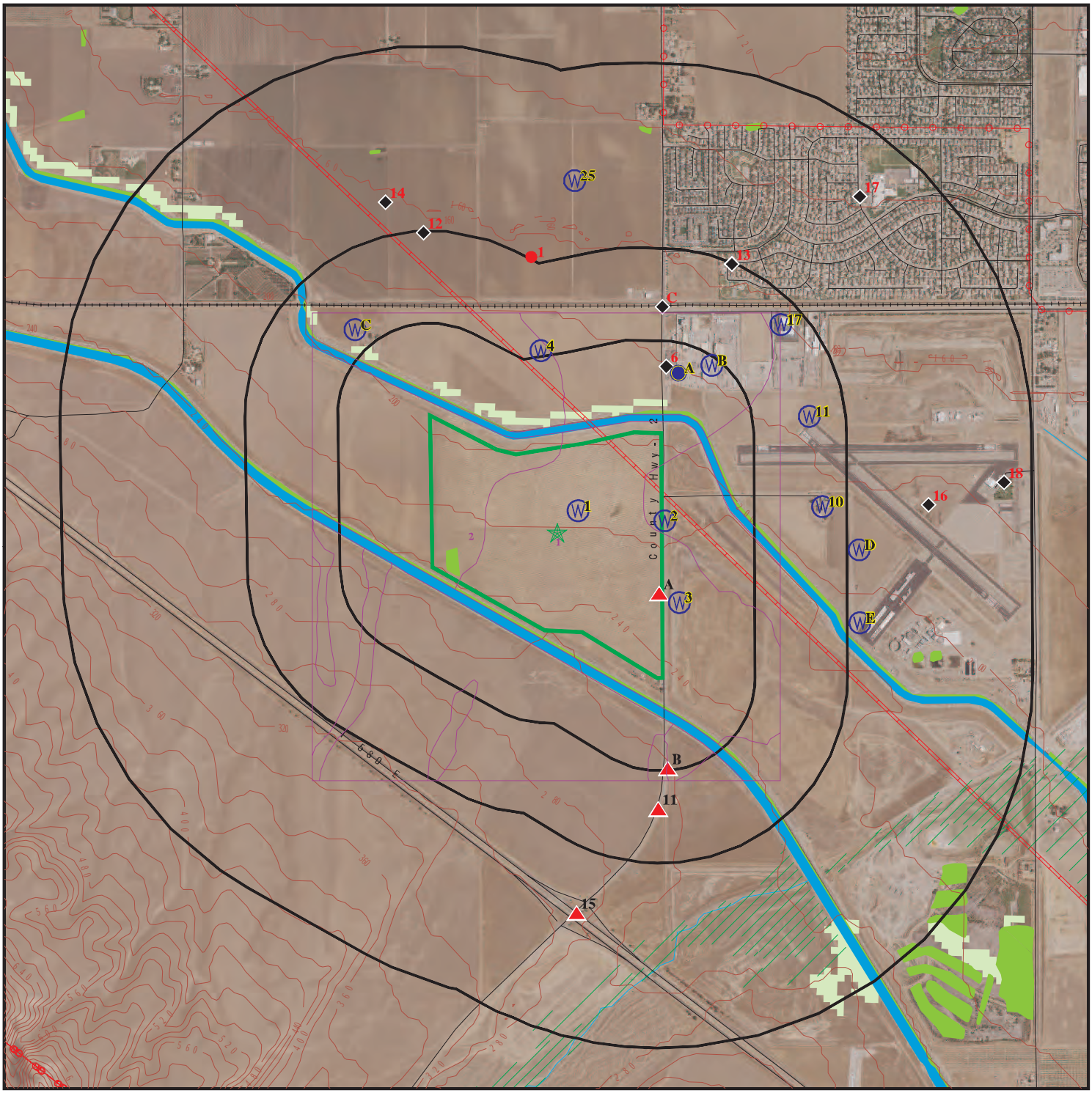
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEFFERSON SCHOOL DIS	***29650 SOUTH CORRAL H***	***0 - 1/8 (0.000 mi.)***	***A4***	***12***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
TRACY, CITY OF (EAST ELEVENTH ST.	CPS-SLIC
CHEVRON PIPE LINE COMPANY, CORRAL	CPS-SLIC
TRACY, CITY OF	CPS-SLIC

OVERVIEW MAP - 6347738.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Tracy Hills Logistics Park Property	CLIENT:	Wallace - Kuhl & Associates
ADDRESS:	South Corral Hollow Road Tracy CA 95377	CONTACT:	Nancy Malaret
LAT/LONG:	37.687174 / 121.458032	INQUIRY #:	6347738.2s
		DATE:	January 28, 2021 4:23 pm

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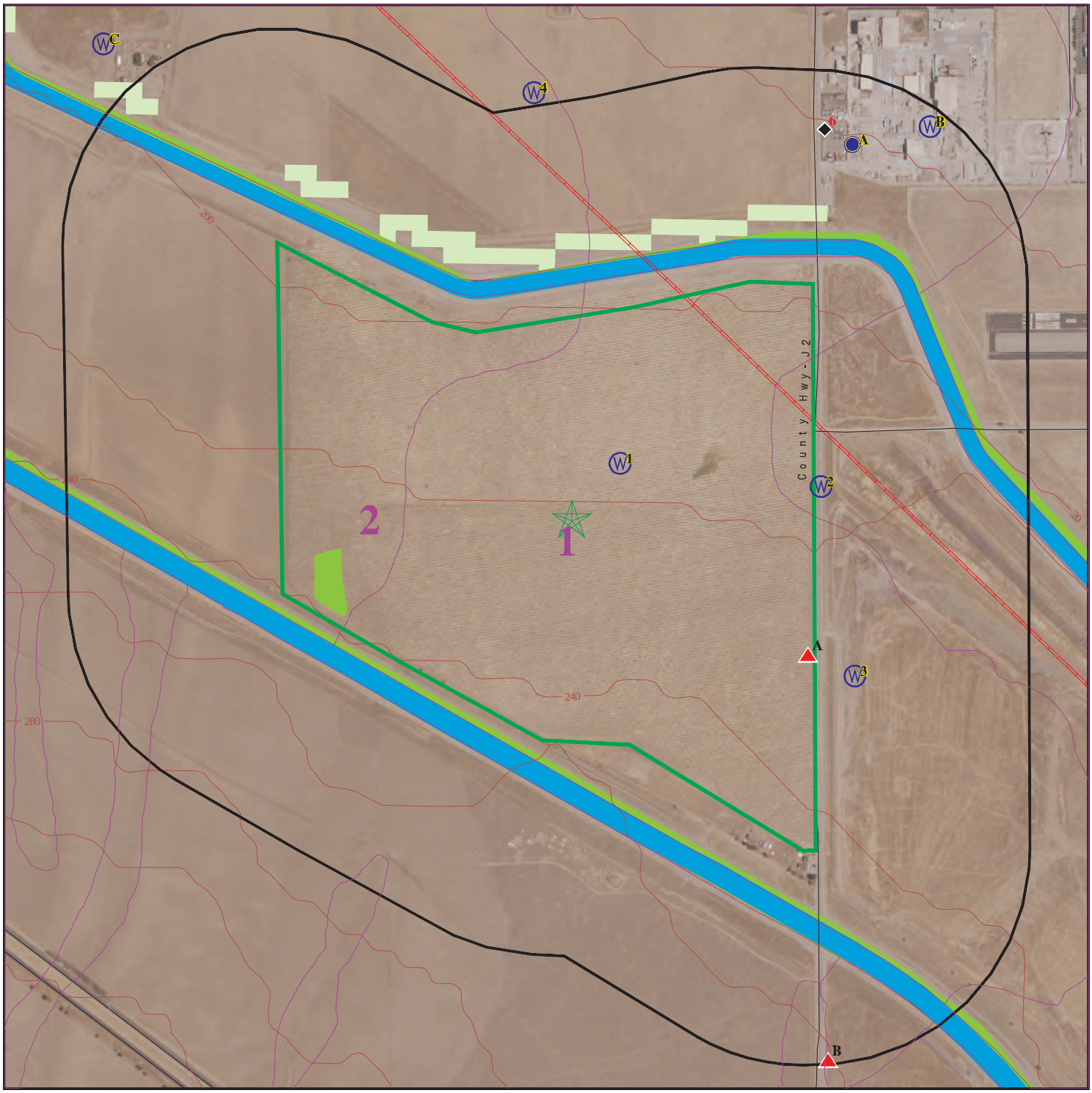
DETAIL MAP - 6347738.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

0 1/8 1/4 1/2 Miles

- Indian Reservations BIA
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Tracy Hills Logistics Park Property	CLIENT:	Wallace - Kuhl & Associates
ADDRESS:	South Corral Hollow Road Tracy CA 95377	CONTACT:	Nancy Malaret
LAT/LONG:	37.687174 / 121.458032	INQUIRY #:	6347738.2s
		DATE:	January 28, 2021 4:26 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		1	0	0	4	NR	5
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	0	2	NR	NR	2

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	1	NR	NR	1
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	2	NR	NR	2
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		1	0	NR	NR	NR	1
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	1	NR	NR	NR	1
HIST UST	0.250		0	0	NR	NR	NR	0
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		0	1	NR	NR	NR	1
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	1	NR	NR	NR	2
FUDS	1.000		0	0	0	1	NR	1
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		1	NR	NR	NR	NR	1
ECHO	0.001		1	NR	NR	NR	NR	1
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	1	NR	NR	1
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	1	NR	NR	1
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001		1	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
HWTS	0.001		1	NR	NR	NR	NR	1
MINES MRDS	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	7	4	7	5	0	23

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **JEFFERSON SCHOOL DISTRICT** **RCRA NonGen / NLR** **1026465755**
29650 SOUTH CORRAL HOLLOW RD. **CAC003071009**
< 1/8 **TRACY, CA 95376**
1 ft.

Site 1 of 5 in cluster A

Relative: RCRA NonGen / NLR:
Higher

Date Form Received by Agency:	2020-06-16 00:00:00.0
Handler Name:	JEFFERSON SCHOOL DISTRICT
Handler Address:	29650 SOUTH CORRAL HOLLOW RD.
Handler City,State,Zip:	TRACY, CA 95376
EPA ID:	CAC003071009
Contact Name:	JEFFERSON SCHOOL DISTRICT
Contact Address:	1219 WHISPERING WIND DRIVE
Contact City,State,Zip:	TRACY, CA 95377
Contact Telephone:	209-836-3388
Contact Fax:	Not reported
Contact Email:	JBRIDGES@JSDTRACY.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1219 WHISPERING WIND DRIVE
Mailing City,State,Zip:	TRACY, CA 95377
Owner Name:	JEFFERSON SCHOOL DISTRICT
Owner Type:	Other
Operator Name:	JEFFERSON SCHOOL DISTRICT
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported

Actual:
229 ft.

JEFFERSON SCHOOL DISTRICT (Continued) **1026465755**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2020-07-10 18:44:12.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	JEFFERSON SCHOOL DISTRICT
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1219 WHISPERING WIND DRIVE
Owner/Operator City,State,Zip:	TRACY, CA 95377
Owner/Operator Telephone:	209-836-3388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	JEFFERSON SCHOOL DISTRICT
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1219 WHISPERING WIND DRIVE
Owner/Operator City,State,Zip:	TRACY, CA 95377
Owner/Operator Telephone:	209-836-3388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

JEFFERSON SCHOOL DISTRICT (Continued) **1026465755**

Historic Generators:
Receive Date: 2020-06-16 00:00:00.0
Handler Name: JEFFERSON SCHOOL DISTRICT
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 112111
NAICS Description: BEEF CATTLE RANCHING AND FARMING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

A2 **JEFFERSON SCHOOL DISTRICT** **FINDS** **1026550574**
29650 SOUTH CORRAL HOLLOW RD. **N/A**
< 1/8 **TRACY, CA 95376**
1 ft.

Site 2 of 5 in cluster A

Relative: Higher
Actual: 229 ft.

FINDS:
Registry ID: 110070850948

Click Here:

Environmental Interest/Information System:
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

A3 **TRACY HILLS SITE - P** **CERS** **S121770208**
29650 SOUTH CORRAL HOLLOW ROAD **N/A**
< 1/8 **TRACY, CA 95377**
1 ft.

Site 3 of 5 in cluster A

Relative: CERS:
Higher

Name:	TRACY HILLS SITE - P
Address:	29650 SOUTH CORRAL HOLLOW ROAD
City,State,Zip:	TRACY, CA 95377
Site ID:	378134
CERS ID:	60002404
CERS Description:	School Investigation

Actual: Affiliation:
229 ft.

Affiliation Type Desc:	Supervisor
Entity Name:	JOSE SALCEDO
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Lead Project Manager
Entity Name:	MELLAN SONGCO
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	SACRAMENTO
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

A4 **JEFFERSON SCHOOL DISTRICT** **ENVIROSTOR** **S119002119**
29650 SOUTH CORRAL HOLLOW RD. **SCH** **N/A**
< 1/8 **TRACY, CA 95376** **HWTS**
1 ft.

Site 4 of 5 in cluster A

Relative: ENVIROSTOR:
Higher

Name:	TRACY HILLS SITE - PROPOSED ELEMENTARY SCHOOL
Address:	29650 SOUTH CORRAL HOLLOW ROAD
City,State,Zip:	TRACY, CA 95377
Facility ID:	60002404
Status:	No Further Action
Status Date:	01/23/2019
Site Code:	104757
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	17
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mellan Songco
Supervisor:	Jose Salcedo
Division Branch:	Northern California Schools & Santa Susana
Assembly:	, 13

Actual:
229 ft.

JEFFERSON SCHOOL DISTRICT (Continued) **S119002119**

Senate:	, 05
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	37.67892
Longitude:	-121.4549
APN:	253-030-014
Past Use:	LANDFILL - DOMESTIC, TRANSPORTATION - PIPELINE
Potential COC:	Benzene Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas TPH-MOTOR OIL Trichloroethylene (TCE Vinyl chloride
Confirmed COC:	30003-NO 30019-NO 30024-NO 30025-NO 3002502-NO 30027-NO 30028-NO No Contaminants found
Potential Description:	SV, NMA, OTH
Alias Name:	253-030-014
Alias Type:	APN
Alias Name:	104757
Alias Type:	Project Code (Site Code)
Alias Name:	60002404
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement Application
Completed Date:	08/19/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	08/19/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	04/27/2017
Comments:	ON April 27, 2017, DTSC approved the revised PEA WP for implementation.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	04/24/2018
Comments:	On April 24, 2018, DTSC conducted a site visit to observe the implementation of the approved PEA WP. Observed drilling for groundwater well - consultant indicated that they were having problems drilling the well (groundwater was deeper than anticipated).
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	05/15/2018
Comments:	On May 15, 2018, DTSC observed the soil-gas sampling at the site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

JEFFERSON SCHOOL DISTRICT (Continued) **S119002119**

Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/23/2019
Comments:	On January 23, 2019, DTSC approved the revised PEA Report with a no further action determination.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	08/29/2016
Comments:	EOA fully executed 08/29/16, sent to District 08/31/16.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	09/14/2016
Comments:	On September 14, 2016, DTSC conducted a site visit and a scoping meeting with the District and their consultants.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	05/23/2018
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	TRACY HILLS SITE - PROPOSED ELEMENTARY SCHOOL
Address:	29650 SOUTH CORRAL HOLLOW ROAD
City,State,Zip:	TRACY, CA 95377
Facility ID:	60002404
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	17
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Mellan Songco
Supervisor:	Jose Salcedo
Division Branch:	Northern California Schools & Santa Susana
Site Code:	104757
Assembly:	, 13
Senate:	, 05
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	01/23/2019

JEFFERSON SCHOOL DISTRICT (Continued) **S119002119**

Restricted Use:	NO
Funding:	School District
Latitude:	37.67892
Longitude:	-121.4549
APN:	253-030-014
Past Use:	LANDFILL - DOMESTIC, TRANSPORTATION - PIPELINE
Potential COC:	Benzene, Polynuclear aromatic hydrocarbons (PAHs, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride
Confirmed COC:	30003-NO, 30019-NO, 30024-NO, 30025-NO, 3002502-NO, 30027-NO, 30028-NO, No Contaminants found
Potential Description:	SV, NMA, OTH
Alias Name:	253-030-014
Alias Type:	APN
Alias Name:	104757
Alias Type:	Project Code (Site Code)
Alias Name:	60002404
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement Application
Completed Date:	08/19/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	08/19/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	04/27/2017
Comments:	ON April 27, 2017, DTSC approved the revised PEA WP for implementation.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	04/24/2018
Comments:	On April 24, 2018, DTSC conducted a site visit to observe the implementation of the approved PEA WP. Observed drilling for groundwater well - consultant indicated that they were having problems drilling the well (groundwater was deeper than anticipated).
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	05/15/2018
Comments:	On May 15, 2018, DTSC observed the soil-gas sampling at the site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/23/2019
Comments:	On January 23, 2019, DTSC approved the revised PEA Report with a no

JEFFERSON SCHOOL DISTRICT (Continued) **S119002119**

further action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/29/2016
Comments: EOA fully executed 08/29/16, sent to District 08/31/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/14/2016
Comments: On September 14, 2016, DTSC conducted a site visit and a scoping meeting with the District and their consultants.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/23/2018
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HWTS:
Name: JEFFERSON SCHOOL DISTRICT
Address: 29650 SOUTH CORRAL HOLLOW RD.
Address 2: Not reported
City,State,Zip: TRACY, CA 95376
EPA ID: CAC003071009
Inactive Date: Not reported
Create Date: 06/16/2020
Last Act Date: 06/16/2020
Mailing Name: Not reported
Mailing Address: 1219 WHISPERING WIND DRIVE
Mailing Address 2: Not reported
Mailing City,State,Zip: TRACY, CA 95377
Owner Name: JEFFERSON SCHOOL DISTRICT
Owner Address: 1219 WHISPERING WIND DRIVE
Owner Address 2: Not reported
Owner City,State,Zip: TRACY, CA 95377
Contact Name: JEFFERSON SCHOOL DISTRICT
Contact Address: 1219 WHISPERING WIND DRIVE
Contact Address 2: Not reported
City,State,Zip: TRACY, CA 95377

NAICS:
EPA ID: CAC003071009
Create Date: 2020-06-16 11:10:10.777
NAICS Code: 112111

JEFFERSON SCHOOL DISTRICT (Continued) **S119002119**

NAICS Description:	Beef Cattle Ranching and Farming
Issued EPA ID Date:	2020-06-16 11:10:10.79000
Inactive Date:	Not reported
Facility Name:	JEFFERSON SCHOOL DISTRICT
Facility Address:	29650 SOUTH CORRAL HOLLOW RD.
Facility Address 2:	Not reported
Facility City:	TRACY
Facility County:	Not reported
Facility State:	CA
Facility Zip:	95376

A5 **JEFFERSON SCHOOL DISTRICT** **ECHO** **1026520172**
29650 SOUTH CORRAL HOLLOW RD. **N/A**
< 1/8 **TRACY, CA 95376**
1 ft.

Site 5 of 5 in cluster A

Relative: ECHO:
Higher

Envid:	1026520172
Registry ID:	Not reported
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=CAC003071009
Name:	JEFFERSON SCHOOL DISTRICT
Address:	29650 SOUTH CORRAL HOLLOW RD.
City,State,Zip:	TRACY, CA 95376

Actual:
229 ft.

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6 **DESTINATION ANYWHERE INC** **RCRA NonGen / NLR** **1024833924**
NNE **28818 S CORRAL HOLLOW RD** **CAL000373684**
1/8-1/4 **TRACY, CA 95377**
0.181 mi.
954 ft.

Relative: RCRA NonGen / NLR:
Lower

Date Form Received by Agency:		2012-04-16 00:00:00.0
Handler Name:	DESTINATION ANYWHERE INC	
Handler Address:		28818 S CORRAL HOLLOW RD
Handler City,State,Zip:		TRACY, CA 95377
EPA ID:		CAL000373684
Contact Name:		SONY MANN
Contact Address:		28818 S CORRAL HOLLOW RD
Contact City,State,Zip:		TRACY, CA 95377
Contact Telephone:		209-836-9400
Contact Fax:		209-835-1144
Contact Email:		SONYMANN@SBCGLOBAL.NET
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		PO BOX 21
Mailing City,State,Zip:		TRACY, CA 95378-0000

Actual:
181 ft.

DESTINATION ANYWHERE INC (Continued) **1024833924**

Owner Name:	JASHARINDER PAL SING
Owner Type:	Other
Operator Name:	SONY MANN
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2018-09-06 17:00:42.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No

DESTINATION ANYWHERE INC (Continued) **1024833924**

Manifest Broker: No
Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: JASHARINDER PAL SING
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 544
Owner/Operator City,State,Zip: TRACY, CA 95378-0000
Owner/Operator Telephone: 209-300-1745
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: SONY MANN
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 28818 S CORRAL HOLLOW RD
Owner/Operator City,State,Zip: TRACY, CA 95377
Owner/Operator Telephone: 209-836-9400
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 2012-04-16 00:00:00.0
Handler Name: DESTINATION ANYWHERE INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 811111
NAICS Description: GENERAL AUTOMOTIVE REPAIR

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

B7 **CORRAL HOLLOW TRUCK TERMINAL** **SWEEPS UST** **S101593514**
SSE **30600 S CORRAL HOLLOW RD** **CA FID UST** **N/A**
1/8-1/4 **TRACY, CA 95376**
0.245 mi.
1291 ft. **Site 1 of 2 in cluster B**

Relative:
Higher

Actual:
260 ft.

SWEEPS UST:

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92
Created Date:	07-11-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001998-000001
Tank Status:	A
Capacity:	12000
Active Date:	08-08-89
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	8

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92
Created Date:	07-11-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001998-000002
Tank Status:	A
Capacity:	12000
Active Date:	08-08-89
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92
Created Date:	07-11-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001998-000003

CORRAL HOLLOW TRUCK TERMINAL (Continued) **S101593514**

Tank Status:	A
Capacity:	12000
Active Date:	08-08-89
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92
Created Date:	07-11-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001998-000004
Tank Status:	A
Capacity:	12000
Active Date:	08-08-89
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92
Created Date:	07-11-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001998-000005
Tank Status:	A
Capacity:	12000
Active Date:	08-08-89
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Name:	CORRAL HOLLOW TRUCK TERMINAL
Address:	30600 S CORRAL HOLLOW RD
City:	TRACY
Status:	Active
Comp Number:	1998
Number:	9
Board Of Equalization:	44-024960
Referral Date:	11-06-92
Action Date:	11-06-92

CORRAL HOLLOW TRUCK TERMINAL (Continued) **S101593514**

Created Date: 07-11-88
Owner Tank Id: Not reported
SWRCB Tank Id: 39-000-001998-000006
Tank Status: A
Capacity: 12000
Active Date: 08-08-89
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: CORRAL HOLLOW TRUCK TERMINAL
Address: 30600 S CORRAL HOLLOW RD
City: TRACY
Status: Active
Comp Number: 1998
Number: 9
Board Of Equalization: 44-024960
Referral Date: 11-06-92
Action Date: 11-06-92
Created Date: 07-11-88
Owner Tank Id: Not reported
SWRCB Tank Id: 39-000-001998-000007
Tank Status: A
Capacity: 12000
Active Date: 08-08-89
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: CORRAL HOLLOW TRUCK TERMINAL
Address: 30600 S CORRAL HOLLOW RD
City: TRACY
Status: Active
Comp Number: 1998
Number: 9
Board Of Equalization: 44-024960
Referral Date: 11-06-92
Action Date: 11-06-92
Created Date: 07-11-88
Owner Tank Id: Not reported
SWRCB Tank Id: 39-000-001998-000008
Tank Status: A
Capacity: 12000
Active Date: 08-08-89
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 39004247
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported

CORRAL HOLLOW TRUCK TERMINAL (Continued) **S101593514**

Facility Phone:	2098363805
Mail To:	Not reported
Mailing Address:	30600 S CORRAL HOLLOW RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	TRACY 95376
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

B8 **CHEM-AWAY, INC** **UST** **U004023540**
SSE **30600 S CORRAL HOLLOW RD** **N/A**
1/8-1/4 **TRACY, CA 95376**
0.245 mi.
1291 ft. **Site 2 of 2 in cluster B**

Relative: **Higher**

Actual: **260 ft.**

UST SAN JOAQUIN:

Name:	CHEM-AWAY, INC
Address:	30600 S CORRAL HOLLOW RD
City,State,Zip:	TRACY, CA 95376
Region:	SJ
Facility Id:	FA0003643
Mail Address:	1502 WESTBROOK CT
Mail Address 2:	Not reported
Mail Care of:	CHEM-AWAY, INC
Mail City,St,Zip:	MODESTO, CA 95358-1086

Tank Rec ID:	Not reported
Tank Number:	1
Tank Status:	02 - Inactive, non-billable
Tank Capacity:	12000
Product Type Desc:	1a - REGULAR UNLEADED
Program Element:	2380
Decode for Program Element:	2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form:	(none)
CAS#:	Not reported
CERS ID:	Not reported
Cross Ref Tank ID:	Not reported
LEA ID:	9
Common Name:	Not reported
Date Installed:	Not reported
Date of Closure:	Not reported
Latitude:	Not reported
Longitude:	Not reported

Tank Rec ID:	Not reported
Tank Number:	2
Tank Status:	02 - Inactive, non-billable
Tank Capacity:	12000
Product Type Desc:	1a - REGULAR UNLEADED
Program Element:	2380
Decode for Program Element:	2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form:	(none)
CAS#:	Not reported

CHEM-AWAY, INC (Continued) **U004023540**

CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: Not reported
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 3
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 1b - PREMIUM UNLEADED
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported
CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: Not reported
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 4
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 03 - DIESEL
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported
CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: Not reported
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 5
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 03 - DIESEL
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported

CHEM-AWAY, INC (Continued) **U004023540**

CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: Not reported
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 6
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 03 - DIESEL
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported
CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: Not reported
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 7
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 03 - DIESEL
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported
CERS ID: Not reported
Cross Ref Tank ID: Not reported
LEA ID: 9
Common Name: Not reported
Date Installed: 1/1/1986
Date of Closure: Not reported
Latitude: Not reported
Longitude: Not reported

Tank Rec ID: Not reported
Tank Number: 8
Tank Status: 02 - Inactive, non-billable
Tank Capacity: 12000
Product Type Desc: 03 - DIESEL
Program Element: 2380
Decode for Program Element: 2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form: (none)
CAS#: Not reported

CHEM-AWAY, INC (Continued) **U004023540**

CERS ID:	Not reported
Cross Ref Tank ID:	Not reported
LEA ID:	9
Common Name:	Not reported
Date Installed:	Not reported
Date of Closure:	Not reported
Latitude:	Not reported
Longitude:	Not reported

C9 **TRACY AIRPORT LAND TRMT FACIL** **WMUDS/SWAT** **S101049726**
NNE **CORRAL HOLLOW RD** **WDS** **N/A**
1/4-1/2 **TRACY CA, CA 95376** **CIWQS**
0.333 mi.
1757 ft. **Site 1 of 2 in cluster C**

Relative:
Lower

Actual:
173 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.
Primary Waste:	CNSOIL
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	City
Agency Name:	TRACY, CITY OF
Agency Department:	Not reported
Agency Address:	520 W. TRACY BLVD
Agency City,St,Zip:	TRACY CA 95376
Agency Contact:	FRANK MOTZKUS
Agency Telephone:	2098314487
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	Not reported
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	5S
Facility Type:	Solid Waste Site-Class II - A solid waste facility at which designated wastes may be treated or stored.
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	4953
Secondary SIC:	Not reported

TRACY AIRPORT LAND TRMT FACIL (Continued) **S101049726**

Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	False
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Sub Chapter 15:	True
Regional Board Project Officer:	RAE
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	No
Waste Discharge Requirements:	A
Self-Monitoring Rept. Frequency:	No Reporting Requirements
Waste Discharge System ID:	5B390313001
Solid Waste Information ID:	Not reported

WDS:

Name:	TRACY AIRPORT LAND TRMT FACIL
Address:	CORRAL HOLLOW RD
City:	TRACY
Facility ID:	Sacramento-San Joaquin Delta 390313001
Facility Type:	Solid Waste Site-Class II - A solid waste facility at which designated wastes may be treated or stored.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	Not reported
Subregion:	0
Facility Telephone:	Not reported
Facility Contact:	PAUL VERMA
Agency Name:	TRACY CITY OF
Agency Address:	520 W TRACY BLVD
Agency City,St,Zip:	TRACY 95376
Agency Contact:	FRANK MOTZKUS
Agency Telephone:	2098314488
Agency Type:	City
SIC Code:	4953
SIC Code 2:	Not reported
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	CNSOIL
Waste Type2:	Not reported
Waste2:	Contaminated Soil
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported

TRACY AIRPORT LAND TRMT FACIL (Continued) **S101049726**

Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The POTW Does not have an approved pretreatment program. Some POTWs may have local pretreatment programs that have not been approved by the regional board and/or EPA.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.
Name:	UC REGENTS LAWRENCE LIVERMORE
Address:	CORRAL HOLLOW RD
City:	TRACY
Facility ID:	5S 39I015973
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	0
Facility Telephone:	9254235245
Facility Contact:	SEDLACEK LARRY
Agency Name:	UC REGENTS
Agency Address:	PO Box 808
Agency City,St,Zip:	Livermore 945510808
Agency Contact:	FISHER DENNIS K
Agency Telephone:	9254223343
Agency Type:	?
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order

TRACY AIRPORT LAND TRMT FACIL (Continued) **S101049726**

should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:

Name:	UC REGENTS LAWRENCE LIVERMORE
Address:	CORRAL HOLLOW RD
City,State,Zip:	TRACY, CA 95376
Agency:	UC Regents
Agency Address:	PO Box 808, Livermore, CA 94551
Place/Project Type:	Industrial - Refuse Systems
SIC/NAICS:	4953
Region:	5S
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	5S39I015973
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	07/26/2000
Termination Date:	09/26/2007
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	Not reported
Longitude:	Not reported

C10 **LLNL, SITE 300** **LUST** **S110655188**
NNE **CORRAL HOLLOW ROAD** **CERS** **N/A**
1/4-1/2 **TRACY, CA**
0.342 mi.
1805 ft. **Site 2 of 2 in cluster C**

Relative:
Lower

Actual:
173 ft.

LUST:

Name:	LLNL, SITE 300
Address:	CORRAL HOLLOW ROAD
City,State,Zip:	TRACY, CA
Lead Agency:	SAN JOAQUIN COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607799495
Global Id:	T0607799495
Latitude:	Not reported
Longitude:	Not reported
Status:	Completed - Case Closed

LLNL, SITE 300 (Continued) **S110655188**

Status Date: 05/08/1993
Case Worker: Not reported
RB Case Number: 391133
Local Agency: Not reported
File Location: Not reported
Local Case Number: 19458
Potential Media Affect: Under Investigation
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0607799495
Contact Type: Regional Board Caseworker
Contact Name: Alan Buehler
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)
Address: 11020 SUN CENTER DRIVE #200
City: RANCHO CORDOVA
Email: alan.buehler@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0607799495
Action Type: Other
Date: 05/20/1992
Action: Leak Reported

Global Id: T0607799495
Action Type: Other
Date: 05/13/1992
Action: Leak Discovery

LUST:
Global Id: T0607799495
Status: Open - Case Begin Date
Status Date: 05/13/1992

Global Id: T0607799495
Status: Completed - Case Closed
Status Date: 05/08/1993

CERS:
Name: LLNL, SITE 300
Address: CORRAL HOLLOW ROAD
City,State,Zip: TRACY, CA
Site ID: 193332
CERS ID: T0607799495
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Alan Buehler - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title: Not reported
Affiliation Address: 11020 SUN CENTER DRIVE #200
Affiliation City: RANCHO CORDOVA
Affiliation State: CA
Affiliation Country: Not reported

LLNL, SITE 300 (Continued) **S110655188**

Affiliation Zip: Not reported
Affiliation Phone: Not reported

11
SSE
1/4-1/2
0.354 mi.
1868 ft.

CORRAL HOLLOW TRUCK STOP
30600 CORRAL HOLLOW RD
TRACY, CA 95376

LUST **S104403604**
Cortese **N/A**
HIST CORTESE
CERS

Relative:
Higher

Actual:
265 ft.

LUST REG 5:
Name: CORRAL HOLLOW TRUCK STOP
Address: 30600 CORRAL HOLLOW RD
City: TRACY
Region: 5
Status: Case Closed
Case Number: 391013
Case Type: Undefined
Substance: GASOLINE
Staff Initials: JLB
Lead Agency: Local
Program: LUST
MTBE Code: N/A

LUST:
Name: CORRAL HOLLOW TRUCK STOP
Address: 30600 CORRAL HOLLOW RD
City,State,Zip: TRACY, CA 95376
Lead Agency: SAN JOAQUIN COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607700833
Global Id: T0607700833
Latitude: 37.6738195
Longitude: -121.4551376
Status: Completed - Case Closed
Status Date: 02/26/2002
Case Worker: Not reported
RB Case Number: 391013
Local Agency: Not reported
File Location: Local Agency
Local Case Number: 1998
Potential Media Affect: Under Investigation
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0607700833
Contact Type: Regional Board Caseworker
Contact Name: Alan Buehler
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)
Address: 11020 SUN CENTER DRIVE #200
City: RANCHO CORDOVA
Email: alan.buehler@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0607700833

CORRAL HOLLOW TRUCK STOP (Continued) **S104403604**

Action Type:	ENFORCEMENT
Date:	07/02/1998
Action:	Staff Letter - #7/2/1998
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	02/25/1999
Action:	Other Report - #2/25/1999
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	04/13/1998
Action:	Other Report - #4/13/1998
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	02/04/2002
Action:	Other Report - #2/4/2002
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	06/12/1998
Action:	Other Report - #6/12/1998
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	06/12/1998
Action:	Unauthorized Release Form - #6/12/1998
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	02/04/2002
Action:	Closure/No Further Action Letter - #2/4/2002
Global Id:	T0607700833
Action Type:	Other
Date:	06/12/1998
Action:	Leak Reported
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	02/26/2002
Action:	Closure/No Further Action Letter
Global Id:	T0607700833
Action Type:	Other
Date:	06/12/1998
Action:	Leak Discovery
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	09/10/1998
Action:	Notice of Responsibility
Global Id:	T0607700833
Action Type:	ENFORCEMENT
Date:	01/06/1999

CORRAL HOLLOW TRUCK STOP (Continued) **S104403604**

Action: Other Report - #1/6/1999

Global Id: T0607700833
Action Type: ENFORCEMENT
Date: 08/30/2000
Action: Other Report - #8/30/2000

Global Id: T0607700833
Action Type: ENFORCEMENT
Date: 01/07/2001
Action: Other Report - #1/7/2001

LUST:
Global Id: T0607700833
Status: Open - Case Begin Date
Status Date: 06/12/1998

Global Id: T0607700833
Status: Open - Site Assessment
Status Date: 06/12/1998

Global Id: T0607700833
Status: Open - Remediation
Status Date: 11/19/1998

Global Id: T0607700833
Status: Completed - Case Closed
Status Date: 02/26/2002

CORTESE:
Name: CORRAL HOLLOW TRUCK STOP
Address: 30600 CORRAL HOLLOW RD
City,State,Zip: TRACY, CA 95376
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0607700833
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

CORRAL HOLLOW TRUCK STOP (Continued) **S104403604**

HIST CORTESE:

edr_fname:	CORRAL HOLLOW TRUCK STOP
edr_fadd1:	30600 CORRAL HOLLOW
City,State,Zip:	TRACY, CA 95376
Region:	CORTESE
Facility County Code:	39
Reg By:	LTNKA
Reg Id:	391013

CERS:

Name:	CORRAL HOLLOW TRUCK STOP
Address:	30600 CORRAL HOLLOW RD
City,State,Zip:	TRACY, CA 95376
Site ID:	245558
CERS ID:	T0607700833
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	Alan Buehler - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 SUN CENTER DRIVE #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

12
NNW
1/4-1/2
0.495 mi.
2611 ft.

ELLIS RANCH **CPS-SLIC** **S116381378**
SOUTH LAMMERS ROAD **CERS** **N/A**
TRACY, CA 95608

Relative: Lower

Actual: 163 ft.

CPS-SLIC:

Name:	ELLIS RANCH
Address:	SOUTH LAMMERS ROAD
City,State,Zip:	TRACY, CA 95608
Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	04/09/2014
Global Id:	T10000005832
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Lead Agency Case Number:	Not reported
Latitude:	37.6990028685287
Longitude:	-121.464621034301
Case Type:	Cleanup Program Site
Case Worker:	KAS
Local Agency:	Not reported
RB Case Number:	Not reported
File Location:	Not reported
Potential Media Affected:	Soil
Potential Contaminants of Concern:	Naphthalene, Polynuclear aromatic hydrocarbons (PAHs), Total Petroleum Hydrocarbons (TPH)
Site History:	Shell formerly operated one 8 inch diameter and one 10-inch diameter crude oil pipelines; the pipelines transported crude oil, not refined

ELLIS RANCH (Continued) **S116381378**

product, in the area of a proposed school facility and residential development. Jefferson Elementary School District is in the process of finalizing the plans for the school and construction is planned prior to 2020. California Department of Toxic Substances Control (DTSC) is overseeing the school site construction.

Click here to access the California GeoTracker records for this facility:

CERS:

Name:	ELLIS RANCH
Address:	SOUTH LAMMERS ROAD
City,State,Zip:	TRACY, CA 95608
Site ID:	244947
CERS ID:	T10000005832
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	KRISTIN SHELTON - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 SUN CENTER DRIVE #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

13
NNE
1/4-1/2
0.495 mi.
2616 ft.

SOIL TREATMENT, SAN BERNARDINO **WMUDS/SWAT** **S104156582**
1880 E. RIVERVIEW DR. **N/A**
SAN BERNARDINO CA, CA

Relative:
Lower

Actual:
155 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
Primary Waste:	CNSOIL
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Private
Agency Name:	THERMAL REMEDIATION CORP.

SOIL TREATMENT, SAN BERNARDINO (Continued) **S104156582**

Agency Department:	Not reported
Agency Address:	1511 E. ORANGETHORPE AVE, #107
Agency City,St,Zip:	FULLERTON CA 92631
Agency Contact:	ROBERT RUPPERT
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	Not reported
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	8
Facility Type:	Solid Waste Site-Class II - A solid waste facility at which designated wastes may be treated or stored.
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	4959
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	False
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Sub Chapter 15:	True
Regional Board Project Officer:	Not reported
Number of WMUDS at Facility:	0
Section Range:	Not reported
RCRA Facility:	No
Waste Discharge Requirements:	H
Self-Monitoring Rept. Frequency:	Monthly Submittal
Waste Discharge System ID:	8 362390001
Solid Waste Information ID:	Not reported

14
NNW
1/2-1
0.589 mi.
3111 ft.

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL
SOUTH LAMMERS ROAD
TRACY, CA 95377

ENVIROSTOR SCH **S119002120 N/A**

Relative:
Lower

Actual:
163 ft.

ENVIROSTOR:

Name:	ELLIS SITE - PROPOSED ELEMENTARY SCHOOL
Address:	SOUTH LAMMERS ROAD
City,State,Zip:	TRACY, CA 95377
Facility ID:	60002405
Status:	Active
Status Date:	08/12/2016
Site Code:	104758
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	16

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Elizabeth Tisdale
Supervisor: Jose Salcedo
Division Branch: Northern California Schools & Santa Susana
Assembly: , 13
Senate: , 05
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 37.70020
Longitude: -121.4665
APN: 240-140-016, 240-140-022
Past Use: AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC: Under Investigation Arsenic Benzene Chlordane DDD DDE DDT Endrin Polynuclear aromatic hydrocarbons (PAHs Toxaphene TPH-diesel TPH-gas TPH-MOTOR OIL
Confirmed COC: Under Investigation
Potential Description: SOIL, UE
Alias Name: 240-140-016
Alias Type: APN
Alias Name: 240-140-022
Alias Type: APN
Alias Name: T10000005832
Alias Type: GeoTracker Global ID
Alias Name: 104758
Alias Type: Project Code (Site Code)
Alias Name: 60002405
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement Application
Completed Date: 08/12/2016
Comments: District submitted an application to enter into an EOA via email on 08/12/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/12/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 01/18/2017
Comments: On January 18, 2017, DTSC approved the PEA WP for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 05/16/2017
Comments: On May 16, 2017, DTSC observed the implementation of the approved PEA workplan.

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/27/2018
Comments: On November 27, 2018, DTSC received a copy of CVRWQCB's Letter to Shell dated November 19, 2018.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/22/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/29/2016
Comments: EOA fully executed on 08/29/16, sent to District on 08/31/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/14/2016
Comments: On September 14, 2016, DTSC conducted a site visit and a scoping meeting with the District and their consultants.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 02/08/2018
Comments: On February 8, 2018, DTSC received a pdf copy of the GHD s correspondence letter to RWQCB and their Subsurface Investigation Work Plan for Proposed Ellis School Site for the District's consultant.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/05/2018
Comments: On March 5, 2018, DTSC received a copy of the Water Board letter via email. The letter was in response to GHD's letter/workplan submitted for the Water Board's review and approval.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

Completed Document Type: Correspondence
Completed Date: 12/11/2017
Comments: On December 11, 2017, DTSC received a copy of the Water Boards letter to Shell Company regarding the contaminated soil due to the former pipeline at the Ellis Site-Proposed ES .

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 07/27/2018
Comments: PM changed from Mellan Songco to Elizabeth Tisdale.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 07/25/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 09/05/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 02/01/2019
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Preliminary Endangerment Assessment Report
Schedule Due Date: 10/13/2020
Schedule Revised Date: 04/14/2021

SCH:

Name: ELLIS SITE - PROPOSED ELEMENTARY SCHOOL
Address: SOUTH LAMMERS ROAD
City,State,Zip: TRACY, CA 95377
Facility ID: 60002405
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Elizabeth Tisdale
Supervisor: Jose Salcedo
Division Branch: Northern California Schools & Santa Susana

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

Site Code:	104758
Assembly:	, 13
Senate:	, 05
Special Program Status:	Not reported
Status:	Active
Status Date:	08/12/2016
Restricted Use:	NO
Funding:	School District
Latitude:	37.70020
Longitude:	-121.4665
APN:	240-140-016, 240-140-022
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	Under Investigation, Arsenic, Benzene, Chlordane, DDD, DDE, DDT, Endrin, Polynuclear aromatic hydrocarbons (PAHs, Toxaphene, TPH-diesel, TPH-gas, TPH-MOTOR OIL
Confirmed COC:	Under Investigation
Potential Description:	SOIL, UE
Alias Name:	240-140-016
Alias Type:	APN
Alias Name:	240-140-022
Alias Type:	APN
Alias Name:	T10000005832
Alias Type:	GeoTracker Global ID
Alias Name:	104758
Alias Type:	Project Code (Site Code)
Alias Name:	60002405
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement Application
Completed Date:	08/12/2016
Comments:	District submitted an application to enter into an EOA via email on 08/12/16.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	08/12/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	01/18/2017
Comments:	On January 18, 2017, DTSC approved the PEA WP for implementation.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	05/16/2017
Comments:	On May 16, 2017, DTSC observed the implementation of the approved PEA workplan.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

Completed Date: 02/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/27/2018
Comments: On November 27, 2018, DTSC received a copy of CVRWQCB's Letter to Shell dated November 19, 2018.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/22/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/29/2016
Comments: EOA fully executed on 08/29/16, sent to District on 08/31/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/14/2016
Comments: On September 14, 2016, DTSC conducted a site visit and a scoping meeting with the District and their consultants.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 02/08/2018
Comments: On February 8, 2018, DTSC received a pdf copy of the GHD s correspondence letter to RWQCB and their Subsurface Investigation Work Plan for Proposed Ellis School Site for the District's consultant.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/05/2018
Comments: On March 5, 2018, DTSC received a copy of the Water Board letter via email. The letter was in response to GHD's letter/workplan submitted for the Water Board's review and approval.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/11/2017
Comments: On December 11, 2017, DTSC received a copy of the Water Boards letter

ELLIS SITE - PROPOSED ELEMENTARY SCHOOL (Continued) **S119002120**

to Shell Company regarding the contaminated soil due to the former pipeline at the Ellis Site-Proposed ES .

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	07/27/2018
Comments:	PM changed from Mellan Songco to Elizabeth Tisdale.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	07/25/2018
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	09/05/2019
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	02/01/2019
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Preliminary Endangerment Assessment Report
Schedule Due Date:	10/13/2020
Schedule Revised Date:	04/14/2021

15
South
1/2-1
0.671 mi.
3542 ft.

CORRAL HOLLOW II-2 LANDFILL **ENVIROSTOR** **S100186169**
CORRAL HOLLOW ROAD & I-580 **N/A**
TRACY, CA 95376

Relative:
Higher

Actual:
289 ft.

ENVIROSTOR:

Name:	CORRAL HOLLOW II-2 LANDFILL
Address:	CORRAL HOLLOW ROAD & I-580
City,State,Zip:	TRACY, CA 95376
Facility ID:	39490002
Status:	Refer: RWQCB
Status Date:	02/24/1994
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	1
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported

CORRAL HOLLOW II-2 LANDFILL (Continued) **S100186169**

Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 13
Senate: 05
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.67000
Longitude: -121.4566
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * CONTAMINATED SOIL * DRILLING MUD
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CORRAL HOLLOW SANITARY LANDFILL
Alias Type: Alternate Name
Alias Name: Corral Hollow Landfill
Alias Type: Alternate Name
Alias Name: TRACY SANITARY LANDFILL
Alias Type: Alternate Name
Alias Name: CAD980637060
Alias Type: EPA Identification Number
Alias Name: CAD980815252
Alias Type: EPA Identification Number
Alias Name: L10006105960
Alias Type: GeoTracker Global ID
Alias Name: T0607700737
Alias Type: GeoTracker Global ID
Alias Name: 39490002
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/11/1981
Comments: FACILITY IDENTIFIED FROM HWMB ENFORCEMENT FILES.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/24/1994
Comments: The RWQCB is currently overseeing ground water monitoring at the facility. The facility is regulated under WDR requirements #86-046. The RWQCB has indicated that ground water beneath the facility has been contaminated with VOCs but the extent of contamination has not been investigated. The surrounding area is used for grazing and agriculture. The landfill is proposed to be closed in 1995 or 1996 by the City of Tracy and County of San Joaquin.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/09/1987
Comments: SITE SCREENING DONE. NO FILE FOUND, NO CLEANUP DOCUMENTED. PRELIMINARY ASSESSMENT LOW PRIORITY RECOMMENDED.

CORRAL HOLLOW II-2 LANDFILL (Continued) **S100186169**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

16
East
1/2-1
0.721 mi.
3806 ft.

TRACY AUXILIARY FIELD NO. 5 **FUDS** **1007211944**
N/A

TRACY, CA

Relative:
Lower

Actual:
186 ft.

FUDS:

EPA Region:	09
Installation ID:	CA99799F587700
Congressional District Number:	10
Facility Name:	TRACY AUXILIARY FIELD NO. 5
FUDS Number:	J09CA0972
City:	TRACY
State:	CA
County:	SAN JOAQUIN
Object ID:	7730
USACE District:	Sacramento District (SPK)
Status:	Properties with all projects at site closeout
Current Owner:	Local Government; Private Sector
EMS Map Link:	https://fudsportal.usace.army.mil/ems/ems/inventory/map/map?id=57786
Eligibility:	Eligible
Has Projects:	Yes
NPL Status:	Not Listed
Latitude:	37.688333329999899
Longitude:	-121.439722219999

FUDS Detail as of Jan 2015:

Fiscal Year:	2013
Federal Facility ID:	CA9799F5877
RAB:	Not reported
NPL Status:	Not Listed
Description:	The 3077.01-acre site is located approximately 2.5 miles southwest of Tracy, in San Joaquin County, California. The site is currently open to the public. The former Tracy Auxiliary Field No. 5 is now the site of the Tracy Airport and is owned and operated by the City of Tracy. All facilities formerly located on the site have been utilized by the City of Tracy or have been removed from the site, with the exception of two underground storage tanks that were reportedly used by the U.S. Army Air Forces during WWII. These two underground storage tanks were supposedly abandoned during the early 1950's but no records or documentation are available for the abandonment.
History:	The site was acquired from the City of Tracy and from a private resident by Declaration of Taking between 1942 and 1943. Tracy Auxiliary Field No. 5 was used by the U.S. Army Air Forces as an auxiliary field to Stockton Army Air Field. On 23 April 1946 the War Department declared the site surplus. By instrument of Transfer dated 27 May 1947, the 150.51 acres in fee were quitclaimed and 156.5 acres of leasehold were conveyed to the City of Tracy. Two underground

TRACY AUXILIARY FIELD NO. 5 (Continued) **1007211944**

storage tanks are currently located on-site.
CTC: 323.89999999999998
Current Program: Not reported
Future Program: Not reported
Institutional ID: 57786

17
NE
1/2-1
0.835 mi.
4408 ft.

ANTHONY TRAINA ELEMENTARY SCHOOL
4256 WINDSONG DRIVE
TRACY, CA 95377

ENVIROSTOR **S112141983**
SCH **N/A**
CIWQS

Relative:
Lower

Actual:
137 ft.

ENVIROSTOR:
Name: ANTHONY TRAINA ELEMENTARY SCHOOL
Address: 4256 WINDSONG DRIVE
City,State,Zip: TRACY, CA 95377
Facility ID: 39010020
Status: No Further Action
Status Date: 10/18/2001
Site Code: 104194
Site Type: School Investigation
Site Type Detailed: School
Acres: 16
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Charles Ridenour
Division Branch: Northern California Schools & Santa Susana
Assembly: 13
Senate: 05
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 37.70056
Longitude: -121.4422
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: Arsenic Chlordane DDD DDE DDT Lead
Confirmed COC: 30001-NO 30004-NO 30006-NO 30007-NO 30008-NO 30013-NO
Potential Description: SOIL
Alias Name: EDGEWOOD ELEMENTARY SCHOOL SITE
Alias Type: Alternate Name
Alias Name: JEFFERSON ELEM SD-EDGEWOOD
Alias Type: Alternate Name
Alias Name: JEFFERSON ELEMENTARY SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 104194
Alias Type: Project Code (Site Code)
Alias Name: 39010020
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo

ANTHONY TRAINA ELEMENTARY SCHOOL (Continued) **S112141983**

Completed Date: 11/14/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 04/25/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/18/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 01/10/2000
Comments: DTSC approved the Phase 1 with a further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 05/09/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/17/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: ANTHONY TRAINA ELEMENTARY SCHOOL
Address: 4256 WINDSONG DRIVE
City,State,Zip: TRACY, CA 95377
Facility ID: 39010020
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16
National Priorities List: NO
Cleanup Oversight Agencies: DTSC
Lead Agency: DTSC
Lead Agency Description: * DTSC

ANTHONY TRAINA ELEMENTARY SCHOOL (Continued) **S112141983**

Project Manager:	Not reported
Supervisor:	Charles Ridenour
Division Branch:	Northern California Schools & Santa Susana
Site Code:	104194
Assembly:	13
Senate:	05
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/18/2001
Restricted Use:	NO
Funding:	School District
Latitude:	37.70056
Longitude:	-121.4422
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO
Potential Description:	SOIL
Alias Name:	EDGEWOOD ELEMENTARY SCHOOL SITE
Alias Type:	Alternate Name
Alias Name:	JEFFERSON ELEM SD-EDGEWOOD
Alias Type:	Alternate Name
Alias Name:	JEFFERSON ELEMENTARY SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	104194
Alias Type:	Project Code (Site Code)
Alias Name:	39010020
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/14/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	04/25/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/18/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	01/10/2000
Comments:	DTSC approved the Phase 1 with a further action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Workplan
Completed Date:	05/09/2001

ANTHONY TRAINA ELEMENTARY SCHOOL (Continued) **S112141983**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/17/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CIWQS:
Name: ANTHONY TRAINA ELEMENTARY SCHOOL
Address: 4256 WINDSONG DRIVE
City,State,Zip: TRACY, CA 95377
Agency: Jefferson Elementary School District
Agency Address: 1219 Whispering Wind Drive, Tracy, CA 95377
Place/Project Type: Construction - Other: Education
SIC/NAICS: Not reported
Region: 5S
Program: CONSTW
Regulatory Measure Status: Terminated
Regulatory Measure Type: Storm water construction
Order Number: 2009-0009-DWQ
WDID: 5S39C363897
NPDES Number: CAS000002
Adoption Date: Not reported
Effective Date: 06/19/2012
Termination Date: 01/09/2013
Expiration/Review Date: Not reported
Design Flow: Not reported
Major/Minor: Not reported
Complexity: Not reported
TTWQ: Not reported
Enforcement Actions within 5 years: 0
Violations within 5 years: 0
Latitude: 37.70045
Longitude: -121.44317

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18 **TRACY AUXILIARY FIELD NO. 5 (J09CA0972)** **ENVIROSTOR** **S107737456**
East **TRACY BOULEVARD** **N/A**
1/2-1 **TRACY, CA 95376**
0.925 mi.
4884 ft.

Relative:
Lower

Actual:
176 ft.

ENVIROSTOR:
Name: TRACY AUXILIARY FIELD NO. 5 (J09CA0972)
Address: TRACY BOULEVARD
City,State,Zip: TRACY, CA 95376
Facility ID: 71000056

TRACY AUXILIARY FIELD NO. 5 (J09CA0972) (Continued) **S107737456**

Status:	No Further Action
Status Date:	10/02/2014
Site Code:	100574
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	307.01
NPL:	NO
Regulatory Agencies:	RWQCB 5S - Central Valley
Lead Agency:	RWQCB 5S - Central Valley
Program Manager:	Carrie Tatoian-Cain
Supervisor:	Ajit Vaidya
Division Branch:	Cleanup Sacramento
Assembly:	13
Senate:	05
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	37.68922
Longitude:	-121.4360
APN:	NONE SPECIFIED
Past Use:	AIRFIELD OPERATIONS, FUEL - AIRCRAFT STORAGE/ REFUELING
Potential COC:	TPH-diesel TPH-gas TPH-MOTOR OIL
Confirmed COC:	30024-NO 30025-NO 3002502-NO
Potential Description:	SOIL
Alias Name:	100574
Alias Type:	Project Code (Site Code)
Alias Name:	71000056
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Department of Defense Action Indicated (NDAI)
Completed Date:	05/23/2013
Comments:	DTSC and USACE agree to disagree
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 3 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
TRACY	S106230392	TRACY, CITY OF (EAST ELEVENTH ST.	11TH ST. FROM CORRAL HOLLOW RD		CPS-SLIC
TRACY	S106230413	CHEVRON PIPE LINE COMPANY, CORRAL	CORRAL HOLLOW RD AT GRANTLINE		CPS-SLIC
TRACY	S106230411	TRACY, CITY OF	CORRAL HOLLOW & BYRON RDS, NE		CPS-SLIC

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 12/23/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/06/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/11/2020
Number of Days to Update: 82

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/05/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/18/2020
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/05/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/18/2020
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/05/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/15/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 7

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/26/2020
Date Data Arrived at EDR: 10/26/2020
Date Made Active in Reports: 01/13/2021
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/26/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/26/2020
Date Data Arrived at EDR: 10/26/2020
Date Made Active in Reports: 01/13/2021
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/26/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/09/2020
Date Data Arrived at EDR: 11/10/2020
Date Made Active in Reports: 01/14/2021
Number of Days to Update: 65

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/10/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/29/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/26/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 78
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/15/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/08/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 07/21/2020
Date Data Arrived at EDR: 09/03/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 83

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 09/03/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/03/2020
Number of Days to Update: 86
Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/09/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/03/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/29/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 85

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/26/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 78

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/08/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/14/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 84

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/26/2020
Date Data Arrived at EDR: 10/26/2020
Date Made Active in Reports: 01/13/2021
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/26/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/21/2020
Date Data Arrived at EDR: 09/22/2020
Date Made Active in Reports: 12/11/2020
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/14/2020
Date Data Arrived at EDR: 09/15/2020
Date Made Active in Reports: 12/10/2020
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/11/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 05/28/2020
Date Data Arrived at EDR: 05/29/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 75

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/05/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 10/30/2020
Next Scheduled EDR Contact: 02/08/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 03/18/2020
Date Data Arrived at EDR: 03/19/2020
Date Made Active in Reports: 06/09/2020
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/26/2020
Date Data Arrived at EDR: 10/26/2020
Date Made Active in Reports: 01/13/2021
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/26/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2019
Date Data Arrived at EDR: 05/28/2020
Date Made Active in Reports: 08/12/2020
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/07/2021
Number of Days to Update: 80

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 03/18/2020
Date Data Arrived at EDR: 03/19/2020
Date Made Active in Reports: 06/09/2020
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/01/2020
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 05/20/2020
Date Data Arrived at EDR: 05/20/2020
Date Made Active in Reports: 08/06/2020
Number of Days to Update: 78

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 11/05/2020
Date Data Arrived at EDR: 11/06/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 81

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/07/2021
Number of Days to Update: 80

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/26/2020
Date Data Arrived at EDR: 08/28/2020
Date Made Active in Reports: 11/17/2020
Number of Days to Update: 81

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 08/31/2020
Date Data Arrived at EDR: 08/31/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 81

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/20/2020
Date Data Arrived at EDR: 09/22/2020
Date Made Active in Reports: 12/14/2020
Number of Days to Update: 83

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/30/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/07/2021
Number of Days to Update: 80

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/14/2020
Date Data Arrived at EDR: 12/17/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 5

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 09/29/2020
Date Data Arrived at EDR: 11/17/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 69

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/17/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/15/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/07/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/09/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/21/2020
Date Data Arrived at EDR: 09/22/2020
Date Made Active in Reports: 12/14/2020
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/02/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/06/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/18/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/17/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/04/2021
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/21/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2020
Date Data Arrived at EDR: 11/12/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 74

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 04/27/2020
Date Data Arrived at EDR: 05/06/2020
Date Made Active in Reports: 06/09/2020
Number of Days to Update: 34
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 10/09/2019
Date Data Arrived at EDR: 10/11/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 70
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/30/2020
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/05/2020
Date Data Arrived at EDR: 08/10/2020
Date Made Active in Reports: 10/08/2020
Number of Days to Update: 59
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 01/15/2020
Number of Days to Update: 42
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 11/30/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/06/2021
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/27/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2020
Date Data Arrived at EDR: 10/08/2020
Date Made Active in Reports: 01/04/2021
Number of Days to Update: 88

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/22/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 151

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 12/23/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/06/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/20/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/14/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 63

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 11/24/2020
Date Data Arrived at EDR: 11/30/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 56

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 11/24/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/25/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/25/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/16/2020
Date Data Arrived at EDR: 09/17/2020
Date Made Active in Reports: 12/10/2020
Number of Days to Update: 84

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/10/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/04/2020
Date Data Arrived at EDR: 12/01/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 55

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 07/02/2020
Date Made Active in Reports: 09/17/2020
Number of Days to Update: 77

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/15/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/17/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 10/03/2020
Date Data Arrived at EDR: 10/06/2020
Date Made Active in Reports: 01/04/2021
Number of Days to Update: 90
Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/13/2020
Date Data Arrived at EDR: 11/13/2020
Date Made Active in Reports: 01/25/2021
Number of Days to Update: 73
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/13/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/22/2020
Date Data Arrived at EDR: 06/22/2020
Date Made Active in Reports: 09/04/2020
Number of Days to Update: 74
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/17/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64
Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/13/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/25/2020
Date Data Arrived at EDR: 08/26/2020
Date Made Active in Reports: 11/13/2020
Number of Days to Update: 79

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 08/19/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 09/04/2020
Number of Days to Update: 14

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/06/2020
Date Data Arrived at EDR: 08/28/2020
Date Made Active in Reports: 11/17/2020
Number of Days to Update: 81

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 06/16/2020
Date Made Active in Reports: 08/28/2020
Number of Days to Update: 73

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/18/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 10/16/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/07/2021
Number of Days to Update: 80

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 10/13/2020
Date Data Arrived at EDR: 10/14/2020
Date Made Active in Reports: 01/04/2021
Number of Days to Update: 82

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/22/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/05/2020
Date Data Arrived at EDR: 08/05/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 79

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/04/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/05/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/17/2020
Date Data Arrived at EDR: 08/17/2020
Date Made Active in Reports: 11/05/2020
Number of Days to Update: 80

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/13/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/17/2020
Date Data Arrived at EDR: 08/17/2020
Date Made Active in Reports: 11/05/2020
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/13/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/05/2020
Date Data Arrived at EDR: 10/06/2020
Date Made Active in Reports: 12/23/2020
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/05/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/31/2020
Date Data Arrived at EDR: 08/31/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 81
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/09/2020
Date Data Arrived at EDR: 11/10/2020
Date Made Active in Reports: 01/27/2021
Number of Days to Update: 78
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/09/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 08/31/2020
Date Data Arrived at EDR: 08/31/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 81
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/01/2020
Number of Days to Update: 84
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/07/2020
Date Data Arrived at EDR: 12/09/2020
Date Made Active in Reports: 12/10/2020
Number of Days to Update: 1
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/07/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/01/2020
Number of Days to Update: 84
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 11/19/2019
Date Data Arrived at EDR: 01/07/2020
Date Made Active in Reports: 03/09/2020
Number of Days to Update: 62
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/13/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/01/2020
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/31/2020
Date Data Arrived at EDR: 08/31/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 81

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/19/2020
Date Made Active in Reports: 01/07/2021
Number of Days to Update: 80

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/08/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 11/30/2020
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/04/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 10/13/2020
Date Data Arrived at EDR: 10/14/2020
Date Made Active in Reports: 11/03/2020
Number of Days to Update: 20
Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3
Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 11/25/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29
Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 12/30/2020
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Varies

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 10/06/2020
Date Made Active in Reports: 12/23/2020
Number of Days to Update: 78

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/22/2020
Date Made Active in Reports: 01/12/2021
Number of Days to Update: 82

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 10/19/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 12/30/2020
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 12/15/2020
Date Data Arrived at EDR: 12/16/2020
Date Made Active in Reports: 12/24/2020
Number of Days to Update: 8

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/22/2020
Date Made Active in Reports: 01/13/2021
Number of Days to Update: 83

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 06/08/2020
Date Data Arrived at EDR: 08/13/2020
Date Made Active in Reports: 10/22/2020
Number of Days to Update: 70

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/22/2020
Date Data Arrived at EDR: 11/03/2020
Date Made Active in Reports: 01/20/2021
Number of Days to Update: 78

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/02/2020
Date Data Arrived at EDR: 10/06/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 77

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/15/2021
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/13/2020
Date Data Arrived at EDR: 08/17/2020
Date Made Active in Reports: 11/05/2020
Number of Days to Update: 80

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/14/2020
Date Data Arrived at EDR: 10/15/2020
Date Made Active in Reports: 01/05/2021
Number of Days to Update: 82

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 10/29/2020
Date Data Arrived at EDR: 10/30/2020
Date Made Active in Reports: 01/15/2021
Number of Days to Update: 77

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 01/15/2021
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/28/2020
Date Data Arrived at EDR: 07/30/2020
Date Made Active in Reports: 10/14/2020
Number of Days to Update: 76

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/11/2020
Date Data Arrived at EDR: 05/12/2020
Date Made Active in Reports: 07/27/2020
Number of Days to Update: 76

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 08/13/2020
Date Data Arrived at EDR: 08/13/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 71

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/11/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/09/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/19/2020
Date Data Arrived at EDR: 10/20/2020
Date Made Active in Reports: 01/12/2021
Number of Days to Update: 84

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/04/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/09/2020
Date Data Arrived at EDR: 10/09/2020
Date Made Active in Reports: 12/29/2020
Number of Days to Update: 81

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/12/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 08/17/2020
Date Made Active in Reports: 11/05/2020
Number of Days to Update: 80

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/11/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory

A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/18/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/15/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/18/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/18/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/20/2020
Date Data Arrived at EDR: 10/09/2020
Date Made Active in Reports: 12/29/2020
Number of Days to Update: 81

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/12/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/07/2020
Next Scheduled EDR Contact: 01/25/2021
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 09/11/2020
Date Data Arrived at EDR: 10/07/2020
Date Made Active in Reports: 12/23/2020
Number of Days to Update: 77

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/21/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/28/2020
Date Data Arrived at EDR: 07/30/2020
Date Made Active in Reports: 07/31/2020
Number of Days to Update: 1

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 08/20/2020
Date Data Arrived at EDR: 08/24/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 77

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/15/2020
Next Scheduled EDR Contact: 03/08/3021
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/13/2020
Date Data Arrived at EDR: 07/15/2020
Date Made Active in Reports: 07/31/2020
Number of Days to Update: 16

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 12/21/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/26/2020
Date Data Arrived at EDR: 10/28/2020
Date Made Active in Reports: 01/15/2021
Number of Days to Update: 79

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 09/01/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/02/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 09/01/2020
Date Data Arrived at EDR: 11/06/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 81

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/02/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 09/01/2020
Date Data Arrived at EDR: 11/03/2020
Date Made Active in Reports: 01/21/2021
Number of Days to Update: 79

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/03/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 11/24/2020
Date Data Arrived at EDR: 11/24/2020
Date Made Active in Reports: 11/25/2020
Number of Days to Update: 1

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/06/2020
Date Data Arrived at EDR: 10/07/2020
Date Made Active in Reports: 11/03/2020
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/09/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/06/2020
Date Data Arrived at EDR: 10/07/2020
Date Made Active in Reports: 11/03/2020
Number of Days to Update: 27
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/09/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/18/2020
Date Data Arrived at EDR: 03/31/2020
Date Made Active in Reports: 06/15/2020
Number of Days to Update: 76
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/30/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 02/24/2020
Date Data Arrived at EDR: 03/31/2020
Date Made Active in Reports: 06/17/2020
Number of Days to Update: 78
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/30/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 10/28/2020
Date Data Arrived at EDR: 10/30/2020
Date Made Active in Reports: 01/15/2021
Number of Days to Update: 77
Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/04/2020
Date Data Arrived at EDR: 08/05/2020
Date Made Active in Reports: 10/26/2020
Number of Days to Update: 82
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/31/2020
Date Data Arrived at EDR: 08/31/2020
Date Made Active in Reports: 11/23/2020
Number of Days to Update: 84

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/14/2020
Date Data Arrived at EDR: 07/16/2020
Date Made Active in Reports: 09/29/2020
Number of Days to Update: 75

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 11/05/2020
Date Data Arrived at EDR: 11/06/2020
Date Made Active in Reports: 01/27/2021
Number of Days to Update: 82

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/05/2020
Date Data Arrived at EDR: 11/06/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 81

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/09/2020
Next Scheduled EDR Contact: 03/29/2021
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 07/27/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/26/2020
Number of Days to Update: 75

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/11/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/01/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/20/2020
Date Data Arrived at EDR: 08/20/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 81

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/16/2020
Next Scheduled EDR Contact: 03/08/2021
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/03/2019
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 08/25/2020
Date Data Arrived at EDR: 08/26/2020
Date Made Active in Reports: 09/16/2020
Number of Days to Update: 21

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/03/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 12/15/2020
Date Data Arrived at EDR: 12/16/2020
Date Made Active in Reports: 12/23/2020
Number of Days to Update: 7

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 09/18/2020
Date Data Arrived at EDR: 09/22/2020
Date Made Active in Reports: 12/14/2020
Number of Days to Update: 83

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/15/2020
Next Scheduled EDR Contact: 04/05/2021
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 10/06/2020
Date Made Active in Reports: 12/22/2020
Number of Days to Update: 77

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/11/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/25/2020
Date Data Arrived at EDR: 08/26/2020
Date Made Active in Reports: 11/17/2020
Number of Days to Update: 83

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 11/23/2020
Next Scheduled EDR Contact: 03/15/2021
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 08/11/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/26/2020
Number of Days to Update: 75

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/14/2020
Date Data Arrived at EDR: 10/15/2020
Date Made Active in Reports: 01/05/2021
Number of Days to Update: 82

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 10/30/2020
Date Data Arrived at EDR: 11/03/2020
Date Made Active in Reports: 01/20/2021
Number of Days to Update: 78

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 10/28/2020
Next Scheduled EDR Contact: 02/15/2021
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/28/2020
Date Data Arrived at EDR: 10/22/2020
Date Made Active in Reports: 01/12/2021
Number of Days to Update: 82
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/19/2021
Next Scheduled EDR Contact: 05/02/2021
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/21/2020
Next Scheduled EDR Contact: 04/12/2021
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/05/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/28/2020
Date Data Arrived at EDR: 10/22/2020
Date Made Active in Reports: 01/12/2021
Number of Days to Update: 82
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/20/2021
Next Scheduled EDR Contact: 05/03/2021
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/26/2020
Date Data Arrived at EDR: 09/08/2020
Date Made Active in Reports: 12/01/2020
Number of Days to Update: 84
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/08/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 12/21/2020
Date Data Arrived at EDR: 12/23/2020
Date Made Active in Reports: 01/04/2021
Number of Days to Update: 12
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/20/2020
Next Scheduled EDR Contact: 04/11/2021
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 08/06/2020
Date Data Arrived at EDR: 08/07/2020
Date Made Active in Reports: 10/26/2020
Number of Days to Update: 80

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/25/2021
Next Scheduled EDR Contact: 05/10/2021
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 10/20/2020
Date Made Active in Reports: 11/02/2020
Number of Days to Update: 13

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/09/2020
Next Scheduled EDR Contact: 02/22/2021
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/08/2021
Next Scheduled EDR Contact: 04/19/2021
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 04/29/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 72

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/30/2020
Next Scheduled EDR Contact: 02/08/2021
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/11/2021
Next Scheduled EDR Contact: 04/26/2021
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 12/10/2019
Number of Days to Update: 69

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/11/2020
Next Scheduled EDR Contact: 03/01/2021
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/03/2020
Next Scheduled EDR Contact: 03/22/2021
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

TRACY HILLS LOGISTICS PARK PROPERTY
SOUTH CORRAL HOLLOW ROAD
TRACY, CA 95377

TARGET PROPERTY COORDINATES

Latitude (North):	37.687174 - 37° 41' 13.83''
Longitude (West):	121.458032 - 121° 27' 28.92''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	635961.3
UTM Y (Meters):	4172021.0
Elevation:	222 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640426 TRACY, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

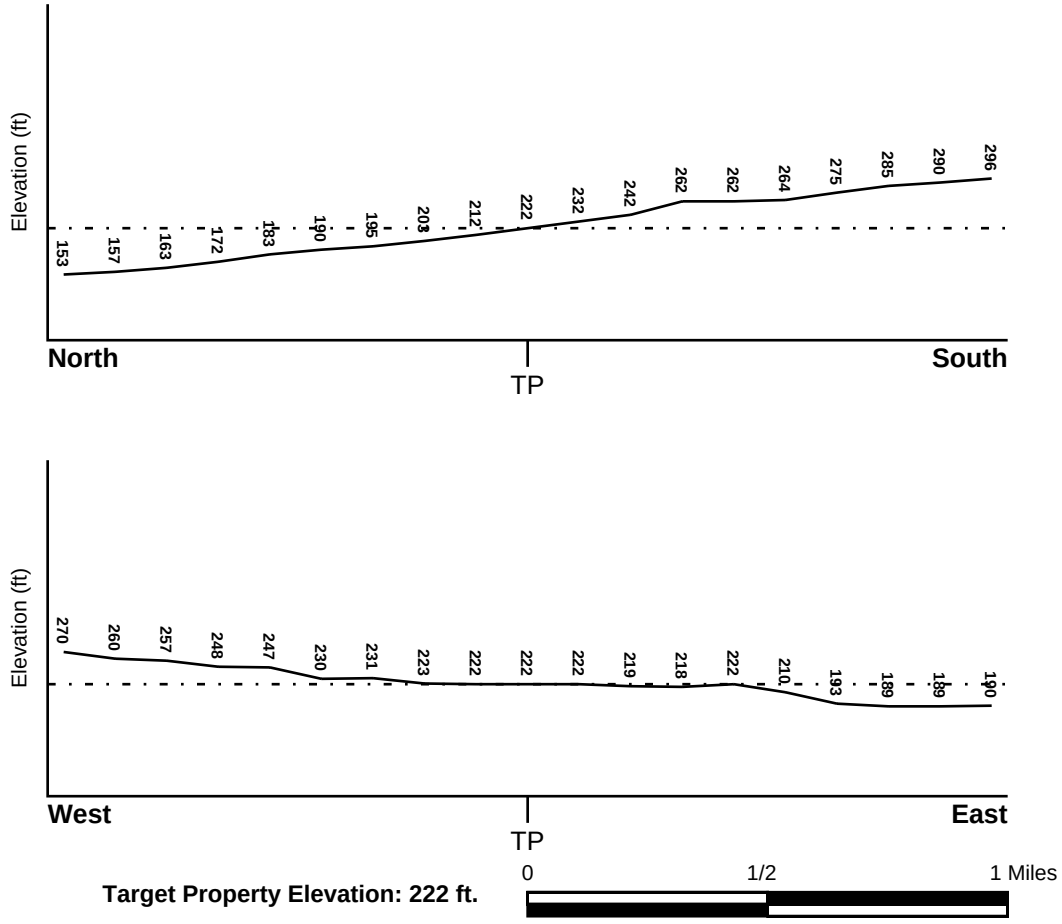
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General North

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06077C0740F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
0603030005A	FEMA Q3 Flood data
0602990705A	FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
TRACY	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

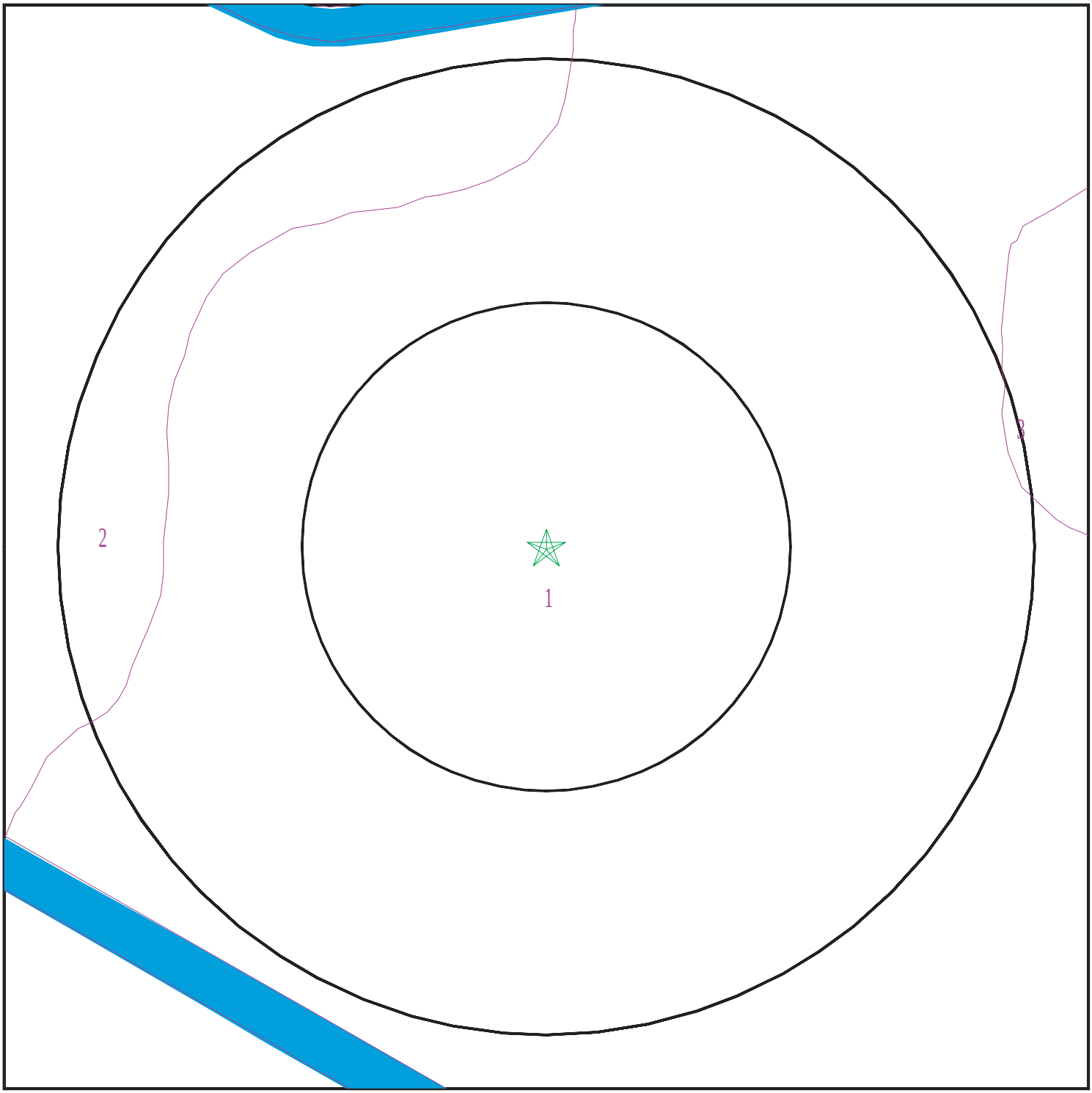
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6347738.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Tracy Hills Logistics Park Property	CLIENT:	Wallace - Kuhl & Associates
ADDRESS:	South Corral Hollow Road Tracy CA 95377	CONTACT:	Nancy Malaret
LAT/LONG:	37.687174 / 121.458032	INQUIRY #:	6347738.2s
		DATE:	January 28, 2021 4:27 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: ZACHARIAS

Soil Surface Texture: clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	18 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
2	18 inches	53 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
3	53 inches	59 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6

Soil Map ID: 2

Soil Component Name: Capay

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
2	20 inches	59 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6

Soil Map ID: 3

Soil Component Name: ZACHARIAS

Soil Surface Texture: gravelly clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	14 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 14 Min: 4	Max: 8.4 Min: 6.6
2	14 inches	29 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 14 Min: 4	Max: 8.4 Min: 6.6
3	29 inches	59 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 14 Min: 4	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	USGS40000184880	1/4 - 1/2 Mile East
4	USGS40000184951	1/4 - 1/2 Mile North
A7	USGS40000184948	1/2 - 1 Mile NE
10	USGS40000184890	1/2 - 1 Mile East
25	USGS40000185025	1/2 - 1 Mile North

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

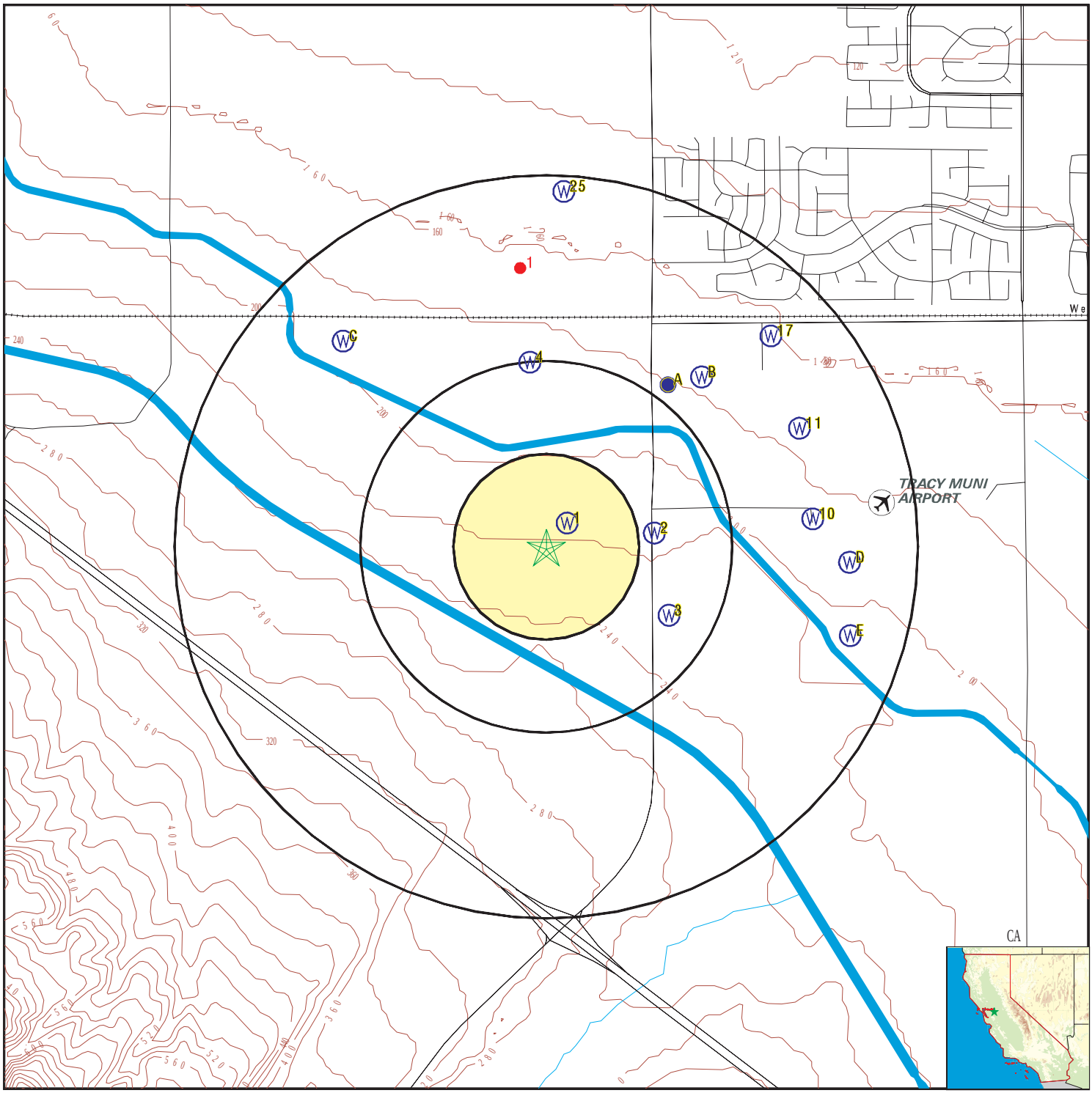
MAP ID	WELL ID	LOCATION FROM TP
1	CADWR0000030540	0 - 1/8 Mile NE
3	CADWR0000035159	1/4 - 1/2 Mile ESE
A5	CADWR8000035896	1/2 - 1 Mile NE
A6	CADWR8000035895	1/2 - 1 Mile NE
B8	CADDW0000006899	1/2 - 1 Mile NE
B9	CADDW0000010284	1/2 - 1 Mile NE
11	CADPR0000005624	1/2 - 1 Mile ENE
C12	CADWR0000001106	1/2 - 1 Mile NW
C13	CADWR8000035910	1/2 - 1 Mile NW
D14	CADDW0000012618	1/2 - 1 Mile East
D15	23180	1/2 - 1 Mile East
D16	3533	1/2 - 1 Mile East
17	CADWR0000017405	1/2 - 1 Mile NE
E18	CAUSGS000001940	1/2 - 1 Mile ESE
E19	CAUSGSN00005100	1/2 - 1 Mile ESE
E20	CADDW0000020007	1/2 - 1 Mile ESE
E21	3534	1/2 - 1 Mile ESE
E22	23177	1/2 - 1 Mile ESE
E23	3532	1/2 - 1 Mile ESE
E24	23179	1/2 - 1 Mile ESE

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG13000008223	1/2 - 1 Mile North

PHYSICAL SETTING SOURCE MAP - 6347738.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Tracy Hills Logistics Park Property	CLIENT:	Wallace - Kuhl & Associates
ADDRESS:	South Corral Hollow Road Tracy CA 95377	CONTACT:	Nancy Malaret
		INQUIRY #:	6347738.2s
LAT/LONG:	37.687174 / 121.458032	DATE:	January 28, 2021 4:27 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
NE
0 - 1/8 Mile
Lower

CA WELLS **CADWR0000030540**

Well ID:	03S05E08E001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	03S05E08E001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=03S05E08E001M&store_num=		
GeoTracker Data:	Not Reported		

2
East
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000184880**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S005E07J001M	Type:	Well
Description:	Not Reported	HUC:	18040003
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19540101	Well Depth:	13
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

3
ESE
1/4 - 1/2 Mile
Higher

CA WELLS **CADWR0000035159**

Well ID:	03S05E08L001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	03S05E08L001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=03S05E08L001M&store_num=		
GeoTracker Data:	Not Reported		

4
North
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000184951**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S005E07C001M	Type:	Well
Description:	Not Reported	HUC:	18040003
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported

Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1967-05-01
Feet below surface:	219.00	Feet to sea level:	Not Reported
Note:	Not Reported		

A5
NE
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000035896**

State Well #:	03S05E08D002M	Station ID:	26871
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Tracy	Well Completion Rpt #:	Not Reported

A6
NE
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000035895**

State Well #:	03S05E08D001M	Station ID:	2416
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Tracy	Well Completion Rpt #:	Not Reported

A7
NE
1/2 - 1 Mile
Lower

FED USGS **USGS40000184948**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S005E08D001M	Type:	Well
Description:	Not Reported	HUC:	18040003
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19520101	Well Depth:	220
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1967-07-01
Feet below surface:	110.00	Feet to sea level:	Not Reported
Note:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

B8
NE
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000006899**

Well ID:	3200060-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	WELL 01	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3200060-001&store_num=		
GeoTracker Data:	Not Reported		

B9
NE
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000010284**

Well ID:	3901369-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	WELL HEAD	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3901369-001&store_num=		
GeoTracker Data:	Not Reported		

10
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000184890**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S005E08L001M	Type:	Well
Description:	Not Reported	HUC:	18040003
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19330101	Well Depth:	265
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1967-07-01
Feet below surface:	220.00	Feet to sea level:	Not Reported
Note:	Not Reported		

11
ENE
1/2 - 1 Mile
Lower

CA WELLS **CADPR0000005624**

Well ID:	82408	Well Type:	UNK
Source:	Department of Pesticide Regulation		
Other Name:	82408	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DPR&samp_date=&global_id=&assigned_name=82408&store_num=		

GeoTracker Data: Not Reported

C12
NW
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000001106**

Well ID:	03S05E07C001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	03S05E07C001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=03S05E07C001M&store_num=		
GeoTracker Data:	Not Reported		

C13
NW
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000035910**

State Well #:	03S05E07C001M	Station ID:	2415
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Tracy	Well Completion Rpt #:	Not Reported

D14
East
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000012618**

Well ID:	3910011-006	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	PRODUCTION WELL 04	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3910011-006&store_num=		
GeoTracker Data:	Not Reported		

D15
East
1/2 - 1 Mile
Lower

CA WELLS **23180**

Seq:	23180	Prim sta c:	J39/011-PW4TRT
Frds no:	3910011023	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 04 - TREATED	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374112.8	Longitude:	1212631.6
Precision:	3	Status:	AT
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3910011	System nam:	City Of Tracy

Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250
Area serve:	TRACY AND ENVIRONS		

D16
East
1/2 - 1 Mile
Lower

CA WELLS 3533

Seq:	3533	Prim sta c:	03S/05E-08P02 M
Frds no:	3910011006	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 04	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374112.8	Longitude:	1212631.6
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	3910011	System nam:	City Of Tracy
Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250
Area serve:	TRACY AND ENVIRONS		

Sample date:	05-OCT-17	Finding:	3.8
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		

Sample date:	14-SEP-17	Finding:	0.92
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		

Sample date:	14-SEP-17	Finding:	570.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		

Sample date:	14-SEP-17	Finding:	1.6
Chemical:	CHLOROFORM (THM)	Report units:	UG/L
Dlr:	1.		

Sample date:	14-SEP-17	Finding:	1.3
Chemical:	DIBROMOCHLOROMETHANE (THM)	Report units:	UG/L
Dlr:	1.		

Sample date:	14-SEP-17	Finding:	1.5
Chemical:	BROMODICHLOROMETHANE (THM)	Report units:	UG/L
Dlr:	1.		

Sample date:	14-SEP-17	Finding:	0.32
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		

Sample date:	14-SEP-17	Finding:	150.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		

Sample date:	14-SEP-17	Finding:	1600.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	14-SEP-17	Finding:	0.17
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	14-SEP-17	Finding:	180.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	14-SEP-17	Finding:	84.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.6
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	97.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	21.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	61.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	240.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.2
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	150.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	130.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	920.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.15
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.2
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L

Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	4.4
Chemical:	TOTAL TRIHALOMETHANES	Report units:	UG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.93
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	04-AUG-16	Finding:	1.7
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-AUG-16	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	0.73
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	04-AUG-16	Finding:	1.3
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	790.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	1.6
Chemical:	URANIUM (PCI/L)	Report units:	PCI/L
Dlr:	1.		
Sample date:	04-AUG-16	Finding:	0.25
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	6.8
Chemical:	GROSS ALPHA	Report units:	PCI/L
Dlr:	3.		
Sample date:	04-AUG-16	Finding:	120.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	04-AUG-16	Finding:	1800.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	04-AUG-16	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	04-AUG-16	Finding:	290.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		

Sample date:	04-AUG-16	Finding:	100.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	3.5
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	130.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	29.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	81.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	320.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	1.7
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-AUG-16	Finding:	2.
Chemical:	CARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	190.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	150.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	8.2
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	1200.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	1.4
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	15-JUL-15	Finding:	2200.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	17-SEP-14	Finding:	4.2
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	16-JUN-14	Finding:	1100.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US

Dlr:	0.		
Sample date:	16-JUN-14	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	140.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	170.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	300.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	77.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	27.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	120.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	3.3
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	110.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	240.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	16-JUN-14	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	1900.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-JUN-14	Finding:	0.18
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	720.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	1.
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		

Sample date:	16-JUN-14	Finding:	3500.
Chemical:	CARBON DIOXIDE	Report units:	UG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	0.76
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	3400.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	16-JUN-14	Finding:	3.
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-NOV-13	Finding:	2.
Chemical:	ODOR THRESHOLD @ 60 C	Report units:	TON
Dlr:	1.		
Sample date:	18-NOV-13	Finding:	0.93
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	0.866
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1600.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	16-SEP-13	Finding:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	4.5
Chemical:	TOTAL TRIHALOMETHANES	Report units:	UG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	0.69
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	6.9
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	16-SEP-13	Finding:	0.89
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	720.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1.4
Chemical:	DIBROMOCHLOROMETHANE (THM)	Report units:	UG/L

Dlr:	1.		
Sample date:	16-SEP-13	Finding:	1.5
Chemical:	BROMOFORM (THM)	Report units:	UG/L
Dlr:	1.		
Sample date:	16-SEP-13	Finding:	1800.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-SEP-13	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	250.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	16-SEP-13	Finding:	110.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	3.9
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	130.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	28.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	77.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	310.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	180.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	150.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	7.7
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1100.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	1.12
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		

Sample date:	24-OCT-12	Finding:	1000.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	1600.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	24-OCT-12	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	6.8
Chemical:	TOTAL TRIHALOMETHANES	Report units:	UG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	0.92
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	24-OCT-12	Finding:	2800.
Chemical:	CARBON DIOXIDE	Report units:	UG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	7.
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	24-OCT-12	Finding:	1.1
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	670.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	5.1
Chemical:	CHLOROFORM (THM)	Report units:	UG/L
Dlr:	1.		
Sample date:	24-OCT-12	Finding:	110.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	24-OCT-12	Finding:	1700.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	24-OCT-12	Finding:	220.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	24-OCT-12	Finding:	94.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	3.1
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	110.
Chemical:	SODIUM	Report units:	MG/L

Dlr:	0.		
Sample date:	24-OCT-12	Finding:	26.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	71.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	280.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	180.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	150.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	8.
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	3.
Chemical:	COLOR	Report units:	UNITS
Dlr:	0.		

17
NE
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000017405**

Well ID:	03S05E05Q080M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	03S05E05Q080M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=03S05E05Q080M&store_num=		
GeoTracker Data:	Not Reported		

E18
ESE
1/2 - 1 Mile
Lower

CA WELLS **CAUSGS000001940**

Well ID:	TRCY-03	Well Type:	MUNICIPAL
Source:	United States Geological Survey		
Other Name:	TRCY-03	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&samp_date=&global_id=&assigned_name=TRCY-03&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

E19
ESE
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00005100**

Well ID:	USGS-374100121260001	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-374100121260001	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-374100121260001&store_num=		
GeoTracker Data:	Not Reported		

E20
ESE
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000020007**

Well ID:	3910011-005	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	PRODUCTION WELL 03	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3910011-005&store_num=		
GeoTracker Data:	Not Reported		

E21
ESE
1/2 - 1 Mile
Lower

CA WELLS **3534**

Seq:	3534	Prim sta c:	03S/05E-08Q01 M
Frds no:	3910011003	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374103.0	Longitude:	1212631.8
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3910011	System nam:	City Of Tracy
Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250
Area serve:	TRACY AND ENVIRONS		
Sample date:	21-FEB-18	Finding:	310.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	21-FEB-18	Finding:	2.1
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		

Sample date:	29-NOV-17	Finding:	1400.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	14-SEP-17	Finding:	0.13
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.4
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	14.
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	14-SEP-17	Finding:	1.1
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	790.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.35
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	910.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	14-SEP-17	Finding:	4.9
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	14-SEP-17	Finding:	2300.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	14-SEP-17	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	14-SEP-17	Finding:	280.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	14-SEP-17	Finding:	120.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	3.
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	140.
Chemical:	SODIUM	Report units:	MG/L

Dlr:	0.		
Sample date:	14-SEP-17	Finding:	30.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	84.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	330.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.4
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	200.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	160.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	0.17
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	04-AUG-16	Finding:	8.1
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	180.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	1.5
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	2.2
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-AUG-16	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	0.12
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		

Sample date:	04-AUG-16	Finding:	1.4
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	910.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	0.24
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	4.
Chemical:	GROSS ALPHA	Report units:	PCI/L
Dlr:	3.		
Sample date:	04-AUG-16	Finding:	2300.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	04-AUG-16	Finding:	1400.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	330.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	04-AUG-16	Finding:	130.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	3.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	160.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	32.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	91.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	360.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	04-AUG-16	Finding:	2.2
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-AUG-16	Finding:	220.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	15-JUL-15	Finding:	2500.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L

Dlr:	0.4		
Sample date:	17-SEP-14	Finding:	6.4
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	16-JUN-14	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	160.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	190.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	350.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	87.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	32.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	150.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	3.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	130.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	310.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	16-JUN-14	Finding:	0.17
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	2400.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-JUN-14	Finding:	0.2
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		

Sample date:	16-JUN-14	Finding:	870.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	1.1
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	3900.
Chemical:	CARBON DIOXIDE	Report units:	UG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	0.28
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	2300.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	16-JUN-14	Finding:	3.
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-NOV-13	Finding:	2.
Chemical:	ODOR THRESHOLD @ 60 C	Report units:	TON
Dlr:	1.		
Sample date:	18-NOV-13	Finding:	0.21
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	0.36
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	9.
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	16-SEP-13	Finding:	1.
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	890.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	2400.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-SEP-13	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	300.
Chemical:	SULFATE	Report units:	MG/L

Dlr:	0.5		
Sample date:	16-SEP-13	Finding:	130.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	3.8
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	160.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	32.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	89.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	350.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	220.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	180.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	2000.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	16-SEP-13	Finding:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1.09
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	7.7
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	21-MAY-13	Finding:	1.
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	21-MAY-13	Finding:	5.
Chemical:	COLOR	Report units:	UNITS
Dlr:	0.		

Sample date:	21-MAY-13	Finding:	2500.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	09-MAY-13	Finding:	1.2
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	220.
Chemical:	IRON	Report units:	UG/L
Dlr:	100.		
Sample date:	09-MAY-13	Finding:	2300.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	09-MAY-13	Finding:	0.16
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	09-MAY-13	Finding:	300.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	09-MAY-13	Finding:	130.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	3.6
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	160.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	32.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	88.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	350.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	210.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	170.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	8.
Chemical:	PH, LABORATORY	Report units:	Not Reported

Dlr:	0.		
Sample date:	09-MAY-13	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	0.468
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	09-MAY-13	Finding:	840.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		

E22
ESE
1/2 - 1 Mile
Lower

CA WELLS 23177

Seq:	23177	Prim sta c:	J39/011-PW1TRT
Frds no:	3910011020	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 01 - TREATED	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374103.0	Longitude:	1212631.8
Precision:	3	Status:	AT
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3910011	System nam:	City Of Tracy
Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250
Area serve:	TRACY AND ENVIRONS		

E23
ESE
1/2 - 1 Mile
Lower

CA WELLS 3532

Seq:	3532	Prim sta c:	03S/05E-08P01 M
Frds no:	3910011005	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 03	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374102.9	Longitude:	1212631.8
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3910011	System nam:	City Of Tracy
Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Area serve: TRACY AND ENVIRONS

Sample date:	14-SEP-17	Finding:	1.2
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.33
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	5.8
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	14-SEP-17	Finding:	2500.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	14-SEP-17	Finding:	0.2
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	14-SEP-17	Finding:	270.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	14-SEP-17	Finding:	120.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	3.1
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	140.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	29.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	86.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	330.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	2.3
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	220.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		

Sample date:	14-SEP-17	Finding:	180.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	8.
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.15
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-SEP-17	Finding:	0.37
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	14-SEP-17	Finding:	2.3
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-SEP-17	Finding:	830.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	1.9
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	22-SEP-16	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	0.19
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	22-SEP-16	Finding:	1.3
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	860.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	0.21
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	2200.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	22-SEP-16	Finding:	0.18
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	22-SEP-16	Finding:	300.
Chemical:	SULFATE	Report units:	MG/L

Dlr:	0.5		
Sample date:	22-SEP-16	Finding:	120.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	3.2
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	140.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	30.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	85.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	340.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	1.9
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	22-SEP-16	Finding:	230.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	190.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	8.
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	22-SEP-16	Finding:	1.4
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	15-JUL-15	Finding:	9.8
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	15-JUL-15	Finding:	2200.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	17-SEP-14	Finding:	4.4
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		

Sample date:	16-JUN-14	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	170.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	210.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	350.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	89.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	31.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	150.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	3.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	120.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	290.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	16-JUN-14	Finding:	0.19
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	2400.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-JUN-14	Finding:	0.2
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	850.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	1.2
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported

Dlr:	0.		
Sample date:	16-JUN-14	Finding:	9.6
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	16-JUN-14	Finding:	4300.
Chemical:	CARBON DIOXIDE	Report units:	UG/L
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	0.45
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-JUN-14	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-JUN-14	Finding:	2200.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	16-JUN-14	Finding:	3.
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-NOV-13	Finding:	2.
Chemical:	ODOR THRESHOLD @ 60 C	Report units:	TON
Dlr:	1.		
Sample date:	18-NOV-13	Finding:	0.5
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	7.
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	16-SEP-13	Finding:	0.99
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	830.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	2400.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	16-SEP-13	Finding:	0.19
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	270.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	16-SEP-13	Finding:	110.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		

Sample date:	16-SEP-13	Finding:	3.8
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	140.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	29.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	84.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	330.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	230.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	190.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	7.7
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1200.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	0.941
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	0.2
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	16-SEP-13	Finding:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	16-SEP-13	Finding:	1600.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	24-OCT-12	Finding:	1300.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	24-OCT-12	Finding:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	0.28
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU

Dlr:	0.1		
Sample date:	24-OCT-12	Finding:	3400.
Chemical:	CARBON DIOXIDE	Report units:	UG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	5.8
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	24-OCT-12	Finding:	1.4
Chemical:	LANGELIER INDEX @ 60 C	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	810.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	2500.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	24-OCT-12	Finding:	0.19
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	24-OCT-12	Finding:	280.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	24-OCT-12	Finding:	110.
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	3.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	140.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	31.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	87.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	350.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	230.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	190.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		

Sample date:	24-OCT-12	Finding:	8.
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	1300.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	24-OCT-12	Finding:	3.19
Chemical:	GROSS ALPHA	Report units:	PCI/L
Dlr:	3.		
Sample date:	24-OCT-12	Finding:	1.39
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		

E24
ESE **CA WELLS** **23179**
1/2 - 1 Mile
Lower

Seq:	23179	Prim sta c:	J39/011-PW3TRT
Frds no:	3910011022	County:	39
District:	10	User id:	PTA
System no:	3910011	Water type:	G
Source nam:	PRODUCTION WELL 03 - TREATED	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	374102.9	Longitude:	1212631.8
Precision:	3	Status:	AT
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3910011	System nam:	City Of Tracy
Hqname:	Not Reported	Address:	325 E. TENTH STREET
City:	TRACY	State:	Not Reported
Zip:	95376	Zip ext:	Not Reported
Pop serv:	38000	Connection:	10250
Area serve:	TRACY AND ENVIRONS		

25
North **FED USGS** **USGS40000185025**
1/2 - 1 Mile
Lower

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S005E06J001M	Type:	Well
Description:	Not Reported	HUC:	18040003
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19620410	Well Depth:	261
Well Depth Units:	ft	Well Hole Depth:	261
Well Hole Depth Units:	ft		
Ground water levels,Number of Measurements:	1	Level reading date:	1962-04-10
Feet below surface:	112.00	Feet to sea level:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Note: Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
North
1/2 - 1 Mile

OIL_GAS **CAOG13000008223**

API #:	0407700382	Well #:	1
Well Status:	Plugged	Well Type:	DH
Operator Name:	UMC Petroleum Corp.	Lease Name:	McCulloch Maridon
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	06/02/1964

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95377	4	0

Federal EPA Radon Zone for SAN JOAQUIN County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SAN JOAQUIN COUNTY, CA

Number of sites tested: 20

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	2.530 pCi/L	90%	10%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.050 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX E

Preliminary Screen for Vapor Encroachment Conditions Matrix

Screen for Vapor Encroachment Conditions Matrix
TRACY HILLS LOGISTICS PARK PROPERTY
WKA No. 13041.02

Phase I ESA Screen for Vapor Encroachment Conditions (VEC) matrix includes a (1) **Search Radius Test,** (2) **Chemicals of Concern Test (COC),** and (3) a **Critical Distance Test**[1].

(1) Search Radius Test: Are there any known or suspect contaminated sites in the primary area of concern within the corresponding search radii? (if yes, see attached Table A).

(Yes) No If No, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If Yes, then:

(2) **Chemicals of Concern**[2] **Test**: Are COC likely to be present within the area of concern for those known or suspect contaminated sites identified based on the Search Distance Test?

(Yes) No If No, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If Yes, then:

If Yes, check all COC that apply on attached Table B.

(3) Critical Distance Test: A plume test to determine whether or not COC in the contaminated plume(s) may be within the critical distance.

(3a) Is information related to the contaminated(s) plume available (i.e. isoconcentration maps, site drawings, etc.)?
(Yes) No

(3b) If ***No***, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If ***Yes***, then:

(3c) Is the site less than 100 feet to the nearest edge of a contaminated [non-petroleum hydrocarbon] plume(s)?
Yes (No)

(3d) Is the site less than 30 feet to the nearest edge of a dissolved petroleum hydrocarbon plume(s)?
Yes (No)

If the distance from the nearest edge of a contaminated plume to the nearest existing or planned structure on the site is less than 100 feet for non-petroleum hydrocarbon COC, or less than 30 feet for dissolved petroleum hydrocarbons, then it is presumed that a VEC *currently* exists beneath the site. If the distance from the nearest edge of the contaminated plume is greater than or equal to 100 feet for non-petroleum hydrocarbons, or 30 feet for dissolved petroleum hydrocarbon chemicals of concern, then it is presumed unlikely that a VEC *currently* exists beneath the site.

(4) Is it likely that a VEC *currently* exists beneath the site?
Yes (No) If *Yes,* then recommend performing a full scope VEC assessment according to ASTM E 2600-15.

[1] Based on guidance presented in the ASTM E 2600-15 Standard.
[2] Chemical(s) of concern (COC): See attached table for typical chemicals of concern (as presented in Appendix X6.1 of the ASTM E 2600-15 Standard).

Table A
Preliminary Screen for Potential Vapor Intrusion Conditions Search Distance Test

	Non Petroleum Hydrocarbon Chemicals of Concern		*Petroleum Hydrocarbon Chemicals of Concern*		No. of Facilities Listed (within Search Radius)
	Surrounding the Site	*Upgradient of the Site*	*Surrounding the Site*	*Upgradient of the Site*	
Federal	**Approximate Minimum Search Distance (miles)**				
Federal NPL Site List	*1/3*	*1*	*1/10*	*1/10*	0
Federal CERCLIS List	*1/3*	*1/2*	*1/10*	*1/10*	0
Federal RCRA CORRACTS facilities	*1/3*	*1*	*1/10*	*1/10*	0
Federal RCRA non CORRACTS TSD facilities	*1/3*	*1/2*	*1/10*	*1/10*	0
Federal Institutional Control / Engineering Control Registries	*site only*	-	*site only*	-	0
Federal ERNS List	*site only*	-	*site only*	-	0
State					
State-equivalent NPL (Hist. Cal-Sites)	*1/3*	*1*	*1/10*	*1*	0
State-equivalent CERCLIS (RESPONSE)	*1/3*	*1/2*	*1/10*	*1/2*	0
State Landfill and/or Solid Waste Disposal Site Lists	*1/3*	*1/2*	*1/10*	*1/2*	0
Leaking Underground Storage Tanks (LUST)	*1/3*	*1/2*	*1/10*	*1/2*	0
Registered Storage Tanks (ASTs and USTs)	*site only*	-	*site only*	-	0
Institutional Control Registries [No State-equivalent for Eng. Controls]	*site only*	-	*site only*	-	0
Voluntary Cleanup Sites	*1/3*	*1/2*	*1/10*	*1/2*	0
Brownfield Sites	*1/3*	*1/2*	*1/10*	*1/2*	0
Additional Environmental Record Sources					
DTSC EnviroStor	*1/3*	*1/2*	*1/10*	*1/2*	1
SLIC	*1/3*	*1/2*	*1/10*	*1/2*	0
Cleaner Facilities	*1/3*	*1/2*	*1/10*	*1/2*	0

1/3 mile = 1,760 feet
1/2 mile = 2,640 feet
1/10 mile = 528 feet

Table B
Preliminary Screen for Potential Vapor Intrusion Conditions
Typical Chemicals of Concern for the Vapor Intrusion Pathway
Circle All That Apply

Acenaphthene	Dibromo-3-chloropropane-1,2	Methylethylketone (2-butanone)
Acetaldehyde	1,2-Dibromoethane (ethylene dibromide)	Methylisobutylketone
Acetone	Dichlorobenzene-1,3	Methylmethacrylate
Acetonitrile	Dichlorobenzene-1,2	Methylnaphthalene-2
Acetophenone	Dichlorobenzene-1,4	MTBE
Acrolein	Dichlorodifluoromethane	m-Xylene
Acrylonitrile	Dichloroethane-1,1	Naphthalene
Aldrin	Dichloroethane-1,2	n-Butylbenzene
alpha-HCH (alpha-BCH)	Dichloroethylene-1,1	Nitrobenzene
Benzaldehyde	Dichloropropane-1,2	Nitropropane-2
Benzene	Dichloropropene-1,3	N-Nitroso-di-n-butlyamine
Benzo(b)fluoranthene	Dieldrin	n-Propylbenzene
Benzylchloride	Endosulfan	o-Nitrotoluene
beta-Chloronaphthale	Epichlorohydrin	o-Xylene
Biphenyl	Ethyl ether	vp-Xylene
Bis(2-chloroethyl)ether	Ethylacetate	Polychlorinated biphenyls (PCBs)
Bis(2-chloroisopropyl)ether	Ethylbenzene	Pyrene
Bis(chloromethyl)ether	Ethylene oxide	sec-Butlybenzene
Bromodichloromethane	Ethylmethacrylate	Styrene
Bromoform	Fluorene	tert-Butylbenzene
Butadiene-1,3	Furan	Tetrachloroethane-1,1,1,2
Carbon disulfide	gamma-HCH (Lindane)	Tetrachloroethane-1,1,2,2
Carbon tetrachloride	Heptachlor	Tetrachloroethylene (PCE)
Chlordane	Hexachloro-1,3-butadiene	Toluene
Chloro-1,3-butadiene-2	Hexachlorobenzene	trans-1,2-Dichloroethylene
(chloroprene)	Hexachlorocyclopentadiene	Trichloro-1,2,2-trifluoroethane-1,1,2
Chlorobenzene	Hexachloroethane	Trichlorobenzene-1,2,4
Chlorobutane-1	Hexane	Trichloroethane-1,1,2
Chlorodibromomethane	Hydrogen cyanide	Trichloroethane-1,1,1
Chlorodifluoromethane	Isobutanol	Trichloroethylene
Chloroethane (ethyl chloride)	Mercury (elemental)	Trichlorofluoromethane
Chloroform	Methylacrylonitrile	Trichloropropane-1,2,3
Chlorophenol-2	Methoxychlor	Trimethylbenzene-1,2,4
Chloropropane-2	Methyl acetate	Trimethylbenzene-1,3,5
Chrysene	Methyl acrylate	Vinyl acetate
cis-1,2-Dichloroethylene	Methyl bromide	Vinyl chloride (chloroethene)
Crotonaldehyde (2-butenal)	Methyl chloride (chloromethane)	
Cumene	Methylcyclohexane	Petroleum Hydrocarbons:
DDE	Methylene bromide	Gasoline/BTEX/MtBE
Dibenzofuran	Methylene chloride	Diesel

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March 18, 2021
City of Tracy
Development Services

Preliminary Geotechnical Engineering Report

TRACY HILLS LOGISTICS CENTER

Tracy, California

WKA No. 13041.02

February 24, 2021

Prepared for:

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915 Highland Pointe Drive, Suite 250

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Preliminary Geotechnical Engineering Report

TRACY HILLS LOGISTICS CENTER

Tracy, California

WKA No. 13041.01

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Preliminary Geotechnical Engineering Report
TRACY HILLS LOGISTICS CENTER
Tracy, California
WKA No. 13041.01
February 26, 2021

INTRODUCTION

We have completed a preliminary geotechnical engineering investigation for the proposed commercial warehouse development to be constructed west of Corral Hollow Road in Tracy, California. The purposes of our work have been to research the site, soil and groundwater conditions, and to provide preliminary geotechnical engineering conclusions and recommendations regarding design and construction of the proposed development. This report presents the results of our services.

This report is preliminary in nature and describes the impacts of both soil and groundwater conditions on site development but is not intended for use in design and construction of the project.

A design-level geotechnical engineering study, including subsurface exploration, laboratory testing and engineering analyses will be required once the project is better defined.

Our office is currently working on a *Phase I Environmental Site Assessment* (WKA No. 13401.02) for the project. That report will be provided under a separate cover.

Work Scope

Our scope of services for this project included the following tasks:

1. a site reconnaissance;
2. review of previous geotechnical engineering reports prepared for the site and nearby projects;
3. review of historic United States Geological Survey (USGS) topographic maps, geologic maps, and available groundwater data within the vicinity of the property;
4. subsurface explorations, including the drilling and sampling of nine test pits and five soil borings to depths of approximately 9½ to 26½ feet below the existing site grades;
5. infiltration testing, including the performance of two double-ring infiltrometer tests within the footprint of the proposed storm water retention basins;
6. collection of representative bulk samples of near-surface soils;
7. laboratory testing of selected soil samples;

8. engineering analyses; and,
9. preparation of this preliminary report.

Supplemental Information

Supplemental information used in the preparation of this report included review of the following reports prepared by Wallace-Kuhl & Associates for projects on or near the subject site:

- *Phase 1 Environmental Site Assessment,* (WKA No. 13041.02, in progress), prepared for the subject site;

- *Geotechnical Engineering and Geologic Hazards Report,* (WKA No. 10137.05P, dated February 11, 2020), prepared for the Corral Hollow Elementary School located about 1500 feet south of the subject site; and,

- *Geotechnical Engineering Report*, (WKA No. 12002.02, dated July 20, 2018), prepared for the Ellis Subdivision located about 1800 feet north of the subject site.

Figures and Attachments

This report contains a Vicinity Map as Figure 1; a Site Plan showing approximate boring and test pit locations as Figure 2; and, Logs of Soil Borings and Test Pits as Figures 3 through 18. An explanation of the symbols and classification system used on the logs is contained on Figure 19. Appendix A contains general information regarding project concepts, exploratory methods used during our field investigation, and laboratory test results that are not included on the logs. Appendix B contains photo logs of the Test Pits.

Project Description

We understand that the project is still in a preliminary stage of planning and the final layout, locations and sizes of the buildings have not yet been determined. Based on our review of the conceptual site plan “Scheme 18”, prepared by HPA Architecture (dated December 21, 2020) and our conversations with Ridgeline Property Group, LLC, we understand that the proposed development will include construction of several new single-story warehouse buildings.

For Scheme 18, a total of seven warehouse buildings are planned, along with the associated truck, trailer and auto parking, driveways and flatwork. The buildings are anticipated to range from 103,000 to 346,500 square feet in plan area. In addition, several new parcels will be

subdivided along the eastern and southern sides of the property, for future development. These parcels are not a part of this study. The warehouse buildings will be constructed of concrete tilt-up panels with interior concrete slab-on-grade floor. Structural loads for the buildings are anticipated to be moderately heavy based on this type of construction. We understand that a sloped floor slab with a maximum gradient of 0.5% is being considered for all buildings larger than 200,000 square feet in order to accommodate the gently sloping site topography. Associated development will include construction of underground utilities and landscaping improvements. Several existing utility easements would also be incorporated to the design of the project. Two stormwater detention basins will be constructed in the northeastern and northwestern corners of the property. Below grade basements are not planned.

Grading plans were not available at the time this preliminary report was prepared, however we understand that mass grading is likely to involve cuts within the higher southern portion of the property and fills within the lower northern portion of the property.

FINDINGS

Site Description

The subject property is located west of Corral Hollow Road in Tracy, California (Figure 1). The site is bordered to the north by the Delta-Mendota Canal; to the south by the Governor Edmund G. Brown California Aqueduct; to the west by vacant agricultural land; and to the east by two substations and Corral Hollow Road beyond which is a gravel quarry and Tracy Municipal Airport.

The site is identified by four San Joaquin County Assessor's Parcel Numbers (APNs): 253-020-160, -170, 180, and -190 and is comprised of 194 acres land currently planted with an orchard. An existing PG&E utility easement crosses the northeastern portion of the property.

Based on topographic data obtained from Google Earth, the site slopes gently from the south down to the north, with elevations ranging from about +200 feet to +240 feet relative to mean sea level. This information is consistent with topography data for the site shown on the *USGS 7.5-Minute Topographic Map of the Tracy Quadrangle, California*, dated 2018.

Historical Aerial Photograph Review

We reviewed historical aerial photographs from 1946, 1967, 1968, 1971, 1982, 1985, 1993, 2003 through 2006, and 2008 through 2020. Our historical aerial review indicates the site has been used for agricultural purposes as an orchard since at least 1967. A PG&E gas main passes through the northeast corner of the site, and is visible as early as 1993.

Based on our Phase 1 Environmental Site Assessment (currently in progress, to be submitted under separate cover), our historical land use research dating back to the early 1900s indicates that the site was grass-covered land or used for dry farm crop cultivation from at least 1937 to at least 1957, planted with an orchard from at least 1963 to at least 1993, fallow land from at least 2006 to at least 2012, and has been planted with the existing orchard since at least 2016. A canal transected the central portion of the Site from east to west from at least 1957 to at least 1968.

Geologic Setting

Review of the 1991 USGS *Geologic Map of San Francisco-San Jose Quadrangle, California*[1] indicates the subject site is underlain by Quaternary age alluvial fan deposits near the northern portion of the site which consists of "poorly consolidated, non-marine gray to maroon siltstone, quartz arenite sandstone, tuff, and pebble to cobble conglomerate" (Pliocene) and the Fanglomerate near the southern portion of the site, which consists of heterogeneous rock fragments of all sizes deposited in an alluvial fan. This is consistent with the results of our subsurface exploration.

Soil Conditions

The surface and near-surface soils across the site generally consist of lean clay from the surface to depths ranging from about one to four feet below existing site grades. The lean clays were underlain by sandy gravels with cobbles ranging from three to six inches in size and trace amounts of clay to the explored depths of about 9½ to 26½ feet below the surface. Fat clays were encountered below the lean clay at test pit TP5 from depths of about 1½ to 3½ feet below the ground surface. The materials we observed in our borings and test pits are consistent with the geologic units identified to underlie the site. For detailed soil conditions at a particular location, please refer to the Logs of Soil Borings and Test Pits as Figures 3 through 18. An

[1] Wagner, D.L., Bortugno, E.J., and McJunkin, R.D. 1991. Geologic map of the San Francisco-San Jose quadrangle, California. Scale 1:250,000. California Division of Mines and Geology. Sacramento, CA.

explanation of the symbols and classification system used on the logs is contained on Figure 19.

Groundwater

Groundwater was not observed in our borings or test pits performed on February 3rd and 4th, 2021. To supplement our groundwater data, we reviewed a well completion report from the *Preliminary Endangerment Assessment Report Findings – Proposed Tracy Hills School Site* (WKA No. 10137.04P) prepared by our firm for the proposed new school south of the project site. A 125 foot deep monitoring well (MW-2) was constructed on the southeastern portion of the school site on June 18, 2018. According to this well completion report, groundwater was encountered at approximately 99 feet below site grade.

Review of recent groundwater level data compiled from September 2012 to March 2018 by the Department of Water Resources (DWR) for well 377031N1214485W001, which is located about 1 mile northeast of the site indicates groundwater elevations have fluctuated from a low elevation of approximately -34.2 feet relative to mean sea level (msl) l in October of 2014, or about 169 feet below the ground surface at the well location, to a high elevation of about +8.7 feet msl in February of 2013, or about 126 feet below the ground surface at the well location.

CONCLUSIONS

Bearing Capacity

It has been our experience that the removal of orchard trees significantly disturbs the near-surface soils due to the removal of root balls and irrigation systems. Additionally, our experience suggests orchard trees typically are deep ripped in preparation for planting. Based on this information, it is anticipated that the soils within the structure areas will need to be over-excavated and recompacted as engineered fill to provide uniform support for the planned buildings, pavements and associated development.

It is emphasized that thorough compaction of the upper soils that have been disturbed by discing and agricultural activities will be crucial to providing uniform support for the proposed at-grade improvements.

Buildings should not be supported upon differential fill or cut-fill differential depths greater than five feet. Over-excavation and recompaction of the affected building pads would be required to

limit the differential fill depths on the building pad with differential fill depths greater than five feet. This can be determined once grading plans become available.

Our work also indicates that engineered fill, properly placed and compacted in accordance with the recommendations of this preliminary report as well as any future design-level geotechnical engineering reports, will be capable of supporting the proposed structures and pavement improvements. Preliminary recommendations to scarify, moisture condition, and recompact the surface soils have been provided in the Site Clearing and Preparation section of this report.

2019 CBC/ASCE 7-16 Seismic Design Criteria

The 2019 edition of the *California Building Code CBC* references the American Society of Civil Engineers (ASCE) Standard 7-16 for seismic design. The seismic design parameters provided in Table 1 were developed based on a Site Classification D, and the latitude and longitude for the site using the web interface developed by the *Structural Engineers Association of California* (SEAOC) and *California's Office of Statewide Health and Development* (OSHPD).

Since S_1 is greater than 0.2g, the coefficient values F_v, S_{M1}, and S_{D1} presented in Table 1 below are valid for this project, provided the requirements in Exception Note No. 2 in Section 11.4.8 of ASCE 7-16 apply, specifically if $T \leq 1.5 \times T_S$. If not, a site-specific ground motion hazard analysis is required. Based on our experience with similar structures, we anticipate the planned structures will meet Exception Note No. 2; however, the project structural engineer should verify that this is the case.

Table: 2019 CBC/ASCE 7-16 SEISMIC DESIGN PARAMETERS

Latitude: 37.6896° N Longitude: 121.4583° W	ASCE 7-16 Table/Figure	2019 CBC Table/Figure	Factor/Coefficient	Value
0.2-second Period MCE	Figure 22-1	Figure 1613.2.1(1)	S_S	1.317 g
1.0-second Period MCE	Figure 22-2	Figure 1613.2.1(2)	S_1	0.451 g
Soil Class	Table 20.3-1	Section 1613.2.2	Site Class	D
Site Coefficient	Table 11.4-1	Table 1613.2.3(1)	F_a	1.000
Site Coefficient	Table 11.4-2	Table 1613.2.3(2)	F_v	1.849*
Adjusted MCE Spectral Response Parameters	Equation 11.4-1	Equation 16-36	S_{MS}	1.317 g
	Equation 11.4-2	Equation 16-37	S_{M1}	0.834 g*

Table: 2019 CBC/ASCE 7-16 SEISMIC DESIGN PARAMETERS				
Latitude: 37.6896° N Longitude: 121.4583° W	ASCE 7-16 Table/Figure	2019 CBC Table/Figure	Factor/Coefficient	Value
Design Spectral Acceleration Parameters	Equation 11.4-3	Equation 16-38	S_{DS}	0.878 g
	Equation 11.4-4	Equation 16-39	S_{D1}	0.556 g*
Seismic Design Category	Table 11.6-1	Section 1613.2.5(1)	Risk Category I - IV	D
	Table 11.6-2	Section 1613.2.5(2)	Risk Category I - IV	D

Notes: MCE = Maximum Considered Earthquake; g = gravity

* The value is valid provided the requirements in Exception Note No. 2 in Section 11.4.8 of ASCE 7-16 are met. If not, a site-specific ground motion hazard analysis is required.

Liquefaction

Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless soils because of strong ground shaking during earthquakes. The potential for liquefaction at a site is usually determined based on the results of a subsurface geotechnical investigation and the groundwater conditions beneath the site. Hazards to buildings associated with liquefaction include bearing capacity failure, lateral spreading, and differential settlement of soils below foundations, which can contribute to structural damage or collapse.

A site-specific liquefaction analysis was beyond the scope of services for this preliminary geotechnical engineering study. However, based upon the results of our subsurface exploration, the known site geologic, seismologic, depth to groundwater and soil conditions, it is our opinion that the potential for liquefaction occurring at this site is very low.

Soil Expansion Potential

Laboratory test results on the near-surface clayey soils indicate these materials possess a low to medium expansion potential when tested in accordance with ASTM D4829 test method (see Figures A1 through A3). The near-surface clayey samples were tested to determine the Atterberg Limits and found to be moderately to highly plastic when tested in accordance with ASTM D4318 test method (Figure A4). The deeper, gravelly soils beneath the surficial clay

layer are generally not considered expansive, and therefore are not expected to require mitigation.

Based on the laboratory test results and our experience with similar soils, the near-surface soils have the potential to develop moderate to significant expansion pressures on structural foundations, exterior flatwork and pavements. Specific recommendations to mitigate expansive soils depend on whether the clayey or more gravelly soils are present at subgrade elevations, following mass grading. These recommendations could consist of either removing and replacing clay subgrade soils with suitable granular on-site or imported soil, or chemical treatment (i.e. lime or cement). A grading plan was not available at the time this study was performed; therefore, these recommendations would be provided in the design-level geotechnical report.

Excavation Conditions

The on-site soils should be readily excavatable with conventional construction equipment. In our opinion, shallow excavations less than five feet in depth will stand at a near-vertical inclination for the short periods of time required for utility construction. However, minor sloughing and "running" conditions could occur if the soils are saturated, or where zones of clean (cohesionless) sands are encountered, especially when subjected to construction vibrations or if the soils are allowed to dry significantly.

Soil Suitability for Use in Fill Construction

The on-site soils at the site are considered suitable for use as fill material provided these materials do not contain rubble, rubbish, concrete, wood, roots, organic concentrations, or other deleterious material, and are at a workable moisture content appropriate for compaction. However, mitigation of near-surface clay soils may be required at the site depending on final site grades and the exposed soil conditions.

Pavement Subgrade Quality

Based on limited preliminary sampling and testing, the near-surface soils are anticipated to be of relatively poor to moderate quality for support of asphalt concrete pavements, with Resistance values (R-values) ranging from 10 to 19 (Figure A5).

Based on previous experience in the area, we anticipate that the treatment of on-site surface and near-surface clay soils with high-calcium or dolomitic quicklime can be a very effective and

economical method to increase the subgrade quality of clayey soils to support pavements; reduce the moisture content of near-saturated soils, enabling construction to proceed during or shortly after the rainy season; and, to reduce the expansive characteristics of clayey soils. Proper lime-treatment of the near-surface clayey soils in pavement areas would substantially increase the life-cycle of the pavement by reducing the risk of post-construction differential movement of the subgrade soils.

Our experience in this area of Tracy indicates that the native clayey soils, if present at subgrade elevations can be amended to improve the subgrade soil (R-value of 40) by the addition of high calcium or dolomitic quicklime. Preliminary pavement design recommendations have been prepared for both untreated and treated subgrades.

Since grading plans are not available and due to the variability of the on-site soils, additional design-phase testing would be required.

Groundwater

Groundwater was not encountered within the explorations performed on this property, and we conclude that a permanent groundwater table should not be a significant factor in site development. Please note that the borings and test pits may not have been left open long enough for groundwater to reach static equilibrium. Although permanent groundwater is not anticipated to impact the proposed development, based on nearby drainage features and the underlying geology, we anticipate that perched groundwater conditions could be encountered, especially after periods of heavy rainfall.

Groundwater levels should be expected to fluctuate throughout the year based on variations in precipitation, temperature, evaporation, run-off, and other factors. The groundwater levels discussed herein represent the conditions at the time the measurements were obtained. The actual groundwater levels at the time of construction may vary. Standard sump pit and pumping procedures should be adequate to control localized groundwater seepage into excavations, if encountered.

Seasonal Water

During the wet season, infiltrating surface water will create saturated surface soil conditions due to the relatively impermeable nature of the near-surface clays. Grading operations attempted following the on-set of winter rains and prior to prolonged drying periods will be hampered by high soil moisture contents. Such soils, intended for use as engineered fill, will require

considerable drying and aeration to reach a moisture content that will permit the specified degree of compaction to be achieved.

Preliminary Soil Corrosion Potential

Two samples of near-surface soil were submitted to Sunland Analytical for testing to determine pH, chloride and sulfate concentrations, and minimum resistivity to help evaluate the potential for corrosive attack upon buried concrete. The results of the corrosivity testing are summarized in the following table. Copies of the test reports are presented on Figures A7 through A10.

TABLE 2
SOIL CORROSIVITY TESTING

Analyte	Test Method	Bulk Sample Identification	
		TP7 (3' - 10')	TP9 (0' - 3')
pH	CA DOT 643 Modified*	6.99	6.46
Minimum Resistivity	CA DOT 643 Modified*	860 Ω-cm	460 Ω-c
Chloride	CA DOT 417	45.9 ppm	153.5 ppm
Sulfate	CA DOT 422	175.2 ppm	458.2 ppm
	ASTM D-516m	160.2 ppm	431.8 ppm

* = Small cell method; Ω-cm = Ohm-centimeters; ppm = parts per million

The California Department of Transportation Corrosion and Structural Concrete Field Investigation Branch, 2018 Corrosion Guidelines (Version 3), considers a site to be corrosive to foundation elements if one or more of the following conditions exists for the representative soil and/or water samples taken: has a chloride concentration greater than or equal to 500 ppm, sulfate concentration greater than or equal to 1500 ppm, or the pH is 5.5 or less. Based on this criterion, the on-site soils tested are not considered corrosive to steel reinforcement properly embedded within Portland cement concrete (PCC). However, the relatively low resistivity value indicates unprotected metals in direct contact with the onsite soils may be susceptible to corrosion.

Table 19.3.1.1 – Exposure Categories and Classes, of American Concrete Institute (ACI) 318-19, Section 19.3 – Concrete Design and Durability Requirements, as referenced in Section 1904.1 of the 2019 CBC, indicates the severity of sulfate exposure for the sample tested within the upper three feet at test pit TP9is Exposure Class S1. The project Structural Engineer should evaluate the requirements of ACI 318-19 and determine their applicability to the site.

Wallace-Kuhl & Associates are not corrosion engineers. Therefore, if it is desired to further define the soil corrosion potential at the site, a Corrosion Engineer should be consulted.

Infiltration Tests

On February 4th, 2021, an engineer from our office performed two double-ring infiltrometer tests (I1 and I2) at the locations indicated on the attached Site Plan (Figure 2). The infiltration tests were performed in a layer of sandy gravel, about ten feet below the existing ground surface. Logs of Test Pits at the infiltration test locations are shown in Figures 17 and 18. After each measurement interval, the inner and outer rings were refilled to the original water depth.

The double-ring infiltrometer tests were performed in general accordance with American Society for Testing and Materials (ASTM) D3385 to determine the infiltration rate of the near-surface subgrade soils.

Table 3a - Infiltration Test I1: Double Ring Infiltrometer Test Result

	Time (hr:min)	Elapsed Time (min)	Inner Ring			Outer Ring		
			Water Height (in)	Drop (in)	Flow (in/hr)	Water Height (in)	Drop (in)	Flow (in/hr)
i	10:25	-	12	-	-	12	-	-
f	10:26	1	11	1	60	11¼	¾	45
i	10:26	-	12	-	-	12	-	-
f	10:27	1	10¾	1¼	75	10½	1½	90
i	10:27	-	12	-	-	12	-	-
f	10:29	2	8½	3½	105	9¾	2¼	67.5
i	10:29	-	12	-	-	12	-	-
f	10:31	2	8¾	3¼	97.5	10	2	60
i	10:31	-	12	-	-	12	-	-
f	10:33	2	8	4	120	9	3	90
i	10:33	-	12	-	-	12	-	-
f	10:35	2	8¾	3¼	97.5	10	2	60

	Time (hr:min)	Elapsed Time (min)	Inner Ring			Outer Ring		
			Water Height (in)	Drop (in)	Flow (in/hr)	Water Height (in)	Drop (in)	Flow (in/hr)
i	10:35	-	12	-	-	12	-	-
f	10:37	2	9	3	90	9	3	90
i	10:37	-	12	-	-	12	-	-
f	10:39	2	9¼	2¾	82.5	9¾	2¼	67.5
i	10:39	-	12	-	-	12	-	-
f	10:41	2	8 7/8	3 1/8	93.7	8 3/8	3 5/8	108.7
i	10:41	-	12	-	-	12	-	-
f	10:43	2	8½	3½	105	8¼	3¾	112.5
i	10:43	-	12	-	-	12	-	-
f	10:45	2	8¾	3¼	97.5	8¾	3¼	97.5

i- Initial Reading f-Final Reading

Table 3b - Infiltration Test I2: Double Ring Infiltrometer Test Result

	Time (hr:min)	Elapsed Time (min)	Inner Ring			Outer Ring		
			*Water Height (in)	Drop (in)	Flow (in/hr)	**Water Height (in)	Drop (in)	Flow (in/hr)
i	13:30	-	12	-	-	12	-	-
f	13:35	5	9½	2½	30	9¼	2¾	33
i	13:35	-	12	-	-	12	-	-
f	13:40	5	8¼	3¾	45	7½	4½	54
i	13:40	-	12	-	-	12	-	-
f	13:45	5	5½	6½	78	6	6	72
i	13:45	-	12	-	-	12	-	-
f	14:00	15	4¾	7¼	29	5½	6½	26
i	14:00	-	12	-	-	12	-	-
f	14:15	15	5 7/8	6 1/8	24.5	6¼	5¾	23
i	14:15	-	12	-	-	12	-	-
f	14:30	15	7	5	20	5¼	6¾	27
i	14:30	-	12	-	-	12	-	-
f	14:45	15	6½	5½	22	4¾	7¼	29
i	14:45	-	12	-	-	12	-	-
f	15:00	15	7¼	4¾	19	5¼	6¾	27

i- Initial Reading f-Final Reading

Based on the infiltration testing, our experience, and the soil conditions encountered at the test locations and depths, we recommend an allowable infiltration rate of 20 inches per hour for design of storm water infiltration at the site.

The rates presented above are based on native gravels below the clay layer that have not been compacted. It should be noted that if planned, compaction of the soils beneath the basins will likely decrease the infiltration rates encountered across the site and should be accounted for during design and construction.

PRELIMINARY RECOMMENDATIONS

Earthwork Considerations

Future geotechnical engineering investigations should be performed to develop site-specific grading recommendations.

Site clearing would include removal of surface and subsurface structures that may remain on-site, as well as the removal of deleterious debris and surface organics. Tree removal generally includes the entire rootball and all roots larger than ½-inch in diameter. Excavations and depressions resulting from the removal of these items must be backfilled with engineered fill.

Removal of surface organics would depend on the condition and quantity of the organics at the time grading is to begin. Discing of the organics may be suitable for construction, if the organic concentrations are not too heavy at the time of grading. Stripping of the organics likely would be required if organic concentrations are very thick, with strippings being completely removed from the site or used only in landscape areas.

Areas designated to receive fill and at-grade areas are typically scarified to depths of about six to 12 inches, thoroughly moisture conditioned to above optimum moisture contents, and uniformly compacted. This method will help mitigate for expansive soils, if any. Standard fill construction and compaction procedures, including uniform moisture conditioning, placement of fill in thin lifts and uniformly compacted to at least 90 to 95 percent of the maximum dry density, would likely be suitable for support of structures.

Typically only native clay soils (in lieu of select sand backfill) are recommended for use as backfill for utility trenches located within building footprints and extend at least five feet beyond the perimeter foundation to minimize water transmission beneath the proposed buildings. Utility trench backfill is generally thoroughly moisture conditioned and mechanically compacted.

Due to the potential expansion characteristics of the native clay soils, the upper 12 inches of the final subgrade below the building footprints and at-grade structures, including exterior flatwork, may either be chemically amended or replaced with imported non-expansive engineered fill.

Foundation Design and Floor Slab Support

Our preliminary evaluation of the geotechnical aspects of the project suggests the underlying clay soils possess low to moderate expansion characteristics. Based on these results, typical foundations for structures constructed on expansive soils would consist of deepened, heavily-reinforced conventional foundations. Deepened conventional foundations typically would be at least 18 inches deep with minimum foundation widths of 12 inches for continuous foundation and 18 inches wide for isolated spread foundations would be applicable.

We anticipate bearing capacities on the order of 2000 to 4000 pounds per square foot (psf) for dead plus live load would be applicable for foundations bearing in undisturbed native soils and/or properly placed and compacted engineered fill.

Interior concrete slab-on-grade floors used in conjunction with conventional foundations would be suitable for this site, provided slabs are properly designed and constructed with regard to reinforcement and moisture vapor penetration resistance. Proper reinforcement of slab-on-grade and removal and replacement of the upper 12 inches of subgrade soils with non-expansive engineered fill and/or chemically treated soils will be particularly crucial due to the potential for encountering near-surface expansive soils.

Final foundation and floor slab design will depend on the final site grades relative to the clay soils and should be determined in a design level report once additional information regarding the proposed development becomes available.

Retaining Wall Design

Retaining walls may be supported upon continuous and/or isolated spread foundations bearing upon undisturbed native surface soils, engineered fill, or a combination of these materials. Retaining walls capable of slight rotation about their base (unrestrained at the top or sides)

should be capable of resisting an "active" lateral earth pressure equal to an equivalent fluid pressure of 45 psf per foot of wall backfill for horizontal backfill conditions. Retaining walls that are fixed at the top should be capable of resisting an "at-rest" lateral earth pressure equal to an equivalent fluid pressure of 65 psf per foot for horizontal backfill conditions.

Retaining walls could experience additional surcharge loading if vehicles are parked or at-grade foundations are constructed within a one horizontal to one vertical (1:1) projection from the bottom of the retaining wall. Surcharge loading under these circumstances should be evaluated on a case-by-case basis.

Retaining wall foundations should extend at least 18 inches below lowest adjacent soil grade. Retaining wall foundations bearing in undisturbed or recompacted native soils, engineered fill, or a combination of those materials may be sized for maximum allowable “net” soil bearing pressures of 2000 pounds per square foot (psf) for dead plus live loads, with a 1/3 increase for total loads including the short-term effects of wind or seismic forces. The weight of the foundation concrete extending below lowest adjacent soil grade may be disregarded in sizing computations.

Retaining walls should be fully drained to prevent the build-up of hydrostatic pressure behind the wall. Retaining walls should be provided with a drainage blanket consisting of Class 2 permeable material (Caltrans Specification Section 68-202F(3)) at least one foot wide extending from the base of wall to within one foot of the top of the wall. The top foot above the drainage layer should consist of compacted native soil or aggregate base when covered by slabs or pavements. Weep holes or perforated rigid pipe should be provided near the base of the wall to allow drainage of accumulated water. Drain pipes, if used, should slope to discharge at no less than a one percent fall to suitable drainage facilities. Open-graded ½- to ¾-inch crushed rock may be used in lieu of the Class 2 permeable material, if the rock and drain pipe are completely enveloped in an approved non-woven geotextile filter fabric. Detailing of wall drainage should be provided by the designer of the retaining wall.

Structural backfill materials for retaining walls, other than the drainage layer, should consist of granular soils free of significant quantities of rubbish, rubble, organics and rock over three inches in size. Structural backfill should be placed in lifts not exceeding 12 inches in compacted thickness, and should be mechanically compacted to at least 90 percent relative compaction. The top 12 inches of aggregate base, if used, should be compacted to at least 95 percent of the ASTM D1557 maximum dry density.

Preliminary Pavement Design

Laboratory test results from near-surface soils encountered at the proposed pavement areas of the site exhibit poor to moderate support qualities for support of asphalt concrete pavements. Relatively thick pavement sections would be required for pavements unless the clays are lime-treated. Based on laboratory test results, we used a Resistance ("R") value of 10 for untreated subgrades and an R-value of 40 for clay subgrades amended with at least 4½ pounds of lime per square foot of treated area, mixed to a depth sufficient to produce a compacted lime-treated layer 12 inches thick, for design of pavements. If imported granular material is anticipated to for use in lieu of the 12 inch lime-treated subgrade section, it should be approved by the Geotechnical Engineer and should possess an R-value of at least 40.

Preliminary pavement design alternatives are provided below for various traffic indices (TIs), including on-site pavements (Table 4). The procedures used for flexible pavement design are in general conformance with Chapters 600 to 670 of the California Highway Design manual, dated December 14, 2018.

Based on our experience with similar projects, we have provided pavement design alternatives for TIs anticipated for the roadways associated with this project. The project civil engineer should determine the appropriate TI for each driveway and pavement area based on anticipated traffic conditions. We have assumed a lane distribution factor of 1.0. Upon request, we can provide pavement design alternatives for different TIs.

TABLE 4
PRELIMINARY PAVEMENT DESIGN ALTERNATIVES

Traffic Index (20-Year Life Span)	Pavement Use/ESAL Ranges**	Untreated Subgrades R-value = 10			Lime-Treated Subgrades Soils R-value = 40		
		Type A Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)	Type A Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)
4.5	Light Automobile Parking Only	2.5	9	--	2.5	4	--
		3*	8	--	3*	4	--
		--	4	4	--	4	4
6.5	47,300 - 89,800	3	15	--	3	8	--
		4*	13	--	4*	6	--
		--	6	6	--	6	4

TABLE 4
PRELIMINARY PAVEMENT DESIGN ALTERNATIVES

Traffic Index (20-Year Life Span)	Pavement Use/ESAL Ranges**	Untreated Subgrades R-value = 10			Lime-Treated Subgrades Soils R-value = 40		
		Type A Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)	Type A Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)
7.0	89,800 - 164,000	3	17	--	3	9	--
		4*	15	--	4*	7	--
		--	6	6	--	6	4½
7.5	164,000 - 288,000	3.5	18	--	4	9	--
		5*	15	--	4.5*	8	--
		--	6	7	--	6	5
8.0	288,000 - 487,000	3.5	19	--	4	10	--
		5*	16	--	5*	8	--
		--	6	7	--	6	5½
8.5	487,000 - 798,000	4	20	--	4	11	--
		5.5*	18	--	5*	10	--
		--	6	7½	--	6	5½
9.0	798,000 - 1,270,000	4	22	--	5	11	--
		5.5*	19	--	6*	9	--
		--	9	8	--	9	6
9.5	1,270,000 - 19,800,000	4.5	23	--	5	12	--
		6.5*	20	--	6*	11	--
		--	9	8½	--	9	6½
10.0	1,980,000 - 3,020,000	5	24	--	5	13	--
		6.5*	21	--	6*	12	--
		--	12	9	--	12	7

* Asphalt concrete thickness contains the Caltrans safety factor.
** ESAL= Equivalent Single Axle Load of 18-kips per axle, values taken from Table 613.3C of Caltrans Highway Design Manual

We emphasize that the performance of pavements is critically dependent upon uniform and adequate compaction of the soil subgrade, as well as all engineered fill and utility trench backfill within the limits of the pavements. We recommend that pavement subgrade preparation (i.e. scarification, moisture conditioning and compaction) be performed after underground utility

construction is completed and just prior to aggregate base placement. Materials used for pavement construction should conform to the appropriate sections of the most recent editions of the Caltrans Standard Specifications and local standards.

The native clay soils are anticipated to react well with the addition of quicklime (high-calcium or dolomitic) and could enhance the support characteristics of the subgrade and allow for a reduction in the aggregate base section. Additional testing should be performed prior to construction to verify that the design parameters can be achieved in the field once final grades have been established. Samples of the field-mixed soil and lime should be collected and tested for a minimum R-value of 40, when tested in accordance with California Test 301. For estimating purposes only, we recommend a minimum spread rate of at least 4½ pounds of quicklime per square foot of mixing depth (at least 12 inches).

Efficient drainage of all surface water to avoid infiltration and saturation of the supporting aggregate base and subgrade soils is important to the performance of pavements. Where drop inlets or other surface drainage features are to be constructed, we strongly recommend that weep holes be provided at the base/subgrade level to allow free drainage of collected water.

Site Drainage

Performance of the building foundations, slab-on-grade floors and exterior flatwork is dependent upon proper control of surface water at the site. Site drainage should be accomplished to provide positive drainage of surface water away from the structures and prevent ponding of water adjacent to foundations. The grades adjacent to structures should be sloped away from foundations at a minimum two percent. We suggest consideration be given to connecting all roof downspouts to solid drainage pipes that convey water away from the structures to available drainage features, or discharging downspouts onto concrete or asphalt surfaces that slope away from structures.

Future Geotechnical Engineering Studies

Prior to final design and the commencement of site grading, a detailed geotechnical investigation of this property must be conducted that includes test borings with soil sampling, laboratory testing and additional engineering evaluation. The final report should present geotechnical engineering conclusions and specific recommendations regarding site preparation, foundation alternates, floor support, site drainage and pavement design. When the project reaches this stage of development, we would be pleased to provide a separate cost estimate for these services.

LIMITATIONS

Our preliminary recommendations are based upon the information provided regarding the proposed project, combined with our analysis of site conditions revealed by the field exploration and laboratory testing programs. We have used our engineering judgment based upon the information provided and the data generated from our investigation. This report has been prepared in substantial compliance with generally accepted geotechnical engineering practices that exist in the area of the project at the time the report was prepared. No warranty, either express or implied, is provided.

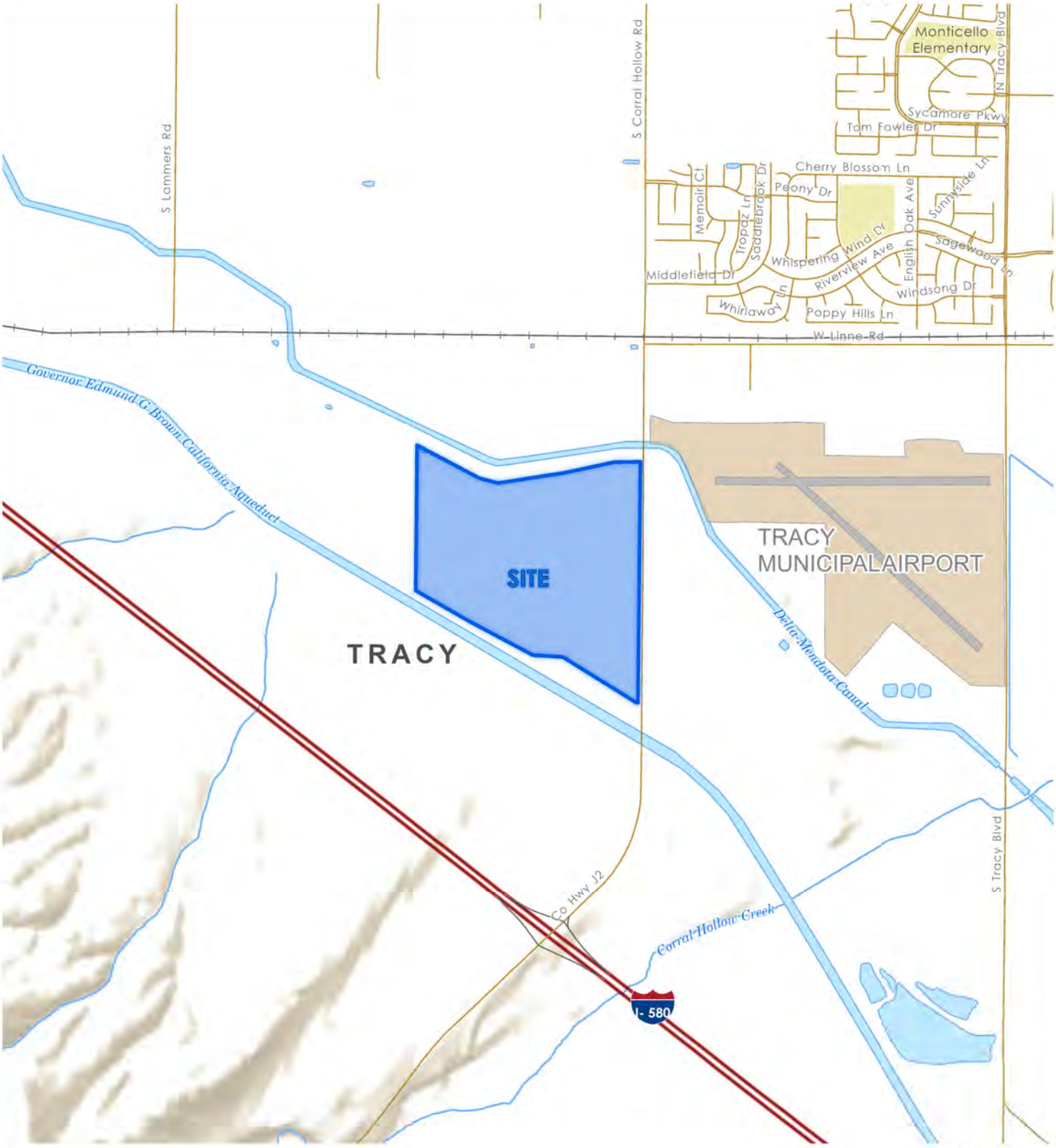
We emphasize that this preliminary report is applicable only to the proposed construction and the investigated site and should not be utilized for construction on any other site.

Wallace - Kuhl & Associates

Jesus E. Lopez
Staff Engineer

Tom C. DeSimone
Project Geologist

Mathew S. Moyneur
Senior Engineer



Spatial Data provided by Esri, NOAA, and USGS.
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

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VICINITY MAP

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	1
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

Approximate Soil Boring Location

Approximate Infiltration Test Location

Approximate Test Pit Location

Approximate Site Boundary

Approximate Bulk Soil Sample Location

N

0 300 600

Feet

Aerial imagery provided by Esri.
Projection: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

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SITE PLAN

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	2
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

Project: Tracy Hills Logistics Center
Project Location: Tracy, California
WKA Number: 13041.01

LOG OF SOIL BORING D1

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**DMB**	Checked By	**TCD**
Drilling Method	**Solid Flight Auger**	Drilling Contractor	**Taber Drilling**	Total Depth of Drill Hole	**26.5 feet**
Drill Rig Type	**CME 55**	Diameter(s) of Hole, inches	**6"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**2.0" Modified California with 6-inch sleeve**	Drill Hole Backfill	**Neat Cement**
Remarks	**Bulk sample collected at (0'-5') and (10'-15') below existing site grades.**			Driving Method and Drop	**140lb auto. hammer with 30" drop**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Dark brown, moist, sandy lean CLAY (CL)						
			Brown, moist, dense, sandy GRAVEL (GP) with clay						
	5				D1-1I	31	4	106	
	10		Very dense		D1-2I	74	3	114	
					D1@10-15'				GR 25% fines
	15				D1-3I	50/4"			
	20				D1-4I	79			
	25								
			Brown, moist, dense, clayey fine SAND (SC)		D1-5I	37			
			Boring terminated at approximately 26½ feet below ground surface. Groundwater was not encountered.						

BORING LOG 13041.01 -TRACY HILLS LOGISTICS CENTER - BORINGS.GPJ WKA.GDT 2/23/21 2:22 PM

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FIGURE 3

Project: Tracy Hills Logistics Center
Project Location: Tracy, California
WKA Number: 13041.01

LOG OF SOIL BORING D2

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**DMB**	Checked By	**TCD**
Drilling Method	**Solid Flight Auger**	Drilling Contractor	**Taber Drilling**	Total Depth of Drill Hole	**26.5 feet**
Drill Rig Type	**CME 55**	Diameter(s) of Hole, inches	**6"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**2.0" Modified California with 6-inch sleeve**	Drill Hole Backfill	**Neat Cement**
Remarks				Driving Method and Drop	**140lb auto. hammer with 30" drop**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Dark brown, moist, sandy lean CLAY (CL)						
			Brown, moist, very dense, sandy GRAVEL (GP) with clay						
	5				D2-1I	74	4	121	
	10				D2-2I	77			
	15				D2-3I	69			
	20				D2-4I	50/5"			
	25				D2-5I	50/4"			
			Boring terminated at approximately 26½ feet below ground surface. Groundwater was not encountered.						

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FIGURE 4

Project: Tracy Hills Logistics Center
Project Location: Tracy, California
WKA Number: 13041.01

LOG OF SOIL BORING D3

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**DMB**	Checked By	**TCD**
Drilling Method	**Solid Flight Auger**	Drilling Contractor	**Taber Drilling**	Total Depth of Drill Hole	**16.5 feet**
Drill Rig Type	**CME 55**	Diameter(s) of Hole, inches	**6"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**2.0" Modified California with 6-inch sleeve**	Drill Hole Backfill	**Neat Cement**
Remarks				Driving Method and Drop	**140lb auto. hammer with 30" drop**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Dark brown, moist, sandy lean CLAY (CL)						
			Brown, moist, dense, sandy GRAVEL (GP) with clay		D3-1I	58	4	115	
	5		Very dense		D3-2I	50/6"	5	96	
	10				D3-3I	50/6"			
	15				D3-4I	73			
			Boring terminated at approximately 16½ feet below ground surface. Groundwater was not encountered.						

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FIGURE 5

Project: Tracy Hills Logistics Center
Project Location: Tracy, California
WKA Number: 13041.01

LOG OF SOIL BORING D4

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**DMB**	Checked By	**TCD**
Drilling Method	**Solid Flight Auger**	Drilling Contractor	**Taber Drilling**	Total Depth of Drill Hole	**21.5 feet**
Drill Rig Type	**CME 55**	Diameter(s) of Hole, inches	**6"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**2.0" Modified California with 6-inch sleeve**	Drill Hole Backfill	**Neat Cement**
Remarks				Driving Method and Drop	**140lb auto. hammer with 30" drop**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Dark brown, moist, sandy lean CLAY (CL)						
			Brown, moist, medium dense, sandy GRAVEL (GP) with clay		D4-1I	24			
	5		Very dense		D4-2I	71	3	129	
	10				D4-3I	50/6"			
	15				D4-4I	64			
	20		Dense		D4-5I	43			
			Boring terminated at approximately 21½ feet below ground surface. Groundwater was not encountered.						

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FIGURE 6

Project: Tracy Hills Logistics Center
Project Location: Tracy, California
WKA Number: 13041.01

LOG OF SOIL BORING D5

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**DMB**	Checked By	**TCD**
Drilling Method	**Solid Flight Auger**	Drilling Contractor	**Taber Drilling**	Total Depth of Drill Hole	**16.5 feet**
Drill Rig Type	**CME 55**	Diameter(s) of Hole, inches	**6"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**2.0" Modified California with 6-inch sleeve**	Drill Hole Backfill	**Neat Cement**
Remarks				Driving Method and Drop	**140lb auto. hammer with 30" drop**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Dark brown, moist, sandy lean CLAY (CL)						
			Brown, moist, dense, sandy GRAVEL (GP) with clay		D5-1I	58			
	5		Very dense		D5-2I	86	6	126	
	10				D5-3I	74	4	129	
	15				D5-4I	86			
			Boring terminated at approximately 16½ feet below ground surface. Groundwater was not encountered.						

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FIGURE 7

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP1

Sheet 1 of 1

Date(s) Drilled	**2/4/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks				Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)						
				■	TP1-1I		18	96	
			Light brown, trace gravel, trace fine sand						
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles						
	5			⊠	TP1-2I				
			Gray brown; decreased clay content						
	10								
			Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

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FIGURE 8

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP2

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 0'-2' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)						
					TP2@0-2'				EI=37
					TP2-1I		17	102	
			Light brown, trace gravel, trace fine sand						
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles, variably cemented						
	5				TP2-2I				
			Gray brown; decreased clay content						
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

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FIGURE 9

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP3

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks				Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL) with sand						
				■	TP3-1I				
			Light brown; trace gravel, trace cobbles						
				☒	TP3-2I				
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles						
	5		Gray brown; decreased clay content						
				☒	TP3-3I				
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

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Wallace Kuhl & ASSOCIATES

FIGURE 10

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP4

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**9.5 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 0'-1' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL); trace gravel						
					TP4-1I				
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles, variably cemented						
	5				TP4-2I				
			Gray brown; decreased clay content						
			Maximum explored depth of 9.5 feet below existing site grade. Groundwater was not encountered.						

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Wallace Kuhl & ASSOCIATES

FIGURE 11

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP5

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 1½'-3½' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL); trace sand						
					TP5-1I		18	106	
			Light brown, moist, fat CLAY (CH); trace fine sand, trace gravel						
					TP5@1.5-3.5				EI=62 PI=35
					TP5-2I				
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 6 inch cobbles						
	5		Light brown to gray brown; no trace clay						
					TP5-3I				
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

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FIGURE 12

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP6

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 3'-10' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)						
				X	TP6-1I				
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles						
	5			X	TP6-2I				
					TP6@3-10'				RV=19 SA 13% fines
			Gray brown; decreased clay content						
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 - TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 13

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP7

Sheet 1 of 1

Date(s) Drilled	**2/4/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 0'-2½' and 3'-10' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE NUMBER	NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	DRY UNIT WEIGHT, pcf	ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL); trace sand						
			Light brown, trace gravel		TP7-1I		18	99	
			Brown, moist, sandy GRAVEL (GP); with up to 6 inch cobbles, trace clay, variably cemented						
	5				TP7-2I				
					TP7@3-10'				CR
			Gray brown; no trace clay						
	10								
			Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 - TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 14

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP8

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks				Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)		TP8-1I				
	5		Light brown, moist, sandy GRAVEL (GP); with up to 6 inch cobbles, trace clay						
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 -TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 15

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT TP9

Sheet 1 of 1

Date(s) Drilled	**2/3/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 0'-3' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL) with fine sand		TP9-1I TP9@0-3'				EI=22 PI=13 CR
			Light brown, trace gravel						
	5		Brown, moist, sandy GRAVEL (GP); with up to 5 inch cobbles, trace clay, variably cemented						
			Gray brown; no trace clay						
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 - TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 16

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT I1

Sheet 1 of 1

Date(s) Drilled	**2/4/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks	**Bulk sample collected at 2'-10' below existing site grades.**			Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)						
				X	I1-1I				
			Light brown, trace gravel, trace fine sand						
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles, variably cemented						
	5			X	I1-2I				
			Gray brown; decreased clay content						
	10								
			Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 - TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 17

Project: Tracy Hills Logistics Center
Project Location: Tracy, CA
WKA Number: 13041.01

LOG OF TEST PIT I2

Sheet 1 of 1

Date(s) Drilled	**2/4/21**	Logged By	**JEL**	Checked By	**TSD**
Drilling Method	**Caterpillar 307E2**	Drilling Contractor	**Ron Tilford Backhoe, Inc.**	Total Depth of Drill Hole	**10.0 feet**
Drill Rig Type	**N/A**	Diameter(s) of Hole, inches	**24"**	Approx. Surface Elevation, ft MSL	
Groundwater Depth [Elevation], feet	**N/A**	Sampling Method(s)	**Open drive sampler with 8-inch sleeve**	Drill Hole Backfill	**Compacted Soil**
Remarks				Driving Method and Drop	**Slide Hammer**

ELEVATION, feet	DEPTH, feet	GRAPHIC LOG	ENGINEERING CLASSIFICATION AND DESCRIPTION	SAMPLE DATA: SAMPLE	SAMPLE DATA: SAMPLE NUMBER	SAMPLE DATA: NUMBER OF BLOWS	TEST DATA: MOISTURE CONTENT, %	TEST DATA: DRY UNIT WEIGHT, pcf	TEST DATA: ADDITIONAL TESTS
			Brown, moist, lean CLAY (CL)						
				X	I2-1I				
			Light brown, trace gravel, trace fine sand						
			Brown, moist, sandy GRAVEL (GP) with clay; with up to 5 inch cobbles, variably cemented						
	5								
			Gray brown; decreased clay content	X	I2-2I				
	10		Maximum explored depth of 10 feet below existing site grade. Groundwater was not encountered.						

BORING LOG 13041.01 - TRACY HILLS LOGISTICS CENTER - TEST PITS.GPJ WKA.GDT 2/23/21 2:33 PM

Wallace Kuhl & ASSOCIATES

FIGURE 18

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D2487)

MAJOR DIVISIONS		USCS[4]	CODE	CHARACTERISTICS
COARSE GRAINED SOILS (More than 50% of soil > no. 200 sieve size)	GRAVELS[1] (More than 50% of coarse fraction > no. 4 sieve size)	GW		Well-graded gravels or gravel - sand mixtures, trace or no fines
		GP		Poorly graded gravels or gravel - sand mixtures, trace or no fines
		GM		Silty gravels, gravel - sand - silt mixtures, containing little to some fines[2]
		GC		Clayey gravels, gravel - sand - clay mixtures, containing little to some fines[2]
	SANDS[1] (50% or more of coarse fraction < no. 4 sieve size)	SW		Well-graded sands or sand - gravel mixtures, trace or no fines
		SP		Poorly graded sands or sand - gravel mixtures, trace or no fines
		SM		Silty sands, sand - gravel - silt mixtures, containing little to some fines[2]
		SC		Clayey sands, sand - gravel - clay mixtures, containing little to some fines[2]
FINE GRAINED SOILS (50% or more of soil < no. 200 sieve size)	SILTS & CLAYS LL < 50	ML		Inorganic silts, gravely silts, and sandy silts that are non-plastic or with low plasticity
		CL		Inorganic lean clays, gravelly lean clays, sandy lean clays of low to medium plasticity[3]
		OL		Organic silts, organic lean clays, and organic silty clays
	SILTS & CLAYS LL ≥ 50	MH		Inorganic elastic silts, gravelly elastic silts, and sandy elastic silts
		CH		Inorganic fat clays, gravelly fat clays, sandy fat clays of medium to high plasticity
		OH		Organic fat clays, gravelly fat clays, sandy fat clays of medium to high plasticity
HIGHLY ORGANIC SOILS		PT		Peat
ROCK		RX		Rocks, weathered to fresh
FILL		FILL		Artificially placed fill material

OTHER SYMBOLS

= Drive Sample: 2-1/2" O.D. Modified California sampler

= Drive Sampler: no recovery

= SPT Sampler

= Initial Water Level

= Final Water Level

= Estimated or gradational material change line

= Observed material change line

Laboratory Tests

CR = Corrosion
PI = Plasticity Index
EI = Expansion Index
UCC = Unconfined Compression Test (TSF)
TR = Triaxial Compression Test
GR = Gradational Analysis (Sieve/Hydro)
FC = Wash (Fines Content)
PP = Pocket Penetrometer Test (TSF)
PID = Photo Ionization Detector Test (PPM)
RV = Resistance ("R") Value

REF = Refusal (>50 blows in 6 inches)

GRAIN SIZE CLASSIFICATION

CLASSIFICATION	RANGE OF GRAIN SIZES	
	U.S. Standard Sieve Size	Grain Size in Millimeters
BOULDERS (b)	Above 12"	Above 300
COBBLES (c)	12" to 3"	300 to 75
GRAVEL (g)	3" to No. 4	75 to 4.75
coarse	3" to 3/4"	75 to 19
fine	3/4" to No. 4	19 to 4.75
SAND	No. 4 to No. 200	4.75 to 0.075
coarse	No. 4 to No. 10	4.75 to 2.00
medium	No. 10 to No. 40	2.00 to 0.425
fine	No. 40 to No. 200	0.425 to 0.075
SILT & CLAY	Below No. 200	Below 0.075

Trace - Less than 5 percent
Few - 5 to 10 percent
Little - 15 to 25 percent
Some - 35 to 45 percent
Mostly - 50 to 100 percent

* Percents as given in ASTM D2488

NOTES:

1. Coarse grained soils containing 5% to 12% fines, use dual classification symbol (ex. SP-SM).
2. If fines classify as CL-ML (4<PI<7), use dual symbol (ex. SC-SM).
3. Silty Clays, use dual symbol (CL-ML).
4. Borderline soils with uncertain classification list both classifications (ex. CL/ML).

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UNIFIED SOIL CLASSIFICATION SYSTEM

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	19
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

APPENDIX A

General Project Information, Laboratory Testing and Results

APPENDIX A
WKA No. 13041.01

A. GENERAL INFORMATION

The performance of a preliminary geotechnical engineering study for the proposed warehouse development to be constructed at 25952 South Corral Hollow Road in Tracy, California was authorized by Mr. Steve Arthur on February 1, 2021. Authorization was for a study as described in our proposal letter dated June 30, 2020 and revised November 17, 2020, sent to our client Ridgeline Property Group, LLC, whose mailing address is 915 High Pointe Drive, Roseville, California, 95678; telephone (916) 284-3245.

The project architect is HPA Architecture, whose mailing address is 383 4th Street, Suite 101, in Oakland, California, 94607; telephone (949) 863-1770. The project Civil Engineer is Kier & Wright, whose mailing address is 2850 Collier Canyon Road, in Livermore, CA 94551; telephone (925) 245-8788.

In preparing this report we referenced a December 21, 2020 *Conceptual Color Site Plan - Scheme 18* of the Tracy Hills Commerce Center prepared by HPA Architecture.

B. FIELD EXPLORATION

Five borings were drilled on February 3, 2021 utilizing a CME-55 track-mounted drilling rig equipped with six-inch diameter solid helical augers. Nine test pits were performed on February 3 and 4, 2021 using a Caterpillar 307E2 excavator equipped with a 24-inch-wide bucket and compaction wheel. Two additional test pits were excavated for infiltration testing on February 4, 2021. The borings and test pits were completed at the approximate locations indicated on Figure 2 to depths of approximately 9½ to 26½ feet below existing grades.

At various intervals, relatively undisturbed soil samples were recovered with a 2½-inch outside diameter, 2-inch inside diameter, modified California sampler (ASTM D3550) driven by an automatic 140-pound hammer freely falling 30 inches (borings), or by a ten-pound hand sampler (hand augers and test pits) with a 10-pound slide hammer falling 18 inches. The number of blows of the 140-pound hammer required to drive the 18-inch long sampler each 6-inch interval was recorded. The sum of the blows required to drive the sampler in the lower 12-inch interval is designated the penetration resistance or "blow count" for that particular drive. The actual blow counts recorded with the sampler are presented on the boring logs.

The samples obtained with the modified California sampler were retained in 2-inch diameter by 6-inch long, thin-walled brass tubes contained within the sampler. Immediately after recovery, the field engineer visually classified the soil in the tubes and the ends of the tubes were sealed to preserve the natural moisture contents.

Bulk samples of the surface and near-surface materials also were obtained at various locations and depths. The soil samples were submitted to our laboratory for additional classification (ASTM D2488) and selection of samples for testing. The Logs of Soil Borings (Figures 3 through 7) and Logs of Test Pits (Figures 8 through 18) contain descriptions of the soils encountered in each boring. A Legend explaining the Unified Soil Classification System and the symbols used on the logs is contained on Figure 19.

C. LABORATORY TESTING

Selected undisturbed samples of the soils were tested to determine dry unit weight (ASTM D2937) and natural moisture content (ASTM D2216). The results of these tests are included on the boring logs at the depth each sample was obtained.

Three samples of the near-surface soils were also tested to determine the Expansion Index (ASTM D4829) with results presented in Figures A1 through A3.

Two samples of soil were subject to testing to determine the Atterberg Limits (ASTM D4318). The results of these tests are presented in Figure A4.

Two bulk samples of anticipated pavement subgrade soil were subjected to Resistance-value ("R-value") testing in accordance with California Test 301. The results of the R-value tests, which were used in the pavement design, are presented on Figure A5.

Two sieve analysis/grain size tests were performed on near-surface soil further evaluate soil type (ASTM D422). The results of the sieve analysis/grain size tests are presented in Figure A11.

Two samples of the near-surface soils were submitted to Sunland Analytical of Rancho Cordova, California for corrosivity testing in accordance with California Test (CT) 643, CT 422 and CT 417. A copy of the analytical results is presented on Figures A6 through A10.

EXPANSION INDEX TEST RESULTS

ASTM D4829

MATERIAL DESCRIPTION: Light brown, lean clay with sand

LOCATION: TP2

Sample Depth	Pre-Test Moisture (%)	Post-Test Moisture (%)	Dry Density (pcf)	Expansion Index
0' - 2'	9.5	18.2	113	**37**

CLASSIFICATION OF EXPANSIVE SOIL *

EXPANSION INDEX	POTENTIAL EXPANSION
0 - 20	Very Low
21 - 50	**Low**
51 - 90	Medium
91 - 130	High
Above 130	Very High

* From ASTM D4829, Table 1

WallaceKuhl & ASSOCIATES

EXPANSION INDEX

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A1
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021

WKA NO. 13041.01

EXPANSION INDEX TEST RESULTS

ASTM D4829

MATERIAL DESCRIPTION: Light brown, fat clay with sand

LOCATION: TP5

Sample Depth	Pre-Test Moisture (%)	Post-Test Moisture (%)	Dry Density (pcf)	Expansion Index
1.5' - 3.5'	10.7	23.9	106	**62**

CLASSIFICATION OF EXPANSIVE SOIL *

EXPANSION INDEX	POTENTIAL EXPANSION
0 - 20	Very Low
21 - 50	Low
51 - 90	**Medium**
91 - 130	High
Above 130	Very High

* From ASTM D4829, Table 1

WallaceKuhl & ASSOCIATES

EXPANSION INDEX

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A2
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021

WKA NO. 13041.01

EXPANSION INDEX TEST RESULTS

ASTM D4829

MATERIAL DESCRIPTION: Brown, lean clay with sand

LOCATION: TP9

Sample Depth	Pre-Test Moisture (%)	Post-Test Moisture (%)	Dry Density (pcf)	Expansion Index
0' - 3'	9.0	16.9	113	**22**

CLASSIFICATION OF EXPANSIVE SOIL *

EXPANSION INDEX	POTENTIAL EXPANSION
0 - 20	Very Low
21 - 50	**Low**
51 - 90	Medium
91 - 130	High
Above 130	Very High

* From ASTM D4829, Table 1

WallaceKuhl & ASSOCIATES

EXPANSION INDEX

TRACY HILLS LOGISTICS PARK

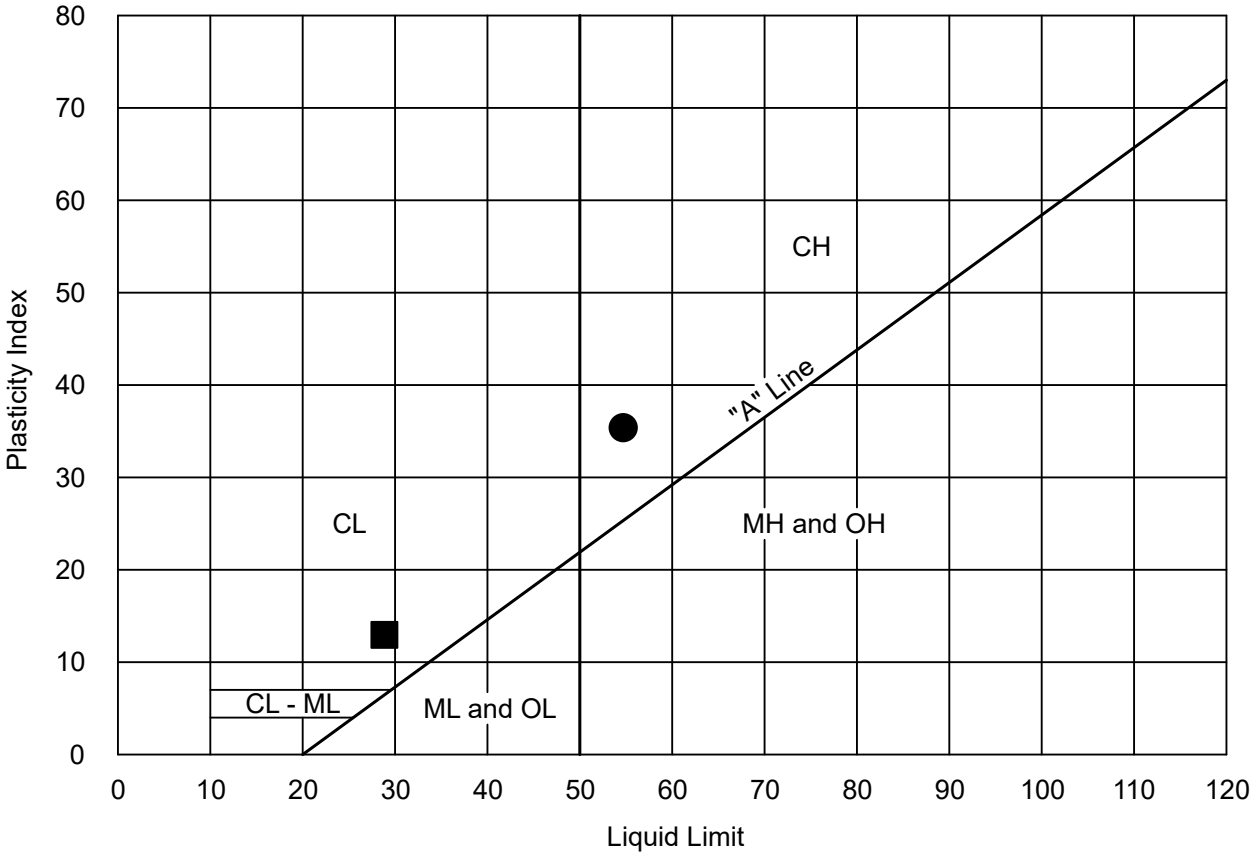
Tracy, California

FIGURE	A3
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021

WKA NO. 13041.01

ATTERBERG LIMITS

ASTM D4318



KEY SYMBOL	LOCATION	SAMPLE DEPTH	NATURAL WATER CONTENT (%)	ATTERBERG LIMITS		PASSING No. 200 SIEVE (%)	UNIFIED SOIL CLASSIFI-CATION SYMBOL
				LIQUID LIMIT (%)	PLASTICITY INDEX (%)		
●	TP5	1.5'-3.5'	---	54	35	---	CH
■	TP9	0'-3.0'	---	29	13	---	CL

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ATTERBERG LIMITS

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A4
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

RESISTANCE VALUE TEST RESULTS

(California Test 301)

MATERIAL DESCRIPTION: Brown, lean clay with sand

LOCATION: B2 (0' - 2')

Specimen No.	Dry Unit Weight (pcf)	Moisture @ Compaction (%)	Exudation Pressure (psi)	Expansion (dial, inches x 1000)	Expansion (psf)	R Value
1	121	11.9	267	0	0	8
2	124	11.0	400	1	4	18
3	122	11.3	335	0	0	13

R-Value at 300 psi exudation pressure = 10

MATERIAL DESCRIPTION: Brown, clayey sandy gravel

LOCATION: TP6 (3' - 10')

Specimen No.	Dry Unit Weight (pcf)	Moisture @ Compaction (%)	Exudation Pressure (psi)	Expansion (dial, inches x 1000)	Expansion (psf)	R Value
1	137	7.2	407	2	9	25
2	135	7.9	228	0	0	10
3	135	7.5	295	0	0	18

R-Value at 300 psi exudation pressure = 19

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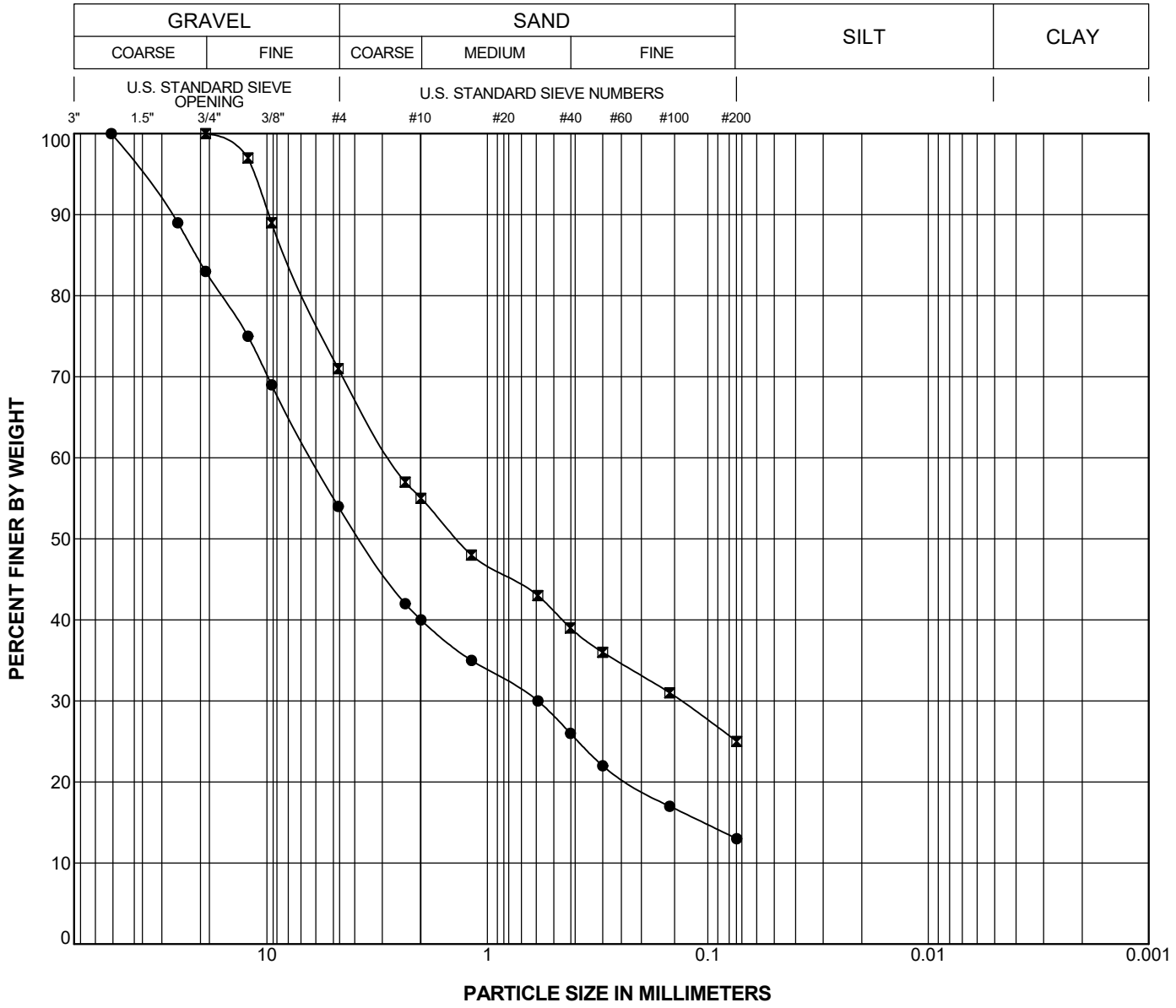
RESISTANCE VALUE TEST RESULTS

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A5
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01



Boring Number	Sample Number	USCS	Depth (feet)	Symbol	LL	PI	Classification
D1	TP6@3-10'	GP	3.0	●			Brown sandy gravel with clay
D1	D1@10-15'	GP	10.0	⊠			Brown sandy gravel with clay

PARTICLE SIZE DISTRIBUTION

Project: Tracy Hills Logistics Center
WKA No. 13041.01

FIGURE A6

Wallace Kuhl & ASSOCIATES

GRAIN SIZE 13041.01 - TRACY HILLS LOGISTICS CENTER - BORINGS.GPJ WKA.GDT 2/23/21 2:20 PM

Sunland Analytical
11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/17/2021
Date Submitted 02/10/2021

To: Jesus Lopez
Wallace-Kuhl & Assoc.
3050 Industrial Blvd
West Sacramento, CA 95691

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : WKA #13041.01 Site ID : TP 7 (3-10).
Thank you for your business.

* For future reference to this analysis please use SUN # 84011-175162.

EVALUATION FOR SOIL CORROSION

Soil pH	6.99	
Minimum Resistivity	0.86 ohm-cm (x1000)	
Chloride	45.9 ppm	00.00459 %
Sulfate	175.2 ppm	00.01752 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

WallaceKuhl & ASSOCIATES

CORROSION TEST RESULTS

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A7
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

Sunland Analytical
11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/17/2021
Date Submitted 02/10/2021

To: Jesus Lopez
Wallace-Kuhl & Assoc.
3050 Industrial Blvd
West Sacramento, CA 95691

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : WKA #13041.01 Site ID : TP 7 (3-10).
Thank you for your business.

* For future reference to this analysis please use SUN # 84011-175163.

Extractable Sulfate in Water

Type of TEST	Result	Units
Sulfate-SO4	160.2	mg/kg

METHODS
ASTM D-516m from sat.paste extract-reported based on dry wt.

WallaceKuhl & ASSOCIATES	**CORROSION TEST RESULTS** TRACY HILLS LOGISTICS PARK Tracy, California	FIGURE A8 DRAWN BY RWO CHECKED BY JEL PROJECT MGR TCD DATE 02/2021 WKA NO. 13041.01

Sunland Analytical

11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/17/2021
Date Submitted 02/10/2021

To: Jesus Lopez
Wallace-Kuhl & Assoc.
3050 Industrial Blvd
West Sacramento, CA 95691

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : WKA #13041.01 Site ID : TP 9 (0-3).
Thank you for your business.

* For future reference to this analysis please use SUN # 84011-175164.

EVALUATION FOR SOIL CORROSION

Soil pH	6.46	
Minimum Resistivity	0.46 ohm-cm (x1000)	
Chloride	153.5 ppm	00.01535 %
Sulfate	458.2 ppm	00.04582 %

METHODS
pH and Min.Resistivity CA DOT Test #643
Sulfate CA DOT Test #417, Chloride CA DOT Test #422m

WallaceKuhl & ASSOCIATES

CORROSION TEST RESULTS

TRACY HILLS LOGISTICS PARK

Tracy, California

FIGURE	A9
DRAWN BY	RWO
CHECKED BY	JEL
PROJECT MGR	TCD
DATE	02/2021
WKA NO.	13041.01

Sunland Analytical
11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 02/17/2021
Date Submitted 02/10/2021

To: Jesus Lopez
Wallace-Kuhl & Assoc.
3050 Industrial Blvd
West Sacramento, CA 95691

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : WKA #13041.01 Site ID : TP 9 (0-3).
Thank you for your business.

* For future reference to this analysis please use SUN # 84011-175165.

Extractable Sulfate in Water

Type of TEST	Result	Units
Sulfate-SO4	431.8	mg/kg

METHODS
ASTM D-516m from sat.paste extract-reported based on dry wt.

WallaceKuhl & ASSOCIATES	**CORROSION TEST RESULTS** TRACY HILLS LOGISTICS PARK Tracy, California	FIGURE A10 DRAWN BY RWO CHECKED BY JEL PROJECT MGR TCD DATE 02/2021 WKA NO. 13041.01

APPENDIX B
Color Photographs

TP - 1

TP - 2

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1a
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

TP - 3

TP - 4

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1b
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

TP - 5

TP - 6

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1c
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

TP - 7

TP - 8

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1d
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

TP - 9

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1e
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

TP – I1

TP - I2

Wallace Kuhl & Associates

COLOR PHOTOGRAPHS
Test Pits and Infiltration Test Holes
TRACY HILLS LOGISTICS CENTER
Tracy, California

FIGURE	1f
DRAWN BY	JEL
CHECKED BY	TCD
PROJECT MGR	MSM
DATE	2/2021
WKA NO. 13041.01	

Attachment C: ALUC Comment Letter

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

RECEIVED
January 10, 2022
City of Tracy
Development Services

January 10, 2022

Planning Admin
Development Services Department
333 Civic Center Plaza
Tracy, CA 95376

Sol Jobrack
CHAIR
Leo Zuber
VICE CHAIR
Diane Nguyen
EXECUTIVE DIRECTOR
Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

Re: MS21-0004, SPA21-0004, D21-0012

Dear Planning Admin,

The San Joaquin Council of Governments (SJCOG), acting as the Airport Land Use Commission (ALUC), has reviewed seven (7) Class "A", modern light industrial buildings ranging from 110,500 sf to 315,100 sf, totaling 1.69 million sf situated on a 97.45-acre portion of the referenced property. This project includes Tentative Parcel Map, Specific Plan Amendment, and Development Review applications.

AIRPORT LAND USE COMMISSION'S REVIEW

This project is in the Tracy Municipal Airport Zones 2, 3, 4 and the Traffic Pattern Zone.

SJCOG, as ALUC, finds that this project is compatible with the 2018 San Joaquin County Airport Land Use Compatibility Plan (ALUCP) (https://www.sjcog.org/ALUC).

SJCOG would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
    a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
    b. Sources of dust, steam, or smoke which may impair pilot visibility.
    c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
    d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel (dB) according to State guidelines.
    e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel (dB) according to State guidelines.
e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

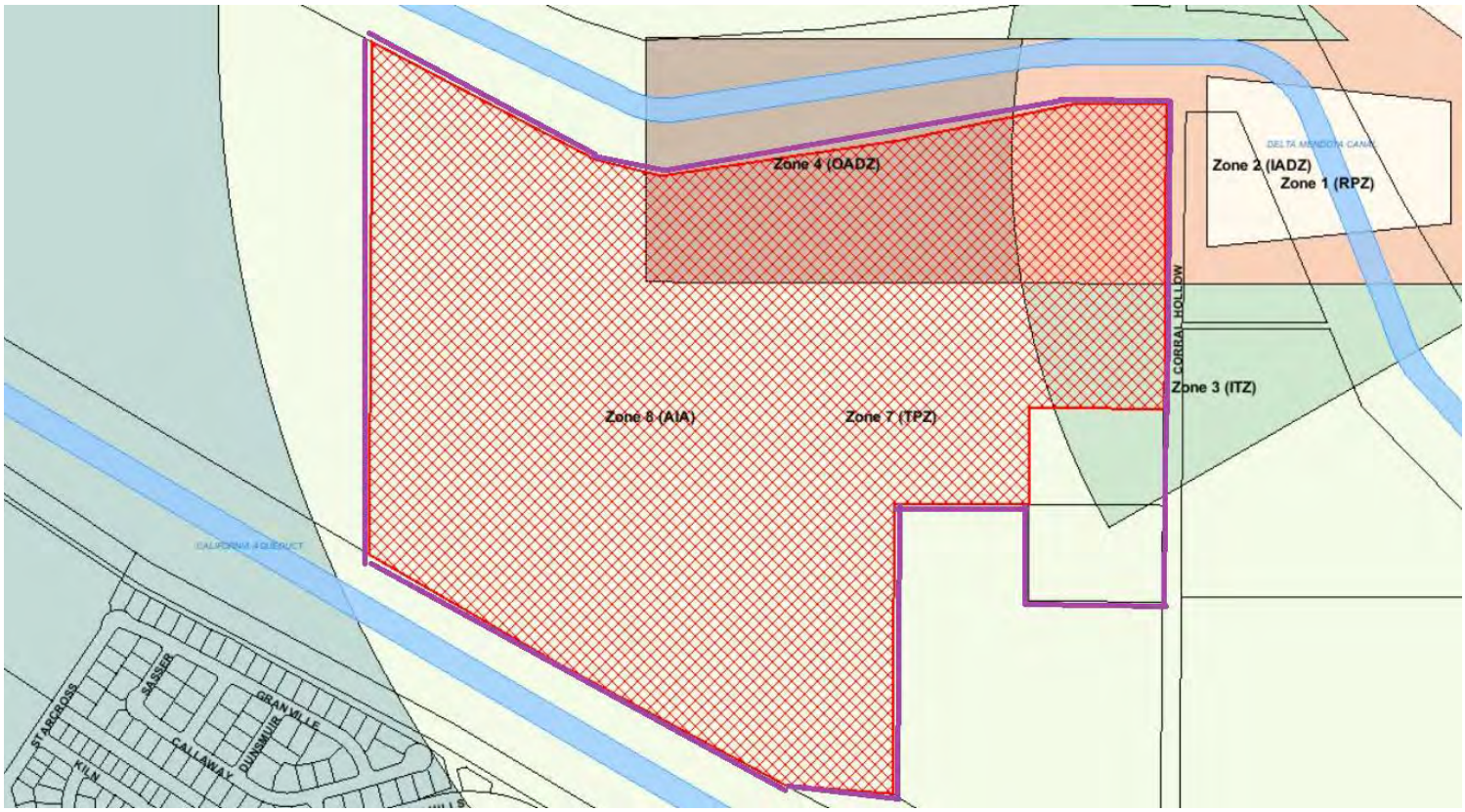
2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, https://www.ecfr.gov/cgi-bin/text-idx?SID=42d487411c933cc19a992a86b2a88e01&mc=true&node=pt14.2.77&rgn=div5 (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for any proposal for construction or alteration under the following conditions:
    a. If requested by the FAA.
    b. Any construction or alteration that is more than 200 ft. AGL at its site.
    c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
        i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
        ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
        iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take-off and landing area of a public use heliport
    d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
    e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

Thank you again for the opportunity to comment. Please contact ALUC staff Isaiah Anderson (209-235-0452 or ianderson@sjcog.org) if you have any questions or comments.

Sincerely,

Timothy Kohaya

Timothy Kohaya
Senior Regional Planner


Zone 4 (OADZ)
Zone 2 (IADZ)
Zone 1 (RPZ)
Zone 3 (ITZ)
Zone 8 (AIA)
Zone 7 (TPZ)
CORRAL HOLLOW
DELTA MENDOTA CANAL
CALIFORNIA AQUEDUCT
STARCROSS
SASSER
GRANVILLE
CALLAWAY
DUNSMUIR
KILN

Attachment D: Transportation Trip Generation Consistency Memo

Kimley»Horn

MEMORANDUM

From: Frederik Venter, Kimley-Horn and Associates

To: Scott Claar, City of Tracy

Date: June 25th, 2021 (*Revised January 4, 2022)*

Re: **Tracy Hills Commerce Center – Draft Transportation Trip Generation Consistency Analysis**

The purpose of this memorandum is to indicate the consistency of the proposed Tracy Hills Commerce Center with the traffic assumptions and supporting analysis in the previously certified Tracy Hills Supplemental Environmental Impact Report (THSP SEIR). ***The phasing of this project as the specific plan builds out was not analyzed in the EIR. Subsequently, roadway network improvements consistent with specific plan buildout EIR conditions may have to be implemented.***

1. Introduction

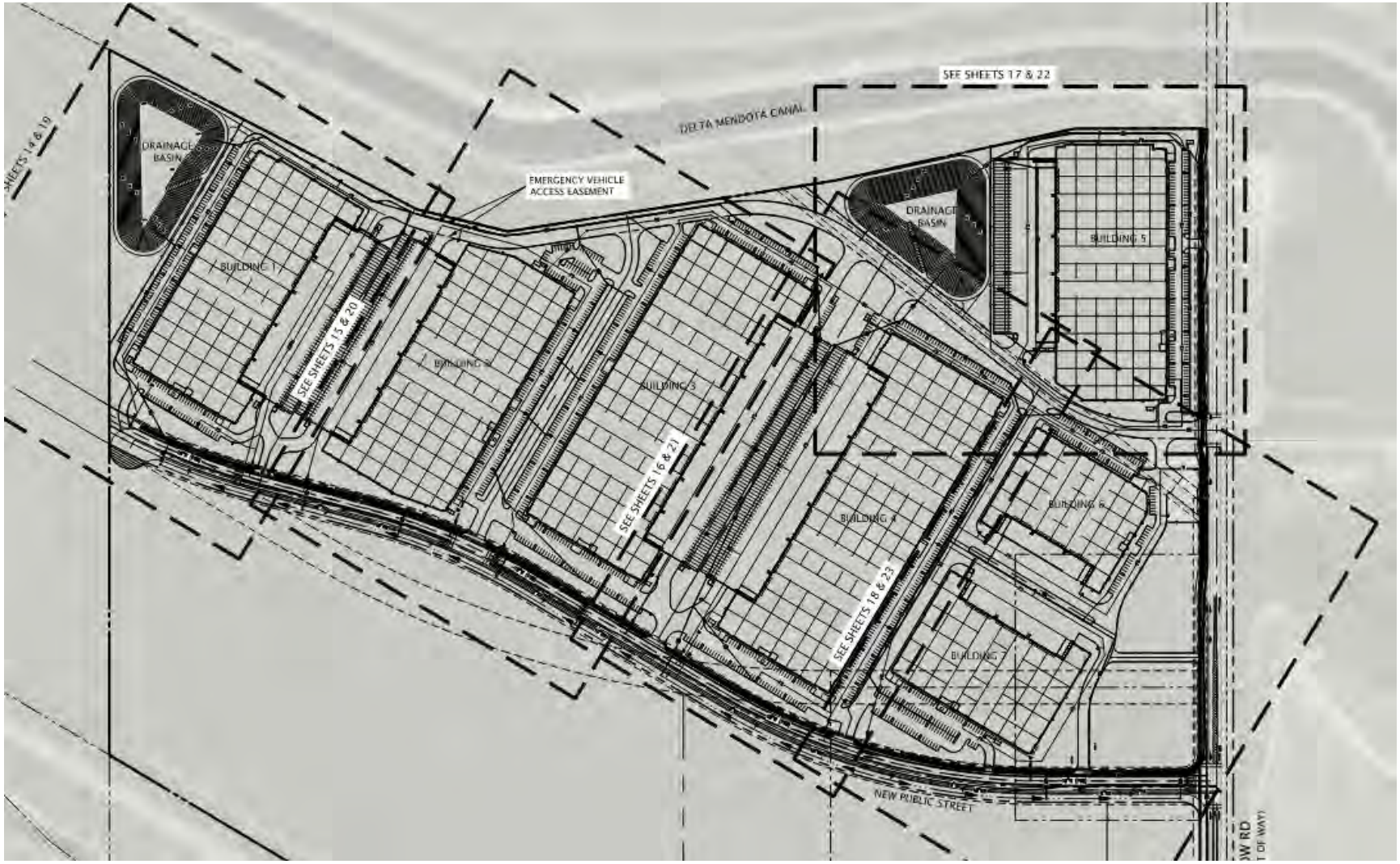
The following are the proposed Project industrial buildings for this analysis:

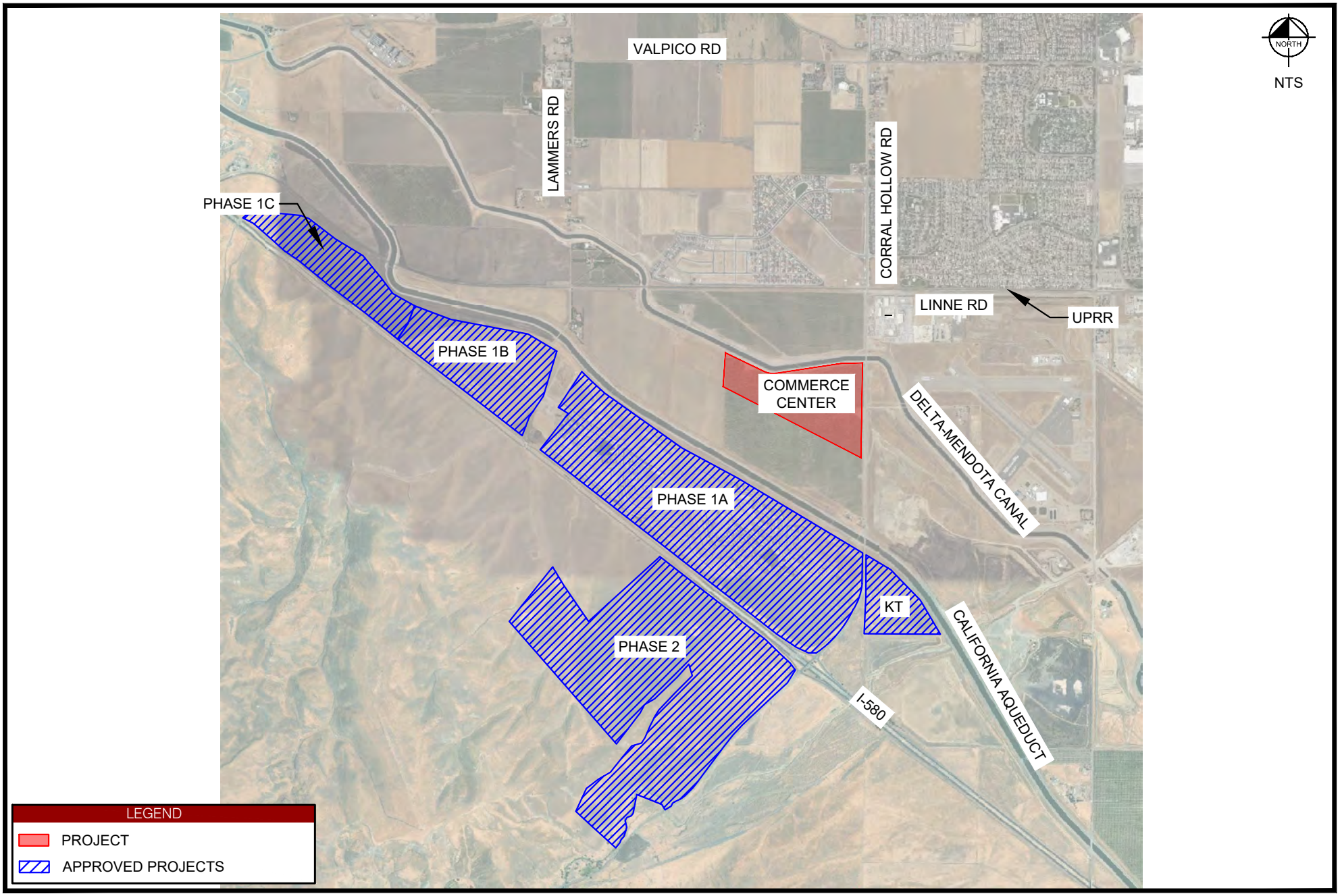
- Building 1 – 233,313 SF
- Building 2 – 274,405 SF
- Building 3 – 355,116 SF
- Building 4 – 350,896 SF
- Building 5 – 248,328 SF
- Building 6 – 117,907 SF
- Building 7 – 150,065 SF

The Project is located within the Tracy Hills Specific Plan (THSP) Area for which the THSP SEIR was certified. Following certification of the THSP SEIR, the THSP is proposed to develop in various phases, and this memorandum analyzes the Project's consistency with the THSP SEIR.

The site plan for these buildings are provided in the **Appendix** of this report. **Figure 2** shows an overview of the THSP area with the previously approved developments and proposed Project buildings shown.

Figure 1: Tracy Hills Commerce Center





Kimley»Horn

Figure 2

Project Vicinity Map & Study Intersections

January 2022

THSP Commerce Center

2. Trip Generation

A trip generation comparison between the EIR Buildout trips and the accumulation of existing, approved and Project trips was completed. The Project is anticipated to generate 295 AM peak hour trips and 571 PM peak hour trips. The approved projects plus the Project are anticipated to generate 2,349 AM peak hour trips and 4,490 PM peak hour trips.

Table 1 shows the approved and estimated Project trip generation with a comparison to the THSP SEIR trip generation.

The approved projects plus Project trip generation is less than the Tracy Hills SEIR Buildout trip generation. With the addition of the THSP Commerce Center, the cumulative trip generation, and potential impacts for all the approved and built projects in Tracy Hills would continue to be encompassed within the impacts disclosed under buildout of the THSP SEIR.

A check was also completed to confirm that the Project's trips per gross acre are in line with the THSP SEIR assumptions. Given that the SEIR trip rates are used for this analysis and that the floor area ratio (FAR) is less than SEIR assumptions (0.44 FAR for the Project versus 0.5 FAR for Other (Industrial/Warehousing) land uses per the SEIR and TMP), it can be concluded that the Project's trip generation is in accordance with SEIR assumptions.

3. Mitigation Measures

Trip generation in the was then compared to Mitigation measures provided in Table 4.13-68 of the THSP EIR. These mitigation measures are shown in **Table 2**.

Table 1 – THSP Trip Generation

Land Use[1]	ITE Land Use Code	Project Size		AM Peak Hour	PM Peak Hour
TMP Other (Industrial)	Model	-	EMP	0.17	0.33
Low/Mid Density Residential & Residential Estate	Model	-	DU	0.55	1.05
THSP Buildout[4]					
Low/Mid Density Residential & Residential Estate		6,461	DU	3,554	6,784
High Density Residential		125	DU	39	74
Retail		919	EMP	1,746	3,180
Office		701	EMP	154	295
Other (Industrial/Warehousing)		3,889	EMP	661	1,283
School[2,3]					
THSP Buildout Total				**6,154**	**11,616**
Approved Tentative Map Projects					
Low/Mid Density Residential & Residential Estate					
Phase 1A		1,137	DU	625	1,194
Village 6B		66	DU	36	69
KT		214	DU	118	225
Phase 1B		430	DU	237	452
Phase 1C		369	DU	203	387
Phase 2		1,517	DU	835	1,592
Total		**3,733**	**DU**	**2,054**	**3,919**
High Density Residential		**0**	**DU**	**0**	**0**
Retail		**0**	**EMP**	**0**	**0**
Office		**0**	**EMP**	**0**	**0**
Other (Industrial/Warehousing)		**0**	**EMP**	**0**	**0**
Approved Tentative Map Projects Total				**2,054**	**3,919**
Tracy Hills Commerce Center[5]					
Building 1		233	EMP	40	77
Building 2		274	EMP	47	90
Building 3		355	EMP	60	117
Building 4		351	EMP	60	116
Building 5		248	EMP	42	82
Building 6		118	EMP	20	39
Building 7		150	EMP	26	50
Tracy Hills Commerce Center Total		**1,729**	**EMP**	**295**	**571**
Approved TM Projects + Tracy Hills Commerce Center					
Low/Mid Density Residential & Residential Estate		3,733	DU	2,054	3,919
High Density Residential		0	DU	0	0
Retail		0	EMP	0	0
Office		0	EMP	0	0
Other (Industrial/Warehousing)		1,729	EMP	295	571
Approved TM Projects + Tracy Hills Commerce Center Total				**2,349**	**4,490**

Notes:

1. Trip generation rates and Original Approved Specific Plan Buildout trips taken from the Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report, October, 2015
2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed.
3. Per the THSP SEIR, school trips have an assumed one-hundred percent internal capture rate and were not used for the analysis.
4. The latest THSP Buildout trip generation are taken from Kimley-Horn's Tracy Hills Specific Plan Amendment for Phase 1B and 1C – Transportation Consistency Analysis Memorandum dated October 1, 2020.
5. Tracy Hills Commerce Center is classified as Other (Industrial/Warehousing) land use. Employee estimates are based on 1 employee/1,000 square feet from THSP and TMP.

Source: Kimley-Horn, January 2022

Kimley»Horn

Table 2 – THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
All Scenarios				
4.13-1a	Transit	Each tentative map approval		
4.13-1b	Transit	At issuance of each building permit		
4.13-2	Bicycle and Pedestrian	At issuance of each building permit and final map approval		
4.13-4b	***TDM***	***TDM Action Plan: 100 Employees***	***Triggered by Project***	
		Park-and-Ride: When Lammers Interchange is constructed. Applicant may pay fund up front	Not Triggered	
Tracy - Existing Plus Project 2035				
4.13-5a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	2,588 AM peak hour trips	Not Triggered	DEER process has been started
	Intersection #2: Corral Hollow Road / I-580 WB Ramps	2,588 AM peak hour trips	Not Triggered	DEER process has been started
	Intersection #3: Corral Hollow Road / Spine Road	First building permit	Previously Triggered	Signalized intersection constructed
	Intersection #4: Corral Hollow Road / Linne Road	469 AM peak hour trips	Previously Triggered	Signalized intersection is currently being designed
	Intersection #5: Tracy Boulevard / Linne Road	***469 AM peak hour trips***	***Previously Triggered***	***Design process has not been started***
	Intersection #7: Corral Hollow Road / Valpico Road	First building permit	Previously Triggered	Signalized intersection is currently being designed
	Intersection #9: Corral Hollow Road / New Schulte Road	***First building permit***	***Previously Triggered***	***Design process has not been started (Mitigation responsibility is with City of Tracy)***
	Intersection #10: Lammers Road / Old Schulte Road	First building permit	Previously Triggered	Signal and NBL constructed
	Intersection #23: Internal Intersection on S. Tracy Hills Road	At issuance of the first building permit for VTM and development of this area of the project	Previously Triggered	Constructed
4.13-5b	Corral Hollow Road b/w S. Tracy Hills and Golden Leaf Lane and Lammers Road between I-580 and Kimball High School	2,588 AM peak hour trips	Not Triggered	
Tracy - Existing Plus Project Buildout				
4.13-6a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	2,588 AM peak hour trips	Not Triggered	
	Intersection #2: Corral Hollow Road / I-580 WB Ramps	2,588 AM peak hour trips	Not Triggered	
4.13-6b	All impacted Roadways	2,588 AM peak hour trips	Not Triggered	

Table 2 (Cont.) – THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
Tracy - Cumulative Plus Project 2035				
4.13-7a	***Intersection #35: Linne Road / MacArthur Drive***	***First building permit***	***Previously Triggered***	***Design process has not been started***
4.13-7b	All impacted roadways	Pay all applicable fee at issuance of each building permit		
Tracy - Cumulative Plus Project Buildout				
4.13-8b	All Impacted Roadways	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
4.13-8c	Caltrans Freeway	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
4.13-8d	Site Specific Roadways	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
Livermore - Existing Plus Project Buildout				
4.13-9a	Intersection #L1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L.3: Concannon Boulevard / Livermore Avenue			
	Intersection #L5: Isabel Avenue / Vallecitos Road			
4.13-9b	All Impacted Roadways			
4.13-9c	All Impacted Freeways			
Livermore – Cumulative 2040 Plus Project Buildout				
4.13-10a	Intersection #L1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L4: Isabel Avenue/Concannon Boulevard			
4.13-10b	All Impacted Roadways			
4.13-10c	All Impacted Freeways			
Tracy & Livermore - Existing Plus Project Phase 1A				
4.13-14a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	AWSC at 196 / Signal at 832 PM peak hour trips	Previously Triggered	DEER process has been started
	Intersection #3: Corral Hollow Road / Spine Road	First occupancy permit	Previously Triggered	Signalized intersection constructed
	Intersection #4: Corral Hollow Road / Linne Road	396 PM peak hour trips	Previously Triggered	Signalized intersection is currently being designed
	Intersection #5: Tracy Blvd / Linne Road	469 PM peak hour trips	Previously Triggered	Turn lanes constructed
4.13-14b	Corral Hollow Road b/w I-580 and Linne Road	First building permit	Previously Triggered	Intersection upgrades in progress
4.13-14d	THSP Phase 1a Roadway Surrounding School	First building permit	Previously Triggered	Construction in progress

Table 2 (Cont.) – THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
Existing Plus Project Phase 1A				
4.13-15a	Intersection #L.1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L5: Isabel Avenue / Vallecitos Road			
4.13-15b	All Impacted Roadways	Pay all applicable fee at issuance of each building permit		
4.13-15c	All Impacted Freeways	Pay all applicable fee at issuance of each building permit		
4.13-15e	Temporary School Off-Site (Tom Hawkins ES)	First student	Not Triggered	
4.13-15f	Temporary On-site School Building	When Phase 1a modular school opens	Not Triggered	
4.13-15g	Corral Hollow Road	2,588 AM peak hour trips	Not Triggered	

Notes:

1. Triggers and Mitigations provided in Table 4.13-68 in Section 4.13 of the THSP Final and Draft EIR
2. Impacts triggered by the Project are in ***bold italics.***

4. Appendix

A.1 – Vesting Tentative Map

RECEIVED
September 30, 2021
City of Tracy
Development Services

VESTING TENTATIVE SUBDIVISION MAP

LEGAL DESCRIPTION

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF SAN JOAQUIN, CITY OF TRACY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

PARCEL 1 AND PARCEL 2, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL TWO:

PARCEL 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PARCEL THREE:
THE EAST 203 ACRES OF THE FOLLOWING DESCRIBED PROPERTY (THE WEST LINE OF SAID EAST 203 ACRES BEING PARALLEL TO THE EAST LINE OF SAID SECTION 7;

BEING A PORTION OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 5 EAST, MOUNT DIABLO BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30 FEET AND SOUTH 89° 47' WEST 30 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD, AND PARALLEL TO AND 30 FEET WEST OF THE EAST LINE OF SAID SECTION 7, TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA-MENDOT ACANAL, AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT 6 COURSES, AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.3 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,600.51 FEET; AND
6) NORTH 66° 47' WEST, 475.89 FEET;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 7° 13' WEST 2,026.34 FEET; THENCE SOUTH 20° 21' EAST 76 FEET; THENCE NORTH 89° 19' EAST 27.16 FEET; THENCE SOUTH 26° 58' EAST 579.79 FEET; THENCE NORTH 69° 13' EAST 398.19 FEET; THENCE SOUTH 44° 17' EAST 445.6 FEET; THENCE SOUTH 52° 39' EAST 605.99 FEET; THENCE SOUTH 63° 24' EAST 670.76 FEET; THENCE SOUTH 86° 05' EAST 1,280.33 FEET; THENCE SOUTH 58° 44' EAST 1,254.49 FEET; THENCE NORTH 89° 47' EAST 50.77 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF CONVEYED TO THE STATE OF CALIFORNIA FOR THE CALIFORNIA AQUEDUCT IN DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230.

NOTE: THE WESTERLY BOUNDARY LINE OF THE PREMISES HAS BEEN DEFINED OF RECORD IN QUITCLAIM DEEDS RECORDED JUNE 30, 1966 IN BOOK 3060 OF OFFICIAL RECORDS, PAGES 175 AND 177, AND IS DESCRIBED AS FOLLOWS:
NOTE:
COMMENCING AT A POINT ON THE WEST LINE OF CORRAL HOLLOW ROAD, SAID POINT LYING NORTH 0° 13' WEST 30.00 FEET AND SOUTH 89° 47' WEST 30.00 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 7; THENCE NORTH 0° 13' WEST 3,508.47 FEET ALONG THE EAST LINE OF CORRAL HOLLOW ROAD AND PARALLEL TO AND 30.00 FEET WEST OF THE EAST LINE OF SAID SECTION 7 TO A POINT ON THE SOUTH LINE OF THE UNITED STATES DEPARTMENT OF INTERIOR RIGHT OF WAY FOR THE DELTA-MENDOTA CANAL, AS RECORDED IN BOOK 1107 OF OFFICIAL RECORDS, PAGE 303; THENCE ALONG SAID CANAL RIGHT OF WAY FOR THE NEXT FIVE COURSES AS FOLLOWS:

1) SOUTH 89° 46' WEST 392.34 FEET;
2) SOUTH 77° 34' WEST 732.30 FEET;
3) SOUTH 80° 57' WEST 985.27 FEET;
4) NORTH 76° 36' WEST 279.66 FEET;
5) NORTH 62° 49' WEST 1,031.69 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE;

THENCE LEAVING SAID CANAL RIGHT OF WAY SOUTH 0° 13' EAST 1,962.67 FEET, MORE OR LESS, TO THE TERMINATION OF SAID LINE, BEING THE NORTHWESTERLY CORNER OF THE PROPERTY AS CONVEYED BY CHARLES SPATAFORE, SR., ET AL, TO THE STATE OF CALIFORNIA BY DEED RECORDED AUGUST 16, 1963 IN BOOK 2722 OF OFFICIAL RECORDS, PAGE 230, AND BEING ALSO THE NORTHEASTERLY CORNER OF THE PROPERTY AS CONVEYED BY MAURICE G. VIEIRA, JR., ET UX, TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 9, 1963 IN BOOK 2677 OF OFFICIAL RECORDS, PAGE 204.

EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO CITY OF TRACY, A MUNICIPAL CORPORATION, IN THE DEED RECORDED DECEMBER 1, 2017 IN OFFICIAL RECORDS AS DOCUMENT NO. 2017-140487.

EXCEPTING THEREFROM PARCELS 1, 2 AND 3, AS SHOWN AND DESIGNATED ON THAT CERTAIN MAP FILED FOR RECORD NOVEMBER 21, 2019 IN BOOK 26 OF PARCEL MAPS AT PAGE 153, SAN JOAQUIN COUNTY RECORDS.

PROJECT DATA

OWNER/DEVELOPER:

RIDGELINE PROPERTY GROUP, LLC
ATTN: STEVE ARTHUR
915 HIGHLAND POINTE DRIVE, SUITE 250
ROSEVILLE, CA, 95678
916-284-3245

CIVIL ENGINEER:

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
ATTN: MICHAEL BASSILIOS
2580 COLLIER CANYON ROAD
LIVERMORE, CA 94551
925-245-8788

GEOTECHNICAL ENGINEER:

WALLACE-KUHL & ASSOCIATES
ATTN: MATTHEW MOYNEUR
3422 W. HAMMER LANE #D
STOCKTON, CA 95219
209-234-7722

ASSESSOR'S PARCEL NUMBER

253-020-160
253-020-170
253-020-180
253-020-190

SITE ADDRESS

VACANT LAND ON THE WESTERLY SIDE OF CORRAL HOLLOW, BOUND ON THE NORTH BY THE DELTA MENDOTA CANAL AND BOUND ON THE SOUTH BY THE CALIFORNIA AQUEDUCT

SITE AREA

8,438,438 SQUARE FEET OR 193.7199 ACRES, MORE OR LESS

EXISTING LAND USE

(THSP) TRACY HILLS SPECIFIC PLAN – LIGHT INDUSTRIAL

EXISTING LAND USE

GENERAL AGRICULTURE

PROPOSED LAND USE

LIGHT INDUSTRIAL

DIMENSIONS

ALL DIMENSIONS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN AND MAPPING.

PHASING

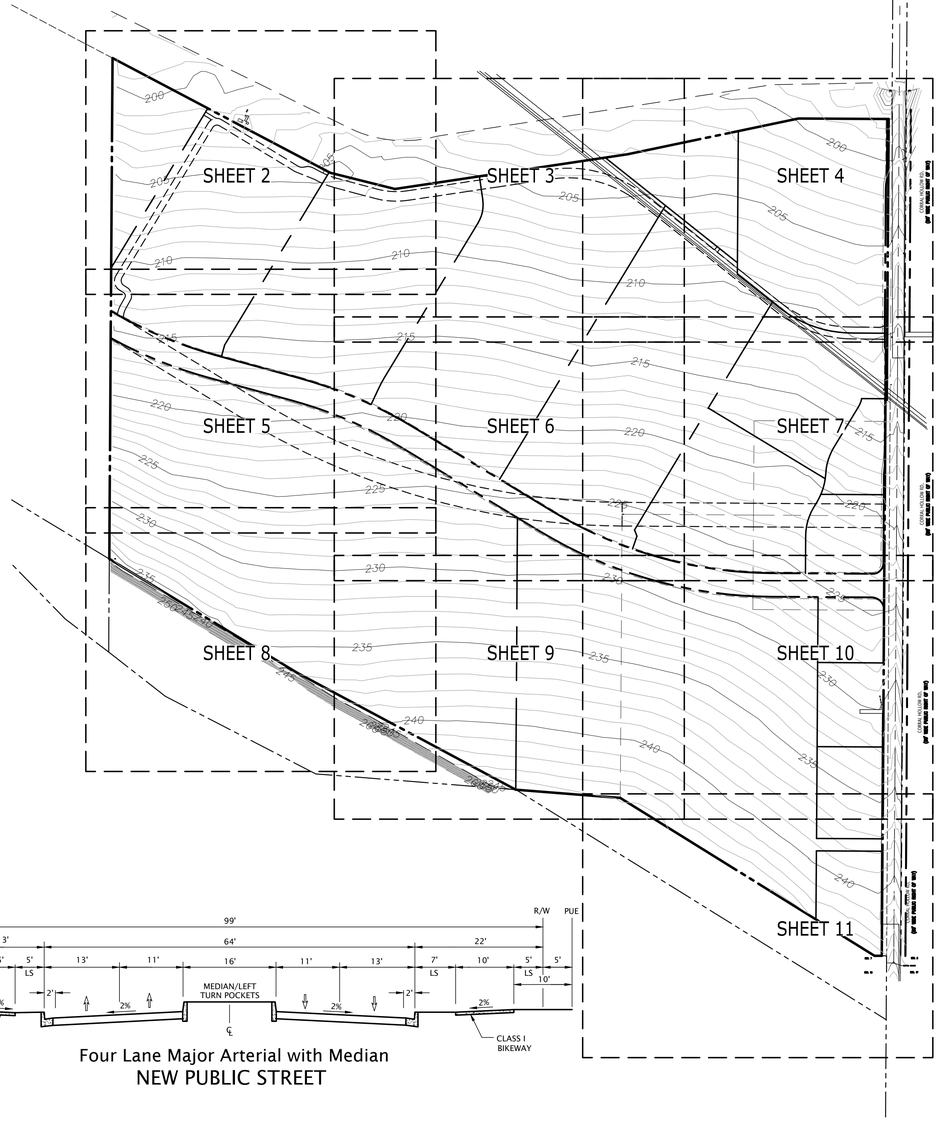
TWO PHASES OF DEVELOPMENT

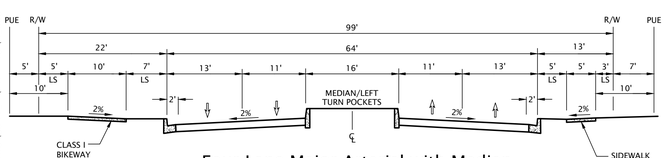
SOURCE OF TOPOGRAPHIC INFORMATION:

TOPOGRAPHY SHOWN ON THIS MAP IS BASON ON FIELD WORK PERFORMED BY KIER & WRIGHT ON AUGUST 20, 2020

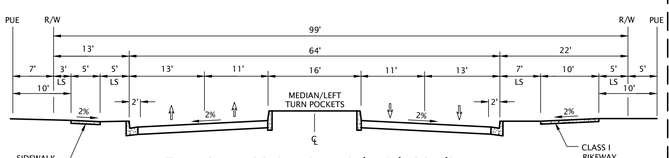
LEGEND

PROPOSED	EXISTING	
		ASPHALT BERM
		BLOCK/RETAINING WALL
		BUILDING LINE
		CENTER LINE
		CONCRETE CURB
		CONCRETE CURB CUT
		CONCRETE CURB & GUTTER
100	100	CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
E	E	ELECTRIC LINE
FS	FS	FIRE SERVICE & VALVE
FO	FO	FIBER OPTICS LINE
		FLUSH CONCRETE CURB
		FENCE LINE
G	G	GAS LINE-VALVE & METER
GB	GB	GRADE BREAK LINE
		GUARD RAIL
JT	JT	JOINT TRENCH LINE
		LOT LINE
		MONUMENT/MONUMENT/SECTION LINE
OH	OH	OVERHEAD POWER LINE
PERF. PIPE		PERFORATED STORM DRAIN PIPE
		PROPERTY LINE
RWL	RWL	RAINWATER LEADER
R	R	RIDGE LINE
SS	SS	SANITARY SEWER-MANHOLE & CLEANOUT
		SIDEWALK
SD	SD	STORM DRAIN-MANHOLE & CATCH BASIN
T	T	TELEPHONE LINE
		THRU CURB DRAIN
W	W	WATER LINE & VALVE
		BACKFLOW PREVENTION DEVICE
		ELECTROLIER
		WALK-BOLLARD LIGHT
		FIRE HYDRANT
		POST INDICATOR VALVE
		POWER POLE/JOINT POLE
+ 100.00	+ 100.00	SPOT ELEVATION
T	T	TRANSFORMER
		TRAFFIC SIGN
		TREE
		UTILITY BOX
AD	AD	AREA DRAIN
ARV	ARV	AIR RELEASE VALVE
ASR	ASR	AUTOMATIC SPRINKLER RISER
AVP	AVP	AIR VALVE POST
BFPD	BFPD	BACKFLOW PREVENTION DEVICE
BW	BW	BACK OF WALK
BOV	BOV	BLOWOFF VALVE
BLDG	BLDG	BUILDING
BL	BL	BUILDING LINE
CB	CB	CATCH BASIN
CATVB	CATVB	CABLE TELEVISION BOX
CTB	CTB	CALTRANS BOX
COTG	COTG	CLEANOUT TO GRADE
C	C	CONCRETE
DDCV	DDCV	DOUBLE DETECTOR CHECK VALVE
DR	DR	DOOR
DS	DS	DOWN SPOUT
DIP	DIP	DUCTILE IRON PIPE
EB	EB	ELECTRIC BOX
ETS	ETS	ELECTROLYSIS TEST STATION
ESMT	ESMT	EASEMENT
EW	EW	EDGE OF WALK
FB	FB	FACE OF BERM
FC	FC	FACE OF CURB
FW	FW	FACE OF WALL
FF	FF	FINISHED FLOOR
FL	FL	FLOW LINE
FH	FH	FIRE HYDRANT
FOM	FOM	FIBER OPTICS MARKER
GLM	GLM	GAS LINE MARKER
GM	GM	GAS METER
GV	GV	GAS VALVE
GB	GB	GRADE BREAK
GA	GA	GUY ANCHOR
HP	HP	HIGH POINT
IE	IE	INVERT ELEVATION
IB	IB	IRRIGATION BOX
JP	JP	JOINT POWER POLE
LP	LP	LOW POINT
LT	LT	LIGHT
OF	OF	OVERFLOW
OD	OD	OVERFLOW DRAIN
PBMH	PBMH	PAC BELL MANHOLE
P.V.	P	PAVEMENT
POC	POC	POINT OF CONNECTION
PIV	PIV	POST INDICATOR VALVE
PP	PP	POWER POLE
RWL	RWL	RAINWATER LEADER
RVP	RVP	RELEASE VALVE POST
R	R	RIDGE
RE	RE	RIM ELEVATION
RD	RD	ROOF DRAIN
SSCO	SSCO	SANITARY SEWER CLEANOUT
SSMH	SSMH	SANITARY SEWER MANHOLE
SMH	SMH	SPRINT MANHOLE
SM	SM	SPRINT MARKER
SL	SL	STREET LIGHT
SLB	SLB	STREET LIGHT BOX
SDJB	SDJB	STORM DRAIN JUNCTION BOX
SDMH	SDMH	STORM DRAIN MANHOLE
SWL	SWL	SWALE
TB	TB	TELEPHONE BOX
TMH	TMH	TELEPHONE MANHOLE
TSB	TSB	TRAFFIC SIGNAL BOX
TSP	TSP	TRAFFIC SIGNAL POLE
TB	TB	TOP OF BERM
TC	TC	TOP OF CURB
TW	TW	TOP OF WALL
T	T	TRANSFORMER
TE	TE	TRASH ENCLOSURE
WB	WB	WATER BOX
WM	WM	WATER METER
WV	WV	WATER VALVE
		CONCRETE

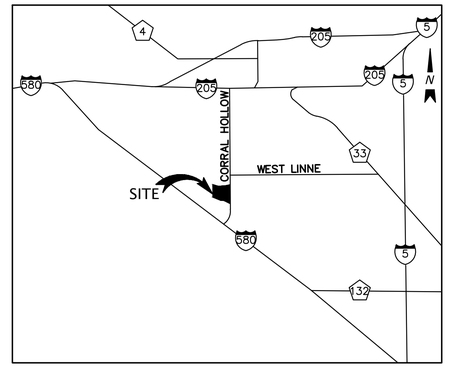




Four Lane Major Arterial with Median
CORRAL HOLLOW RD



Four Lane Major Arterial with Median
NEW PUBLIC STREET



VICINITY MAP

NOT TO SCALE

CITY ENGINEER'S STATEMENT

I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVIEWED FOR COMPLIANCE WITH THE REQUIREMENTS OF THE TRACY MUNICIPAL CODE AND THE SUBDIVISION MAP ACT AS TO FORM AND CONTENT.

CITY ENGINEER _____ DATE _____

PLANNING COMMISSION FILING CERTIFICATE

TENTATIVE MAP FILED THIS _____ DAY OF _____ 20__ IN THE OFFICE OF THE TRACY PLANNING COMMISSION, TRACY, CALIFORNIA. ACCOMPANIED WITH THE APPROPRIATE FILING FEES. THIS CERTIFICATE DOES NOT DEEM THIS APPLICATION COMPLETE.

CITY COUNCIL STATEMENT

I HEREBY CERTIFY THAT THE CITY COUNCIL OF TRACY HAS CONDITIONALLY APPROVED THIS TENTATIVE MAP ON _____ BY RESOLUTION NO. _____.

CITY CLERK _____ DATE _____

NOTES

1. THIS PLOT WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE INSURANCE COMPANY, DATED MARCH 1, 2021, ORDER NUMBER 1231002229-DC. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.

2. PURSUANT TO SECTION 66424.5 OF THE SUBDIVISON MAP ACT, THIS MAP NEED NOT BE BASED ON AN ACCURATE OR DETAILED FINAL SURVEY OF THE PROPERTY

3. BENCHMARK: 3" BRASS DISK WITH PUNCH STAMPED "L1259 1974", 35 FEET WEST OF CORRALL ROAD, 23 FEET NORTH OF NORTHERLY AQUEDUCT ROAD.

   ELEVATION = 250.25 (DATUM = CITY OF TRACY, 1988 NAVD)

4. BASIS OF BEARINGS:
   THE BEARING OF SOUTH 00° 22' 08" WEST TAKEN ON THE SECTION LINE OF CORRAL HOLLOW AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 21, 2019, IN BOOK 26 OF PARCEL MAPS AT PAGE 153, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

   ALL DISTANCES ARE GROUND DISTANCES UNLESS OTHERWISE NOTED; MULTIPLY BY 0.9999388 TO OBTAIN GRID DISTANCES

5. ANY PRIVATE UTILITY AND ACCESS EASEMENTS THAT WILL BE REQUIRED WILL BE RECIPROCAL AGREEMENTS RECORDED CONCURRENTLY WITH THE PARCEL MAP.

6. THE AVIATION ZONES FOR THE TRACY MUNICIPAL AIRPORT HAVE BEEN SHOWN PER THE COUNTYWIDE AIRPORT LAND USE COMPATIBILITY PLAN DATED AS OF JUNE 25, 2009 AND AMENDED JANUARY 2018, PROVIDED TO KIER AND WRIGHT ON AUGUST 28, 2020 BY HP ARCHITECTS.

SHEET INDEX

1	COVER SHEET
2	EXISTING CONDITIONS
3	EXISTING CONDITIONS
4	EXISTING CONDITIONS
5	EXISTING CONDITIONS
6	EXISTING CONDITIONS
7	EXISTING CONDITIONS
8	EXISTING CONDITIONS
9	EXISTING CONDITIONS
10	EXISTING CONDITIONS
11	EXISTING CONDITIONS
12	LOTTING PLAN
13	OVERALL SITE PLAN
14	CONCEPTUAL GRADING PLAN
15	CONCEPTUAL GRADING PLAN
16	CONCEPTUAL GRADING PLAN
17	CONCEPTUAL GRADING PLAN
18	CONCEPTUAL GRADING PLAN
19	CONCEPTUAL UTILITY PLAN
20	CONCEPTUAL UTILITY PLAN
21	CONCEPTUAL UTILITY PLAN
22	CONCEPTUAL UTILITY PLAN
23	CONCEPTUAL UTILITY PLAN
24	SECTIONS

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR THE CORRECTION OF ERRORS OR OMISSIONS CONTAINED IN THESE PLANS DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS PUBLIC INTERESTS REQUIRE THAT THE CITY ENGINEER SHALL HAVE THE POWER TO REQUIRE CHANGES OF THESE PLANS DURING THE COURSE OF CONSTRUCTION. THE CITY ENGINEER SHALL HAVE THE POWER TO REQUIRE CHANGES OF THESE PLANS DURING THE COURSE OF CONSTRUCTION. IN ADDITION, SAID ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES AS HE DEEMS NECESSARY TO CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF TRACY. THE CITY ENGINEER SHALL HAVE THE POWER TO REQUIRE CHANGES AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSILIOS
No. 71814
Exp. 9-30-23
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2580 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
COVER SHEET

SHEET 1 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:05:51 AM cwilkins

DELTA MENDOTA CANAL

Top

END 3/4"IP

Barbed Wire Fence

451.73'

N62°12'28"W 1031.77'

575.01'

PARCEL EIGHT

LANDS OF VIEIRA
2003-0111338 O.R.

880.05'

S37°11'34"W 782.54'

180.39'

200

205

210

SURVEYED REMAINDER
26 PM 153
APN: 253-020-190

PARCEL ONE

PARCEL TWO

N76°00'52"W 279.62'

5.03'

SEE SHEET 3

SEE SHEET 5

NORTH

0 25 50 100 150

Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY OF TRACY, THE DEVELOPER SHALL ENTER INTO A SUBDIVISION IMPROVEMENT AGREEMENT WITH THE CITY OF TRACY, A CORPORATION OF THE STATE OF CALIFORNIA. THE AGREEMENT SETS FORTH DETAILS OF THE CITY'S REQUIREMENTS FOR IMPROVEMENTS TO BE CONSTRUCTED BY THE DEVELOPER. IF THE CITY ENGINEER SHALL HAVE THE MANNER IN WHICH THE SAME IS TO BE MADE, IF NO COST TO THE CITY, APPROVED AS TO THE PLANS SUBMITTED THEREIN. APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL T. BASSETTI
No. 71814
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2850 Collier Canyon Road
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www.kierwright.com

REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 2 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:08:45 AM cwilkins
Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:08:45 AM cwilkins

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY ENGINEER, THE DEVELOPER SHALL EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND FURNISH SECURITY IN ACCORDANCE WITH THE PROVISIONS OF THE SUBDIVISION ORDINANCE OF THE CITY OF TRACY. IN THE EVENT THAT ANY PART THEREOF OF THE CITY OF TRACY STANDARD SPECIFICATIONS AND DRAWINGS, OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE MANNER IN WHICH THE SAME IS TO BE MADE, IF NO COST TO THE CITY, APPROVED AS TO THE MATERIALS TO BE USED IN THE IMPROVEMENTS SUBMITTED THEREIN, APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
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SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 3 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY MAPPING\A20651-TM.dwg 9-27-21 10:09:03 AM cwilkins
Z:\2020\A20651\DWG\SURVEY MAPPING\A20651-TM.dwg 9-27-21 10:09:03 AM cwilkins

DELTA MENDOTA CANAL

Top

199.24 TOP

197.61 TOP

195.97 NOM. END

194.44 NOM. END

N89°38'52"W 378.36'

S78°09'08"W 732.34'

474.88'

257.46'

94.36'

10' PG&E EASEMENT
BK 1256 OR 101

10' PG&E EASEMENT
BK 1256 OR 101

322.55'

S11°30'39"E 708.48'

385.93'

S0°22'04"W 600.64'

552.33'

PROPOSED 6.0' ROADWAY DEDICATION

PARCEL NINE

SURVEYED REMAINDER
26 PM 153
APN: 253-020-190

PARCEL FIVE

PARCEL FOUR

48.30'

S89°37'56"E
147.42'

S11°30'39"E 221.05'

187.46'

R=500.00'
D=38°07'17"
L=332.67'

14' I.O.D.
26 PM 153

CORRAL HOLLOW RD.
(80' WIDE PUBLIC RIGHT OF WAY)

SEE SHEET 3

SEE SHEET 7

LEGEND

	CENTERLINE
100	MAJOR CONTOUR LINE
101	MINOR CONTOUR LINE
	EASEMENT LINE
	EDGE OF PAVEMENT
X X X	FENCE LINE
FO	FIBER OPTICS LINE
G GM	GAS LINE-VALVE & METER
JT	JOINT TRENCH LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
OH	OVERHEAD POWER LINE
	PROPERTY LINE
SS MH	SANITARY SEWER LINE-MANHOLE & CLEANOUT
100.00	SPOT ELEVATION
SD	STORM DRAIN LINE-MANHOLE & CATCH BASIN
T	TELEPHONE LINE
W	WATER LINE & VALVE
BM/TBM	BENCHMARK/TEMPORARY BENCHMARK
	GUY ANCHOR
	IRON PIPE FOUND
	NAIL FOUND
	POWER POLE/JOINT POLE
	REBAR FOUND
	TRAFFIC SIGN
	UTILITY BOX
	UTILITY LINE MARKER
	WATER VALVE
BD	BRASS DISK
BEG	BEGIN
BLRD	BOLLARD
BX	BOX
CAB	CABINET
CL	CENTER LINE
CTV	CABLE TV LINE
CTVB	CABLE TV BOX
DYLT	DAYLIGHT
E	EAST
EB	ELECTRIC BOX
EL	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
FND	FOUND
FO	FIBER OPTICS
FW	FACE OF WALL
GLM	GAS LINE MARKER
GV	GAS VALVE
(G)	GRID DISTANCE
GAS	GAS LINE
GB	GRADE BREAK
GLM	GAS LINE MARKER
GUY	GUY ANCHOR
GV	GAS VALVE
HDWL	HEADWALL
IE	INVERT ELEVATION
IP	IRON PIPE
JP	JOINT POWER POLE
MON	MONUMENT
N	NORTH
NE	NORTH EAST
O.R.	OFFICIAL RECORD
PG&E	PACIFIC GAS & ELECTRIC
PM	PARCEL MAP
PP	POWER POLE
RCP	REINFORCED CONC. PIPE
RE	RIM ELEVATION
S	SOUTH
SE	SOUTH EAST
SSMH	SANITARY SEWER MANHOLE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP
UB	UNKNOWN UTILITY BOX
W	WEST
WB	WATER BOX
WL	WATER LINE
WM	WATER METER
WV	WATER VALVE

NORTH

0 25 50 100 150
Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED IMPROVEMENTS ARE NOT COMPLETED WITHIN THE TIME SPECIFIED IN THE SUBDIVISION IMPROVEMENT AGREEMENT, THE CITY OF TRACY RESERVES THE RIGHT TO REQUIRE THE SUBDIVIDER OR CORPORATION OR THE SURETY COMPANY GUARANTEEING THE PERFORMANCE OF THE SUBDIVISION IMPROVEMENT AGREEMENT TO COMPLETE THE IMPROVEMENTS AS SHOWN ON THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO APPROVE MINOR CHANGES IN THE PLANS AND SPECIFICATIONS. ANY CHANGES SHALL BE MARKED IN RED ON THE PLANS. IN WHICH CASE AS TO BE MADE, IF NO COST TO THE CITY, APPROVED AS TO FORM AND PROCEDURE BY THE CITY ATTORNEY'S OFFICE. APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

TRACY
Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITIAN
No. 71814
Exp. 12-31-21
CIVIL
STATE OF CALIFORNIA

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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB	DRAWN BY: RS	CHECKED BY:	SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 4 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:09:13 AM cwilkins

SEE SHEET 2

PARCEL ONE

PARCEL TWO

SURVEYED REMAINDER
26 PM 153
APN: 253-020-190

REMAINDER PARCEL

REMAINDER PARCEL

LANDS OF VIEIRA
2003-0H338 O.R.

S0°22'08"W 2100.42'
113.43'
180.39'
214.89
Barbed Wire Fence
926.55'
Barbed Wire Fence

R=1800.50'
D=15°06'19"
L=474.68'

28.32'

S15°20'56"W
51.39'

R=1899.50'
D=13°23'23"
L=443.91'

N74°39'04"W 365.65'

337.33'

N74°39'04"W 365.65'

PROPOSED 99.0' ROADWAY EASEMENT

APPROXIMATE 90'± WIDE FOAL LANE MAJOR ARTERIAL WITH MEDIAN PER TRACY HILLS SPECIFIC PLAN

R=500.00'
D=6°07'09"
L=53.40'

D=9°43'29" L=322.40'

R=1899.50' D=15°50'38" L=525.27'

S25°04'25"W
73.27'

D=6°07'09" L=202.86'

R=1800.50' D=15°50'38" L=497.89'

S37°11'54"W 756.77'

215

220

225

230

0 25 50 100 150
Scale 1" = 50'

NORTH

SEE SHEET 6

SEE SHEET 8

CITY OF TRACY

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ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

TRACY
Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITIAN
No. 71814
Exp. 12-31-21
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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET
5
OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:09:25 AM cwilkins
Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:09:24 AM cwilkins

SEE SHEET 3

NORTH

0 25 50 100 150

Scale 1" = 50'

215

R=500.00'
D=6°07'09"
L=53.40'

PARCEL TWO

PARCEL FOUR

S25°04'25"W
73.27'

R=1899.50' D=15°50'38" L=525.27'

D=6°07'09" L=202.86

220

PARCEL THREE

SURVEYED REMAINDER
26 PM 153
APN: 253-020-190

S37°11'34"W 1341.97'

R=1500.50' D=15°50'38" L=497.89'

SEE SHEET 5

S38°48'26"E 678.04'

420.86'

PROPOSED 5.0' PUBLIC UTILITIES EASEMENT

APPROXIMATE 99.0' FUTURE FOUR LANE MAJOR ARTERIAL WITH MEDIAN PER TRACY HILLS SPECIFIC PLAN

S38°48'26"E 678.04'
568.45'

PROPOSED 99.0' ROADWAY

PROPOSED 7.0' PUBLIC UTILITIES EASEMENT

257.18'

225

REMAINDER PARCEL

N21°17'58"W
28.45'

D=11°52'42" L=373.27

N19°18'52"E
56.92'

109.59'

R=1800.50' D=30°49'26" L=968.63'

R=1899.50' D=

SEE SHEET 7

SEE SHEET 9

230

CITY OF TRACY

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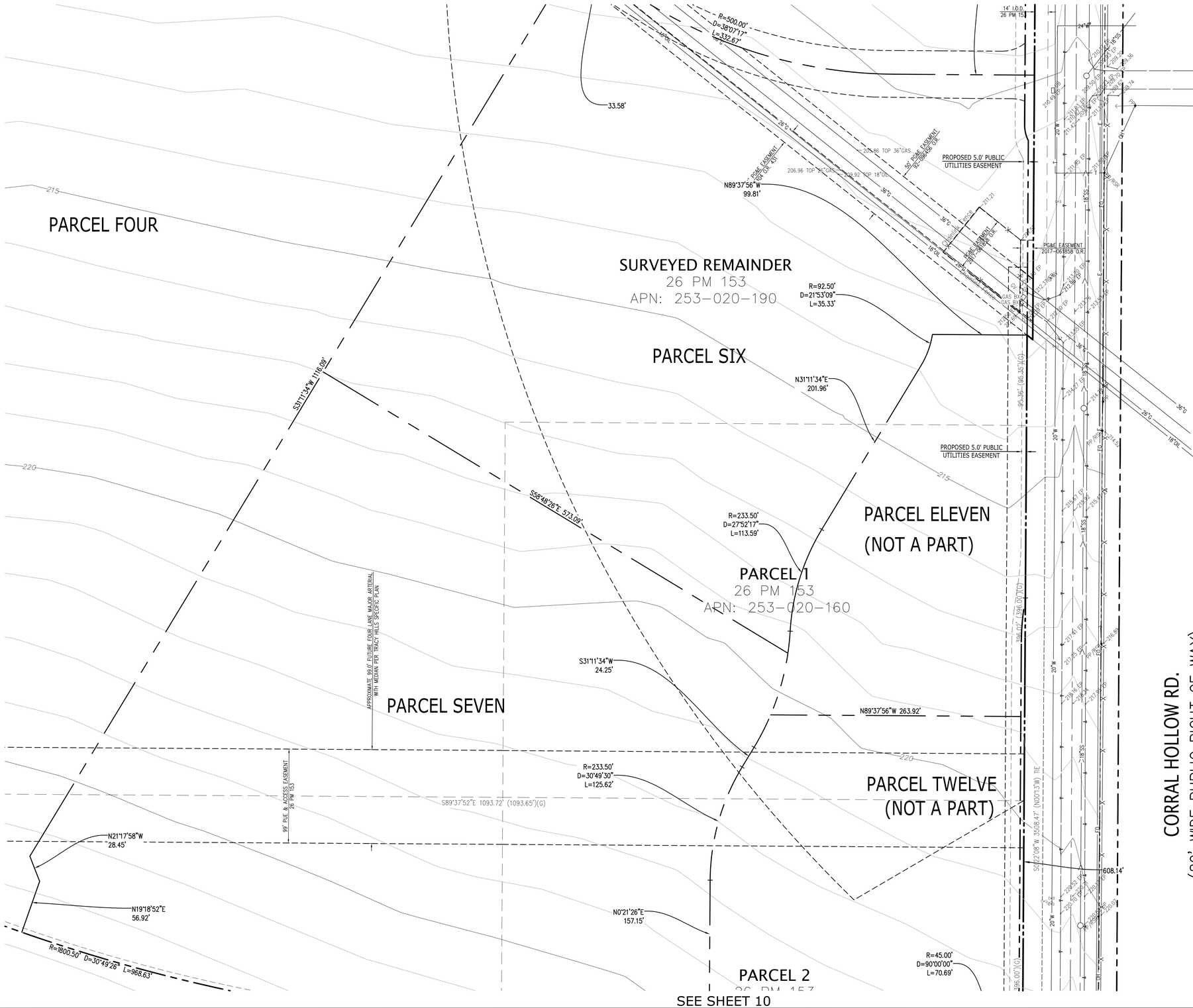
SEE SHEET 4



NORTH

0 25 50 100 150

Scale 1" = 50'

LEGEND

	CENTERLINE
100 / 101	MAJOR CONTOUR LINE / MINOR CONTOUR LINE
	EASEMENT LINE
	EDGE OF PAVEMENT
FENCE	FENCE LINE
FO	FIBER OPTICS LINE
GAS GM	GAS LINE–VALVE & METER
JT	JOINT TRENCH LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
OH	OVERHEAD POWER LINE
	PROPERTY LINE
SS	SANITARY SEWER LINE–MANHOLE & CLEANOUT
100.00	SPOT ELEVATION
SD	STORM DRAIN LINE–MANHOLE & CATCH BASIN
T	TELEPHONE LINE
W	WATER LINE & VALVE
BM/TBM	BENCHMARK/TEMPORARY BENCHMARK
	GUY ANCHOR
	IRON PIPE FOUND
	NAIL FOUND
	POWER POLE/JOINT POLE
	REBAR FOUND
	TRAFFIC SIGN
	UTILITY BOX
	UTILITY LINE MARKER
	WATER VALVE
BD	BRASS DISK
BEG	BEGIN
BLRD	BOLLARD
BX	BOX
CAB	CABINET
CL	CENTER LINE
CTV	CABLE TV LINE
CTVB	CABLE TV BOX
DYLT	DAYLIGHT
E	EAST
EB	ELECTRIC BOX
EL	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
FND	FOUND
FO	FIBER OPTICS
FW	FACE OF WALL
GLM	GAS LINE MARKER
GV	GAS VALVE
(G)	GRID DISTANCE
GAS	GAS LINE
GB	GRADE BREAK
GLM	GAS LINE MARKER
GUY	GUY ANCHOR
GV	GAS VALVE
HDWL	HEADWALL
IE	INVERT ELEVATION
IP	IRON PIPE
JP	JOINT POWER POLE
MON	MONUMENT
N	NORTH
NE	NORTH EAST
O.R.	OFFICIAL RECORD
PG&E	PACIFIC GAS & ELECTRIC
PM	PARCEL MAP
PP	POWER POLE
RCP	REINFORCED CONC. PIPE
RE	RIM ELEVATION
S	SOUTH
SE	SOUTH EAST
SSMH	SANITARY SEWER MANHOLE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP
UB	UNKNOWN UTILITY BOX
W	WEST
WB	WATER BOX
WL	WATER LINE
WM	WATER METER
WV	WATER VALVE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY OF TRACY, THE DEVELOPER SHALL ENTER INTO A SUBDIVISION IMPROVEMENT AGREEMENT WITH THE CITY OF TRACY PRIOR TO THE CONSTRUCTION OF ANY IMPROVEMENTS. THESE PLANS SHALL BECOME NULL AND VOID IF THE IMPROVEMENTS ARE NOT CONSTRUCTED WITHIN TWO YEARS OF THE CITY'S APPROVAL DATE. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO GRANT ONE OR MORE EXTENSIONS OF TIME, FOR A PERIOD NOT TO EXCEED ONE YEAR EACH, IF REQUESTED IN WRITING BY THE DEVELOPER PRIOR TO THE EXPIRATION OF THE APPROVAL OR EXTENSION THEREOF. IN WHICH CASE, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE THAT THE PLANS BE MODIFIED TO CONFORM TO ANY SIGNIFICANT CHANGES IN CONDITIONS WHICH OCCUR DURING THE EXTENSION PERIOD. IF NO WORK IS DONE UNDER THE PLANS WITHIN THE TIME SPECIFIED IN THIS PARAGRAPH, THE PLANS SHALL BECOME NULL AND VOID UNLESS THE DEVELOPER REQUESTS AND THE CITY GRANTS AN EXTENSION OF TIME IN WRITING PRIOR TO THE EXPIRATION OF THE APPROVAL OR EXTENSION THEREOF.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITIAN
No. 71814
Exp. 12-31-21
CIVIL
STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB	DRAWN BY: RS	CHECKED BY:	SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 7 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:10:11 AM cwilkins

SEE SHEET 5

NORTH

0 25 50 100 150

Scale 1" = 50'

SURVEYED REMAINDER
26 PM 153
APN: 253-020-190

REMAINDER PARCEL

REMAINDER PARCEL

CALIFORNIA AQUEDUCT

SEE SHEET 9

FND ¾" IP

BURD ⊕WM

BURD ▪BLRD

236.85

254.84 TOP

254.43 TOP

254.67 TOP

254.50 TOP

254.71 TOP

248.74 TOP

FND 3" DISK DNR

FND 1" REBAR

236.88

245.19 TOP

238.38 TOE

240.17 TOP

Barbed Wire Fence

S58°48'22"E 921.10

235

240

245

250

255

260

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY ENGINEER, THE DEVELOPER SHALL SIGN A STATEMENT TO THAT EFFECT. ACCEPTANCE OF IMPROVEMENTS BY THE CITY OF TRACY SHALL NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED IN THE IMPROVEMENT PLANS. IF REQUIRED BY THE CITY ENGINEER, THE DEVELOPER SHALL SIGN A STATEMENT TO THAT EFFECT. ACCEPTANCE OF IMPROVEMENTS BY THE CITY OF TRACY SHALL NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY ENGINEER, THE DEVELOPER SHALL SIGN A STATEMENT TO THAT EFFECT. ACCEPTANCE OF IMPROVEMENTS BY THE CITY OF TRACY SHALL NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED IN THE IMPROVEMENT PLANS. IF REQUIRED BY THE CITY ENGINEER, THE DEVELOPER SHALL SIGN A STATEMENT TO THAT EFFECT. ACCEPTANCE OF IMPROVEMENTS BY THE CITY OF TRACY SHALL NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED IN THE IMPROVEMENT PLANS. ANY CHANGES IN WHICH THE SAME IS TO BE MADE, IF NO COST TO THE CITY, APPROVED AS NOTED, WILL BE MADE ONLY AFTER SUBMITTAL OF A REVISED PLAN AND APPROVAL BY THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITIAN
No. 71814
Exp. 12-31-21
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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 8 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:10:24 AM cwilkins

SEE SHEET 7

26 PM 153
APN: 253-020-170

D=18°56'44" L=595.36

R=1899.50' D=30°49'26" L=1021.89'

141.23'

281.57'

S89°37'52"E 422.80'

N89°37'52"W 419.80'

194.73'

225.07'

R=52.00'
D=90°00'00"
L=81.68'

274.41'

PARCEL THIRTEEN
(NOT A PART)

222.41'

277.08'
N89°37'56"W

PARCEL TEN

SEE SHEET 9

PARCEL 3
26 PM 153
APN: 253-020-180

S0°22'10"W 1012.01'

352.71'

PROPOSED 5.0' PUBLIC
UTILITIES EASEMENT

PARCEL FOURTEEN
(NOT A PART)

PG&E EASEMENT
2017-140490 O.R.

S89°37'56"E
277.09'

384.68'

PARCEL FIFTEEN
(NOT A PART)

S0°22'08"W 2336.06'

1448.57' (1447.88')

20' PG&E EASEMENT
2017-140490 O.R.

CORRAL HOLLOW RD.
(80' WIDE PUBLIC RIGHT OF WAY)

SEE SHEET 11

NORTH

0 25 50 100 150

Scale 1" = 50'

LEGEND

	CENTERLINE
100 / 101	MAJOR CONTOUR LINE / MINOR CONTOUR LINE
	EASEMENT LINE
	EDGE OF PAVEMENT
	FENCE LINE
FO	FIBER OPTICS LINE
G / GM	GAS LINE-VALVE & METER
JT	JOINT TRENCH LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
OH	OVERHEAD POWER LINE
	PROPERTY LINE
SS / S	SANITARY SEWER LINE-MANHOLE & CLEANOUT
100.00	SPOT ELEVATION
SD	STORM DRAIN LINE-MANHOLE & CATCH BASIN
T	TELEPHONE LINE
W	WATER LINE & VALVE
BM/TBM	BENCHMARK/TEMPORARY BENCHMARK
	GUY ANCHOR
	IRON PIPE FOUND
	NAIL FOUND
	POWER POLE/JOINT POLE
	REBAR FOUND
	TRAFFIC SIGN
	UTILITY BOX
	UTILITY LINE MARKER
	WATER VALVE
BD	BRASS DISK
BEG	BEGIN
BLRD	BOLLARD
BX	BOX
CAB	CABINET
CL	CENTER LINE
CTV	CABLE TV LINE
CTVB	CABLE TV BOX
DYLT	DAYLIGHT
E	EAST
EB	ELECTRIC BOX
EL	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
FND	FOUND
FO	FIBER OPTICS
FW	FACE OF WALL
GLM	GAS LINE MARKER
GV	GAS VALVE
(G)	GRID DISTANCE
GAS	GAS LINE
GB	GRADE BREAK
GLM	GAS LINE MARKER
GUY	GUY ANCHOR
GV	GAS VALVE
HDWL	HEADWALL
IE	INVERT ELEVATION
IP	IRON PIPE
JP	JOINT POWER POLE
MON	MONUMENT
N	NORTH
NE	NORTH EAST
O.R.	OFFICIAL RECORD
PG&E	PACIFIC GAS & ELECTRIC
PM	PARCEL MAP
PP	POWER POLE
RCP	REINFORCED CONC. PIPE
RE	RIM ELEVATION
S	SOUTH
SE	SOUTH EAST
SSMH	SANITARY SEWER MANHOLE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP
UB	UNKNOWN UTILITY BOX
W	WEST
WB	WATER BOX
WL	WATER LINE
WM	WATER METER
WV	WATER VALVE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED IN CONSTRUCTION OR IMPROVEMENT PLANS, THE DEVELOPER SHALL HAVE THE ENGINEER OF RECORD PREPARE AND CERTIFY AS-BUILT PLANS. THE ENGINEER SHALL SUBMIT THE AS-BUILT PLANS TO THE CITY OF TRACY BEFORE FINAL ACCEPTANCE BY THE CITY OF THE WORK. THE AS-BUILT PLANS SHALL BE IN THE FORM OF A CLEAR AND LEGIBLE BLACK LINE PRINT MARKED IN RED WITH THE WORD "AS-BUILT" PRINTED IN LETTERS NOT LESS THAN 0.5 INCH HIGH. THE AS-BUILT PLANS SHALL BE SUBMITTED WITHIN 30 DAYS OF THE ACCEPTANCE OF THE WORK BY THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL T. BASSETTI
No. 71814
Exp. 12-31-21
CIVIL
STATE OF CALIFORNIA

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www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET 10 OF 24 SHEETS

Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:10:54 AM cwilkins

SEE SHEET 10

NORTH

0 25 50 100 150

Scale 1" = 50'

PARCEL TEN

PARCEL SIXTEEN
(NOT A PART)

NO PROPERTY INFORMATION AVAILABLE

CALIFORNIA AQUEDUCT

CORRAL HOLLOW RD.
(80' WIDE PUBLIC RIGHT OF WAY)

Chainlink Fence

S58°08'52"E 1254.69'

S89°37'56"E
277.08'

S89°37'56"E
277.08'

227.70'
S0°22'08"W

438.53'

PROPOSED 5.0' PUBLIC
UTILITIES EASEMENT

288.81'

SEC. 7
S89°37'52"E 30.78'

SEC. 18

SEC. 8

SECTION CORNER

SEC. 17

BENCHMARK
ELEV= 75.44

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY CONSTRUCTION CONDITIONS OR THE CITY ENGINEER, THE DEVELOPER SHALL PREPARE THE NECESSARY REVISIONS OF THE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE PLANS AS HE DEEMS NECESSARY TO PROTECT THE INTERESTS OF THE CITY OF TRACY. IF THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE PLANS AS HE DEEMS NECESSARY TO PROTECT THE INTERESTS OF THE CITY OF TRACY. IF THE CITY ENGINEER SHALL HAVE THE MANNER IN WHICH THE SAME IS TO BE MADE, IF NO COST TO THE CITY, APPROVED AS TO FORM AND PROCEDURE BY THE CITY ATTORNEY, AND ALL REVISIONS SHALL BE APPROVED BY THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL T. BASSETTI
No. 71814
Exp. 9-30-22
CIVIL
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www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS EXISTING CONDITIONS

SHEET
11
OF 24 SHEETS

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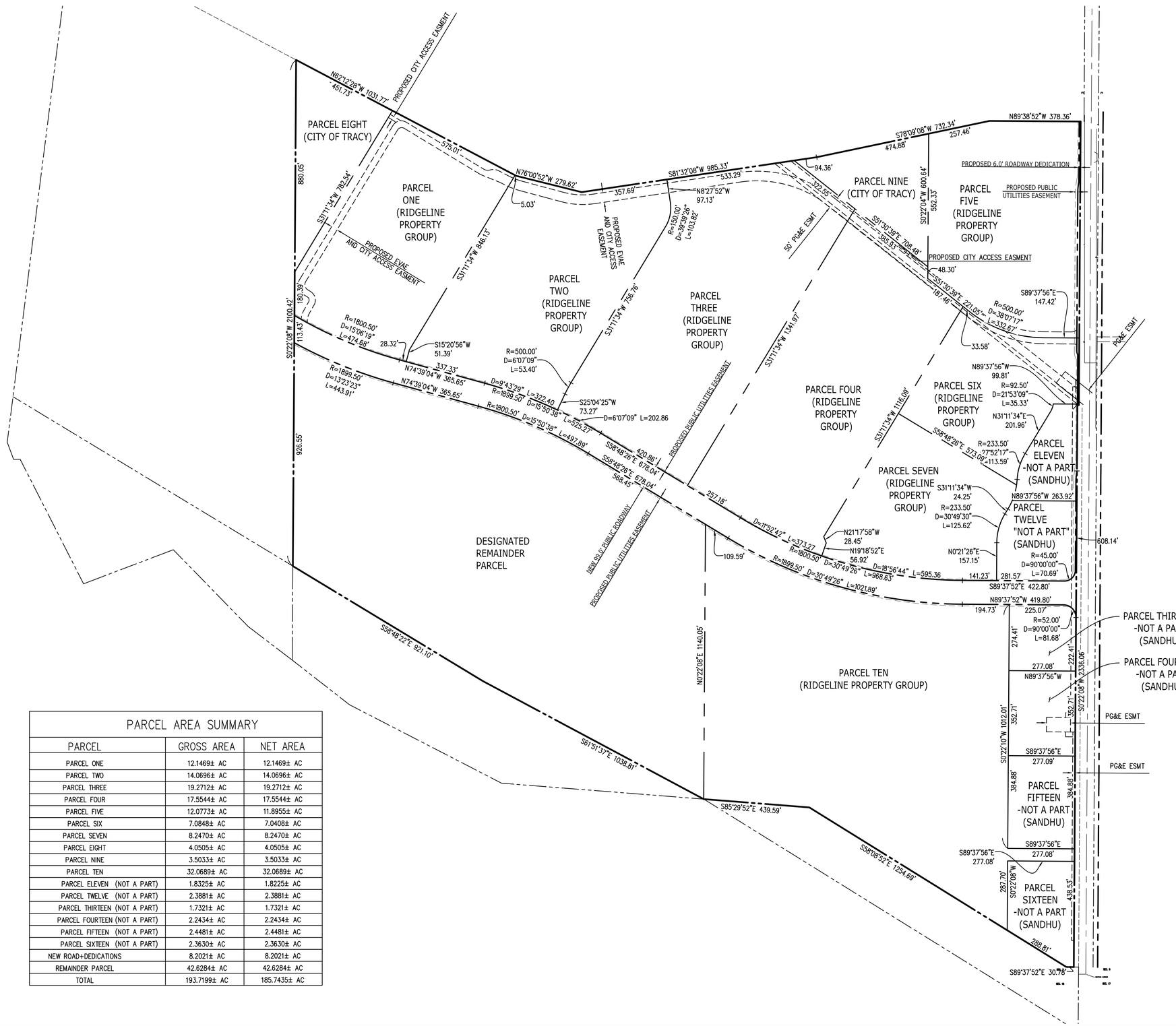
Z:\2020\VA2065\DWG\SURVEY\MAPPING\VA2065I-TM.dwg 9-27-21 10:11:12 AM cwilkins



PARCEL AREA SUMMARY		
PARCEL	GROSS AREA	NET AREA
PARCEL ONE	12.1469± AC	12.1469± AC
PARCEL TWO	14.0696± AC	14.0696± AC
PARCEL THREE	19.2712± AC	19.2712± AC
PARCEL FOUR	17.5544± AC	17.5544± AC
PARCEL FIVE	12.0773± AC	11.8955± AC
PARCEL SIX	7.0848± AC	7.0408± AC
PARCEL SEVEN	8.2470± AC	8.2470± AC
PARCEL EIGHT	4.0505± AC	4.0505± AC
PARCEL NINE	3.5033± AC	3.5033± AC
PARCEL TEN	32.0689± AC	32.0689± AC
PARCEL ELEVEN (NOT A PART)	1.8325± AC	1.8225± AC
PARCEL TWELVE (NOT A PART)	2.3881± AC	2.3881± AC
PARCEL THIRTEEN (NOT A PART)	1.7321± AC	1.7321± AC
PARCEL FOURTEEN (NOT A PART)	2.2434± AC	2.2434± AC
PARCEL FIFTEEN (NOT A PART)	2.4481± AC	2.4481± AC
PARCEL SIXTEEN (NOT A PART)	2.3630± AC	2.3630± AC
NEW ROAD+DEDICATIONS	8.2021± AC	8.2021± AC
REMAINDER PARCEL	42.6284± AC	42.6284± AC
TOTAL	193.7199± AC	185.7435± AC

NORTH

0 100 200 400 600

Scale 1" = 200'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF REQUIRED BY THE CITY ENGINEER, A FAITHFUL PERFORMANCE BOND SHALL BE POSTED BY A SURETY OR CORPORATION SATISFACTORY TO THE CITY ENGINEER IN THE AMOUNT OF THE ESTIMATED COST OF THE IMPROVEMENTS AS SHOWN ON THE PLANS AND SPECIFICATIONS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO APPROVE CHANGES OR ALTERATIONS IN THE PLANS AND SPECIFICATIONS OF A MINOR NATURE IN WHICH THE SAME IS TO BE MADE, IF NO COST TO THE CITY. APPROVED AS TO FORM AND PROCEDURE: CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

TRACY Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER MICHAEL F. BASSETTI No. 71814 Exp. 12-31-21 CIVIL STATE OF CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	KS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS LOTTING PLAN

SHEET 12 OF 24 SHEETS

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Z:\2020\A20651\DWG\SURVEY\MAPPING\A20651-TM.dwg 9-27-21 10:11:30 AM cwilkins

NORTH

0 100 200 400 600

Scale 1" = 200'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF LAW THAT MAY EXIST IN THESE PLANS. THE DEVELOPER SHALL INDEMNIFY AND HOLD HARMLESS THE CITY AND ITS OFFICERS AND EMPLOYEES FROM ANY LIABILITY DUE TO DEFECTS IN DESIGN CONTAINED IN THESE PLANS. BY APPROVING THESE PLANS, THE CITY ENGINEER SHALL NOT BE LIABLE FOR DAMAGES RESULTING IN WHOLE OR IN PART FROM THE USE, MISUSE, OR RELIANCE ON THE PLANS. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE OR CONSTITUTE THE CITY'S APPROVAL OF ANY VIOLATION OF ANY FEDERAL, STATE, OR LOCAL LAW, REGULATION, OR STANDARD. THE DEVELOPER IS RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE THE DEVELOPER TO PERFORM WORK IN THE CITY'S RIGHT-OF-WAY OR TO OBTAIN PERMITS REQUIRED BY OTHER AGENCIES. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM OTHER AGENCIES AND FOR PERFORMING ALL WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THOSE PERMITS AND APPROVALS. THE DEVELOPER SHALL NOT BEGIN CONSTRUCTION UNTIL IT HAS OBTAINED ALL REQUIRED PERMITS AND APPROVALS AND PAID ALL REQUIRED FEES. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY CAUSED BY ITS FAILURE TO COMPLY WITH THE REQUIREMENTS OF ANY PERMIT OR APPROVAL.

APPROVED AS TO FORM AND PROCEDURE THIS _____ DAY OF _____, 20____

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITOS
No. 71814
Exp. 12-31-21
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www.kierwright.com

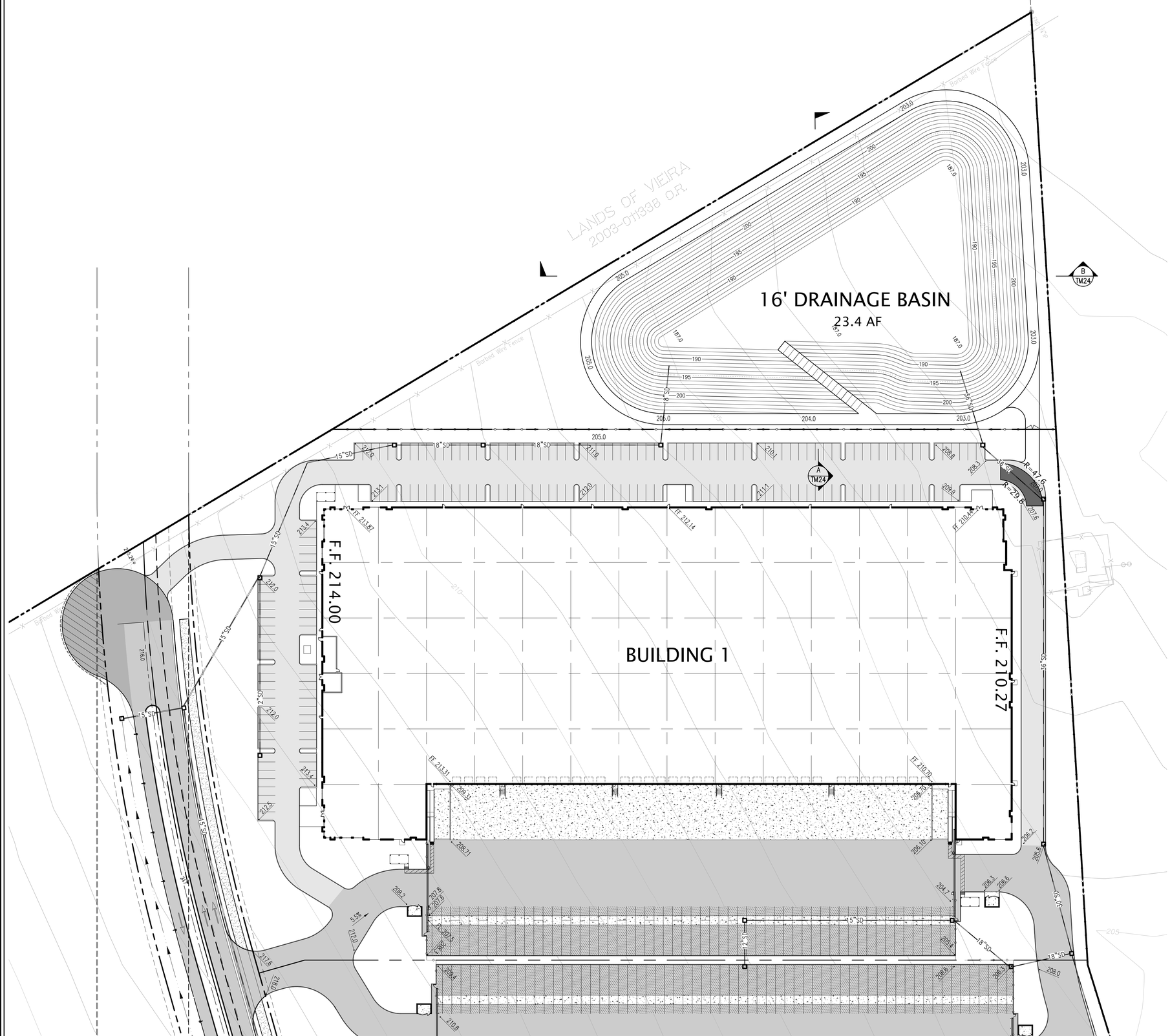
REVISIONS		
SYMBOL	DATE	DESCRIPTION
	6/15/21	CITY RESUBMITTAL

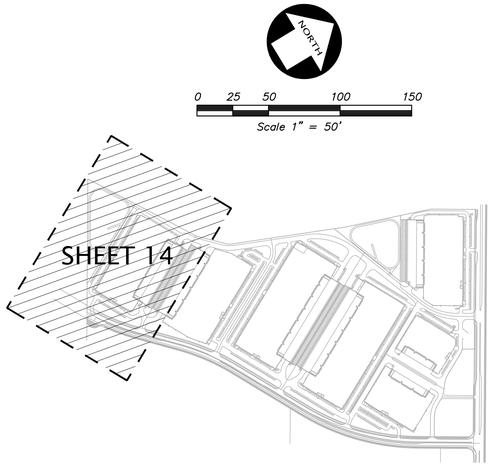
DESIGNED BY: MB	DRAWN BY: RS	CHECKED BY:
SCALE: AS SHOWN		

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS OVERALL SITE PLAN

SHEET 13 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-27-21 09:00:22 AM rsalb





VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF ANY APPLICABLE STATUTE, ORDINANCE OR REGULATION DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES, OR THE DEVELOPER REQUESTS, CHANGES IN THE PLANS OR SPECIFICATIONS OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO MAKE SUCH CHANGES. IF CONSTRUCTION OF THE IMPROVEMENTS IS NOT COMMENCED WITHIN TWO YEARS AFTER THE DATE ON WHICH THE PLANS WERE APPROVED, OR IF CONSTRUCTION IS SUSPENDED OR ABANDONED FOR A PERIOD OF ONE YEAR AFTER COMMENCEMENT, THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY CHANGES TO STANDARDS, SPECIFICATIONS AND REGULATIONS AS DEEMED NECESSARY BY THE CITY ENGINEER. THE CITY APPROVES THESE PLANS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITOS
No. 21814
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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL GRADING PLAN

SHEET
14
OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:34:16 PM rsolb

SEE SHEET 14

SEE SHEET 16

Z:\2020\A20065\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:34:26 PM rsalib

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR DEVIATIONS FROM CITY STANDARDS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES CHANGES OR ADDITIONS IN THE WORK SHOWN ON THESE PLANS OR REQUIRED BY THE STANDARDS OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO IMPOSE SUCH CHANGES OR ADDITIONS. APPROVAL OF THESE PLANS DOES NOT CONSTITUTE THE CITY'S ACCEPTANCE OF THE IMPROVEMENTS AS COMPLETE IN THE SAME MANNER IN WHICH THE CITY ENGINEER MAY REFUSE TO ACCEPT IMPROVEMENTS WHICH DO NOT CONFORM TO THE CITY'S STANDARDS AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREIN. APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER MICHAEL F. BASSITOS No. 71814 CIVIL STATE OF CALIFORNIA

KIER+WRIGHT
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Livermore, California 94551
Phone (925) 245-8788
www.kierwright.com

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED
	6/15/21	CITY RESUBMITTAL	

DESIGNED BY: MB	DRAWN BY: RS	CHECKED BY:	SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL GRADING PLAN

SHEET 15 OF 24 SHEETS

SHEET 16

0 25 50 100 150
Scale 1" = 50'

VICINITY MAP
NOT TO SCALE

SEE SHEET 15

BUILDING 3

BUILDING 4

BUILDING 7

BUILDING 6

F.F. 223.50

F.F. 218.39

SEE SHEET 17

SEE SHEET 18

CITY OF TRACY

"APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES AS A CONDITION OF ACCEPTANCE OF THE IMPROVEMENTS SHOWN ON THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE LOCATION OF DOMESTIC AND FIRE SERVICES AS OF THE CITY OF TRACY OR THESE PLANS. THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES IN THE LOCATION OF DOMESTIC AND FIRE SERVICES AS WARRANTED BY ON-SITE CONDITIONS. ACCEPTANCE OF THESE PLANS DOES NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY TO DESIGN AND CONSTRUCT THE SYSTEMS AS SHOWN ON THESE PLANS."

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITOS
No. 21814
CIVIL
STATE OF CALIFORNIA

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2850 Collier Canyon Road
Livermore, California 94551
Phone: (925) 245-8788
www.kierwright.com

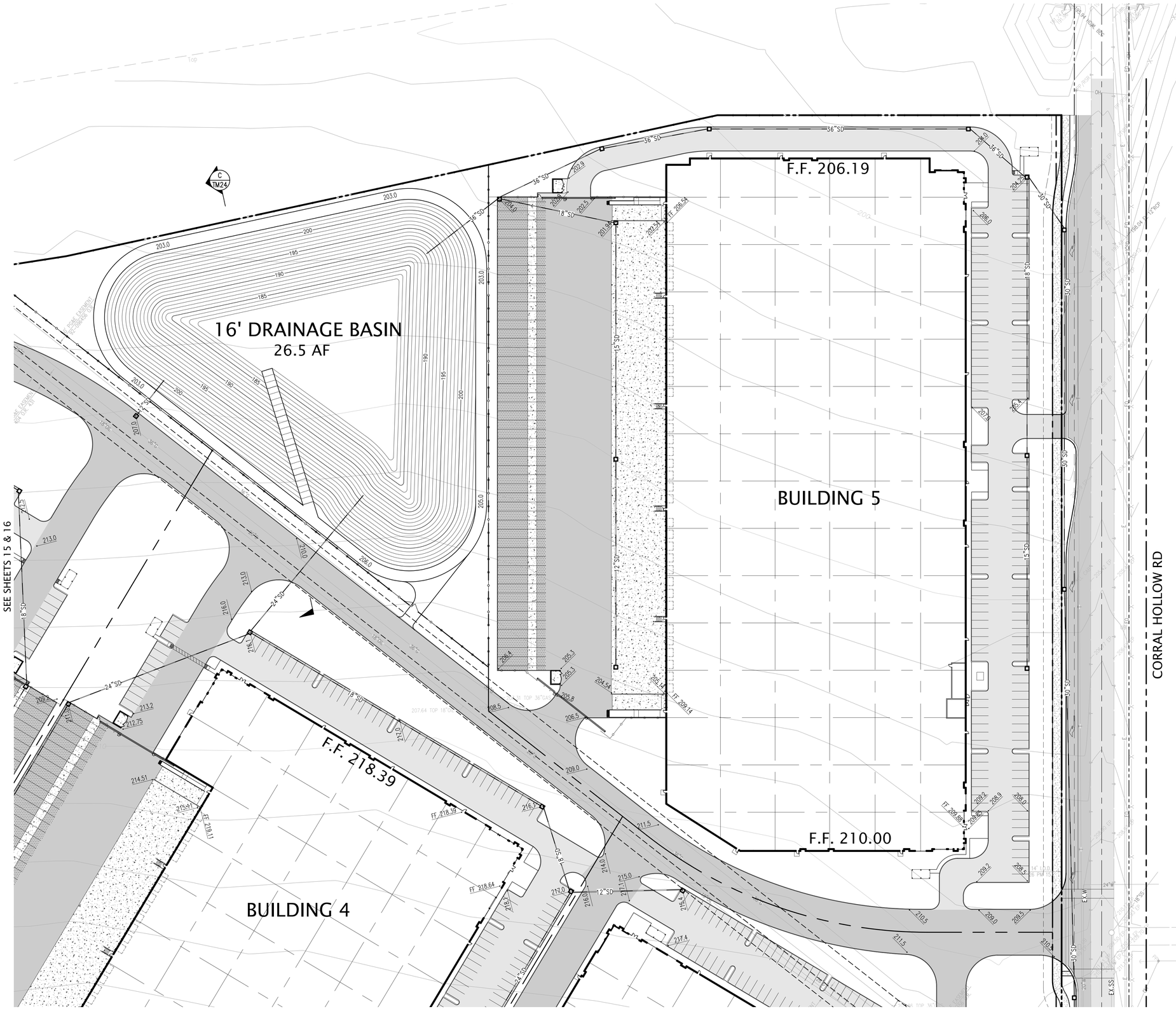
REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

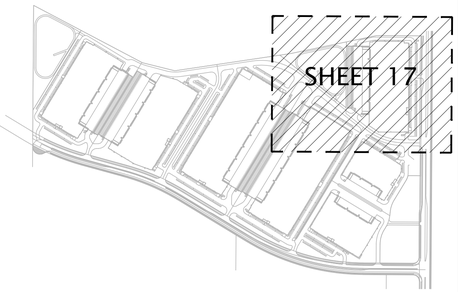
DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL GRADING PLAN

SHEET 16 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:36:21 PM rsolb





0 25 50 100 150

Scale 1" = 50'

VICINITY MAP

NOT TO SCALE

CITY OF TRACY

"APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTING ERRORS, OMISSIONS, OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES CHANGES OR ADDITIONS TO BE MADE DURING CONSTRUCTION. APPROVAL OF THESE PLANS OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE CHANGES OR ADDITIONS TO THE PLANS DURING CONSTRUCTION WHEN IN HIS OPINION SUCH CHANGES OR ADDITIONS ARE NECESSARY TO PROTECT THE PUBLIC INTEREST. BY SIGNING THESE PLANS AS THE CITY ENGINEER OF THE CITY OF TRACY, I DO NOT ASSUME LIABILITY FOR ERRORS, OMISSIONS, OR CONFLICTS IN THE PLANS AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY."

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

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REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITAS
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Exp. 3-31-23
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SYMBOL	DATE	DESCRIPTION
	6/19/21	CITY RESUBMITTAL

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL GRADING PLAN

SHEET 17 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:38:16 PM rsollo

SEE SHEET 16

SEE SHEET 17

BUILDING 7
F.F. 223.0

BUILDING 6
F.F. 218.0

F.F. 210.00

CORRAL HOLLOW RD

SHEET 18

VICINITY MAP
NOT TO SCALE

0 25 50 100 150
Scale 1" = 50'

NORTH

CITY OF TRACY

"APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTING ERRORS, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES CHANGES OR ADDITIONS TO BE MADE DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS. BY APPROVING THESE PLANS OF THE CITY OF TRACY OR THESE PLANS, THE CITY ENGINEER SHALL NOT BE HELD RESPONSIBLE OR LIABLE IN ANY WAY FOR ANY STRUCTURE FOR WHICH THESE PLANS ARE PREPARED. APPROVAL OF THESE PLANS SHALL EXPIRE AUTOMATICALLY TWO YEARS AFTER THE DATE OF APPROVAL UNLESS WORK HAS BEEN COMMENCED WITHIN THAT TWO YEAR PERIOD OR UNLESS AN EXTENSION OF TIME HAS BEEN GRANTED BY THE CITY ENGINEER. THE DEVELOPER SHALL NOT RELY ON ANY APPROVAL OF PLANS AS A REPRESENTATION THAT THE CITY WILL LATER APPROVE A FINAL MAP OR OTHER DEVELOPMENT APPROVAL. IT IS THE DEVELOPER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY APPROVALS AND SATISFY ALL CONDITIONS PRIOR TO COMMENCING CONSTRUCTION."

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

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	6/18/21	CITY RESUBMITTAL

DESIGNED BY: MB
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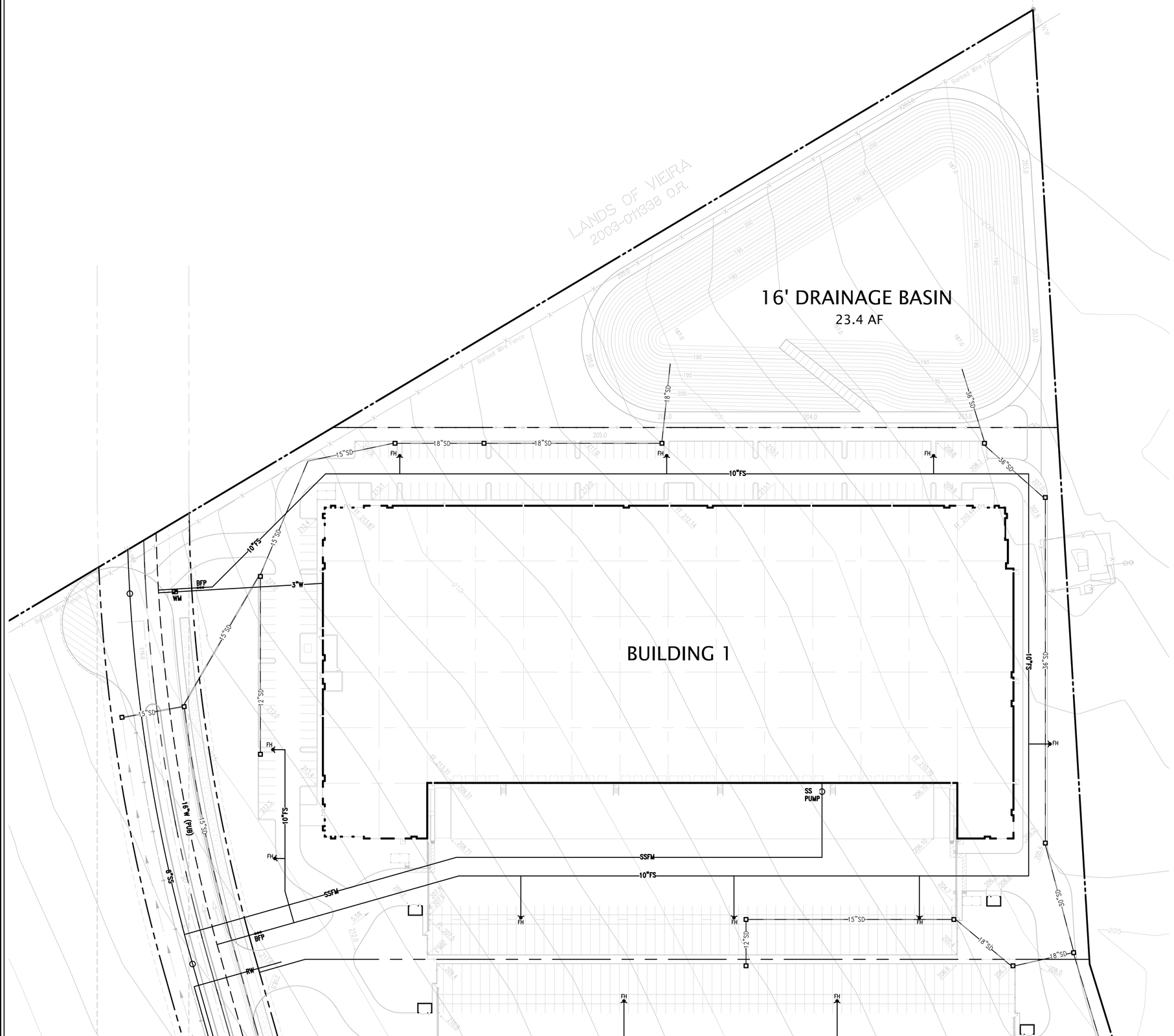
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS
CONCEPTUAL GRADING PLAN

SHEET 18 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-27-21 09:00:33 AM rsolb



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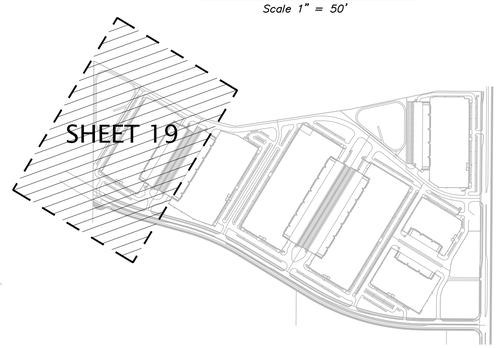

VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR DEVIATIONS FROM APPLICABLE CODES DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES AS A CONDITION OF APPROVAL OF THESE PLANS, THE DEVELOPER SHALL HAVE THE RESPONSIBLE CIVIL ENGINEER WHO PREPARED THE PLANS OR A REGISTERED CIVIL ENGINEER NOMINATED BY HIM IN WRITING, SHALL BE EMPLOYED TO PERFORM FULL TIME CONSTRUCTION SURVEYING AND STAKING. IN THE EVENT OF CHANGES IN THE DESIGN, THE ENGINEER SHALL SUBMIT REVISED PLANS TO THE CITY ENGINEER FOR APPROVAL AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

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SYMBOL	DATE	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 19 OF 24 SHEETS

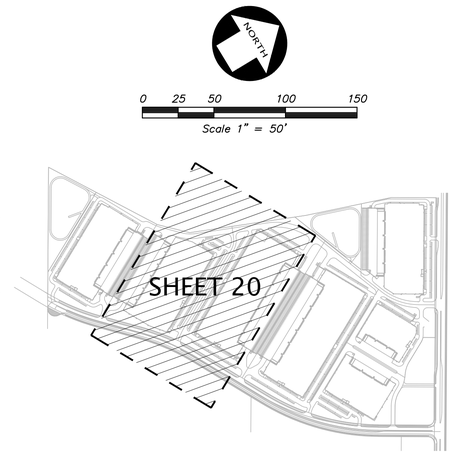
Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-27-21 09:02:28 AM rsolb

SEE SHEET 19

BUILDING 2

BUILDING 3

SEE SHEET 21



VICINITY MAP

NOT TO SCALE

NORTH

0 25 50 100 150

Scale 1" = 50'

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS OR CONFLICTS DISCOVERED DURING THE COURSE OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST REQUIRES OR THE CONDITIONS OF APPROVAL OF THE TENTATIVE MAP REQUIRE. ALL CHANGES OR DEVIATIONS FROM THESE PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO APPROVE OR DISAPPROVE SUCH CHANGES. ALL CHANGES SHALL BE APPROVED IN WRITING BY THE SUBDIVIDER'S ENGINEER OF DESIGNATED REPRESENTATIVE AND SUBMITTED TO THE CITY ENGINEER FOR APPROVAL AT LEAST 72 HOURS PRIOR TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON, APPROVED FOR THE CITY OF TRACY.

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

TRACY Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER MICHAEL F. BASSITOS No. 71814 Exp. 6-30-23 CIVIL STATE OF CALIFORNIA

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	6/18/21	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 20 OF 24 SHEETS

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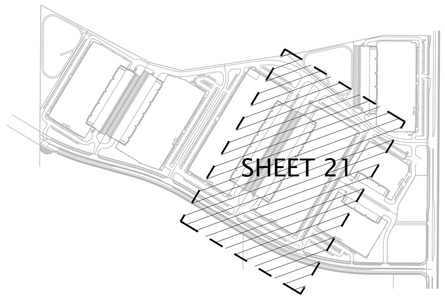
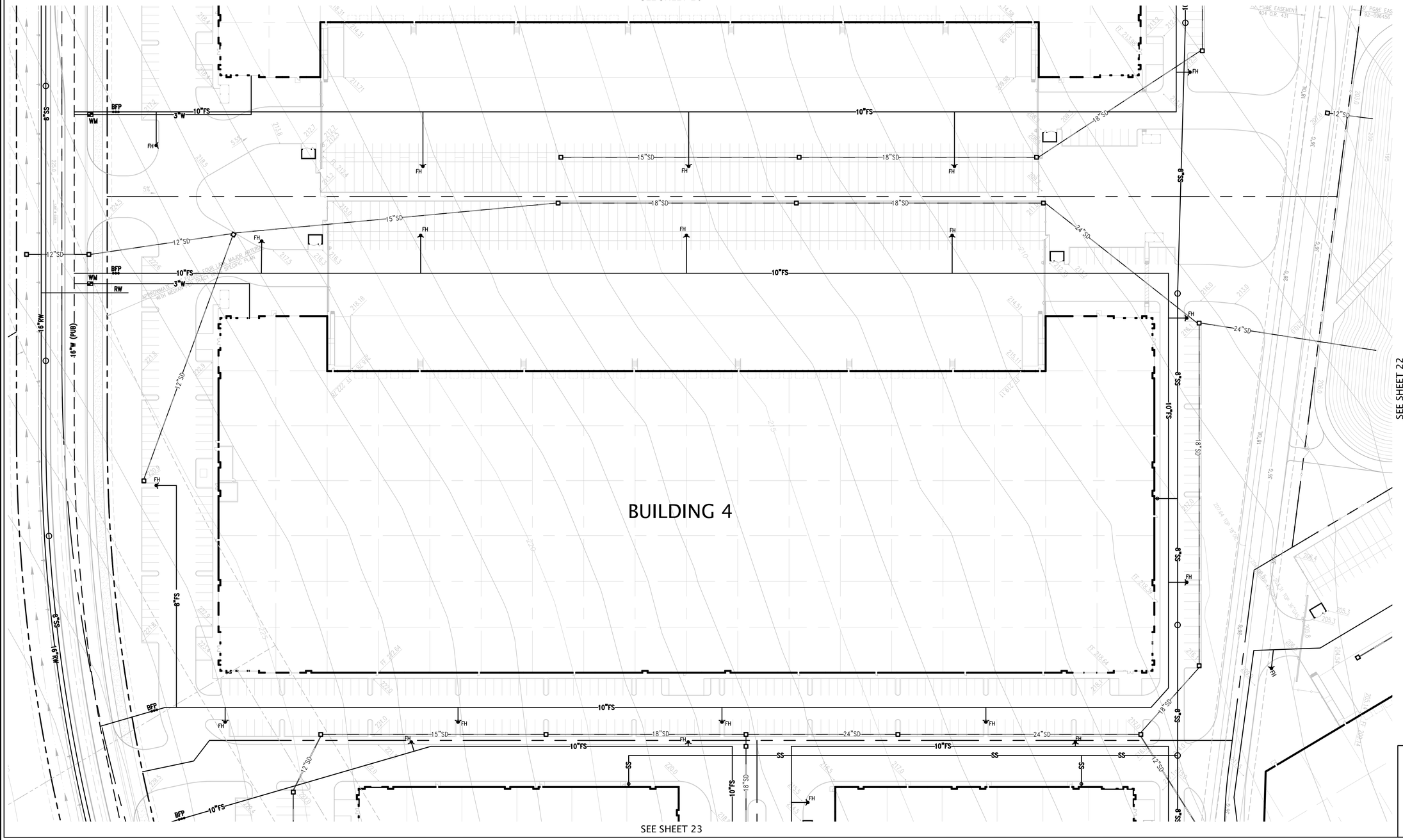


VICINITY MAP

NOT TO SCALE

SEE SHEET 20



CITY OF TRACY

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ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

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SYMBOL	DATE	REVISIONS DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

DESIGNED BY: MB
DRAWN BY: RS
CHECKED BY:
SCALE: AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 21 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:46:07 PM rsalib

16' DRAINAGE BASIN
26.5 AF

BUILDING 5

BUILDING 4

SEE SHEETS 20 & 21

SEE SHEET 23

CORRAL HOLLOW RD

NORTH

0 25 50 100 150

Scale 1" = 50'

SHEET 22

VICINITY MAP

NOT TO SCALE

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTION OF ERRORS, OMISSIONS, OR VIOLATIONS OF LAW THAT MAY EXIST IN THESE PLANS. THE DEVELOPER SHALL INDEMNIFY AND HOLD HARMLESS THE CITY OF TRACY, ITS OFFICERS AND EMPLOYEES FROM ANY AND ALL CLAIMS OF LIABILITY DUE TO ERRORS, OMISSIONS, OR VIOLATIONS OF LAW IN THESE PLANS. THE CITY ENGINEER SHALL NOT BE LIABLE FOR DAMAGES RESULTING IN WHOLE OR IN PART FROM THE APPROVAL OR ISSUANCE OF PERMITS BASED ON THESE PLANS. IT IS THE RESPONSIBILITY OF THE DEVELOPER OR HIS REPRESENTATIVE TO DISCOVER AND CORRECT ANY ERRORS, OMISSIONS, OR VIOLATIONS OF LAW IN THESE PLANS. APPROVAL OF THESE PLANS DOES NOT RELIEVE THE DEVELOPER OF COMPLYING WITH ALL APPLICABLE LAWS, REGULATIONS, AND ORDINANCES. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE THE DEVELOPER TO DEVIATE FROM OR VIOLATE ANY APPLICABLE LAWS, REGULATIONS, OR ORDINANCES UNLESS SPECIFICALLY APPROVED IN WRITING BY THE CITY ENGINEER. ANY PERMITS ISSUED BASED ON THESE PLANS ARE VOIDABLE AT THE DISCRETION OF THE CITY ENGINEER AND THE CITY OF TRACY MAY REVOKE ANY PERMITS ISSUED BASED ON THESE PLANS AS TO ITEMS OR ACTIONS BASED ON THE INFORMATION SUBMITTED HEREIN. APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 22 OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP—CIVIL\TENTATIVE MAP — TRACY HILLS.dwg 9-24-21 04:48:02 PM rsolb

SEE SHEET 21

SEE SHEET 22

BUILDING 7

BUILDING 6

BUILDING 5

CORRAL HOLLOW RD

NORTH

0 25 50 100 150

Scale 1" = 50'

VICINITY MAP

NOT TO SCALE

SHEET 23

CITY OF TRACY

APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OF THE RESPONSIBILITY FOR CORRECTING ERRORS, OMISSIONS, OR CONFLICTS DISCOVERED BY THE PERSONS DOING THE WORK OF CONSTRUCTION OR THE IMPROVEMENTS PUBLIC INTEREST FURTHERMORE, APPROVAL OF THESE PLANS DOES NOT RELEASE THE DEVELOPER FROM OBTAINING ALL PERMITS AND EASEMENTS REQUIRED BY LAW FOR THE CONSTRUCTION OF THE IMPROVEMENTS. NO WORK SHALL BE PERFORMED IN OR ON THE SAID PUBLIC WAYS UNTIL A PERMIT HAS BEEN OBTAINED FROM THE CITY OF TRACY. THE APPROVAL OF THESE PLANS DOES NOT AUTHORIZE OR CONSTITUTE THE CITY'S APPROVAL OF ANY DEVIATION FROM THE STANDARDS AND SPECIFICATIONS OF THE CITY OF TRACY, UNLESS SUCH DEVIATION IS SPECIFICALLY APPROVED IN WRITING BY THE CITY ENGINEER OR DESIGNEE. THE CITY APPROVES AS TO DESIGN ONLY BASED ON THE INFORMATION SUBMITTED HEREON. APPROVED FOR THE CITY OF TRACY

ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS CONCEPTUAL UTILITY PLAN

SHEET 23 OF 24 SHEETS

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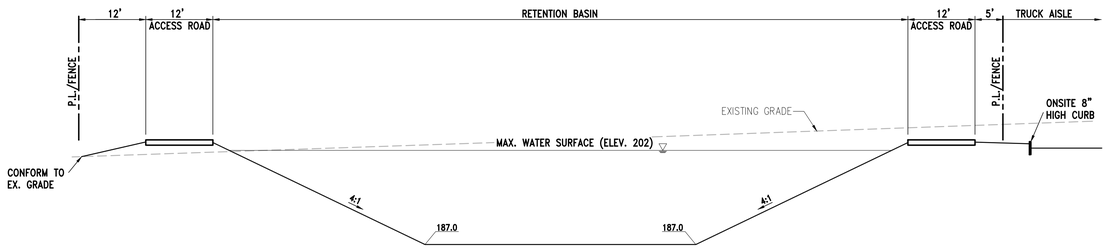
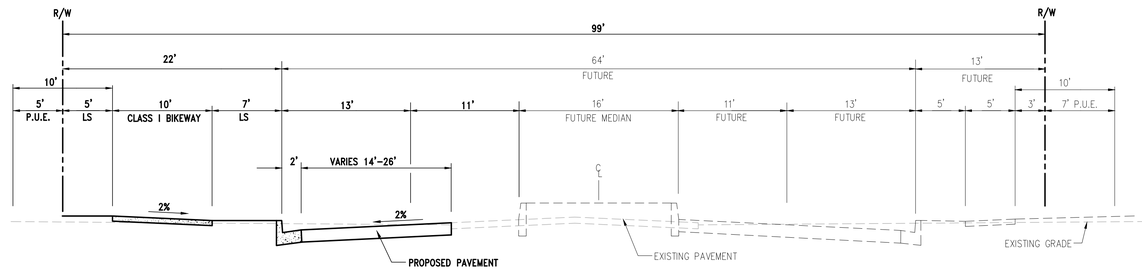


SECTION A-A DRAINAGE BASIN

N. T. S.

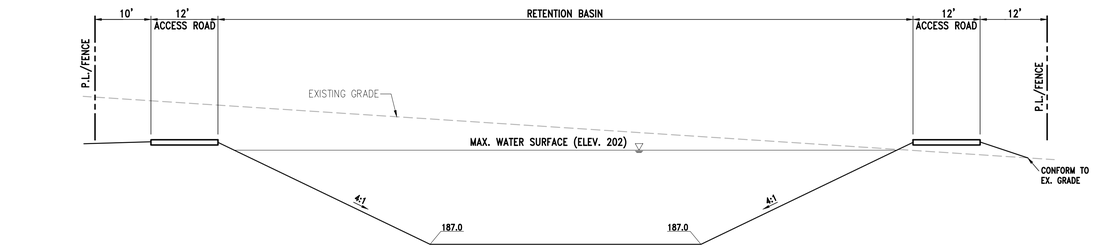
A



FOUR LANE MAJOR ARTERIAL WITH MEDIAN
CORRAL HOLLOW RD

N. T. S.

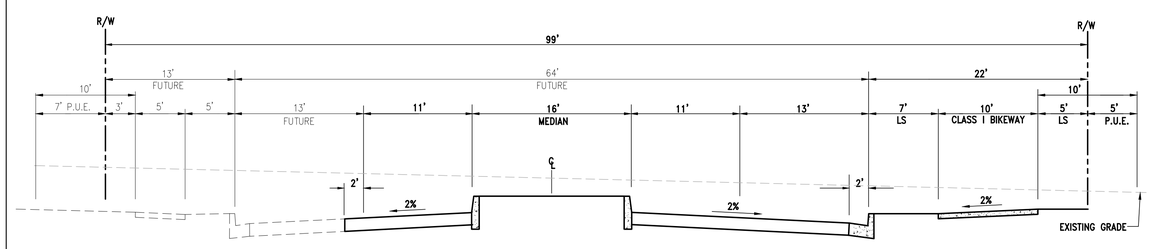
D



SECTION B-B DRAINAGE BASIN

N. T. S.

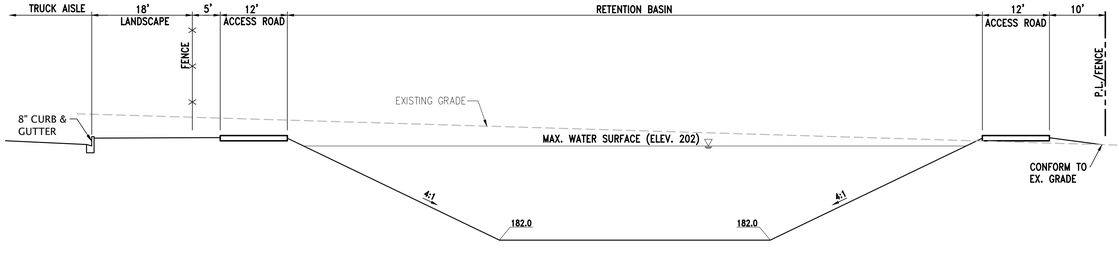
B



FOUR LANE MAJOR ARTERIAL WITH MEDIAN
NEW PUBLIC STREET

N. T. S.

E



SECTION C-C DRAINAGE BASIN

N. T. S.

C

CITY OF TRACY

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ROBERT ARMIJO, P.E. CITY ENGINEER DATE:

Think Inside the Triangle

REGISTERED PROFESSIONAL ENGINEER
MICHAEL F. BASSITOS
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Exp. 12-31-21
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SYMBOL	DATE	REVISIONS: DESCRIPTION	APPROVED
	6/18/21	CITY RESUBMITTAL	

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
MB	RS		AS SHOWN

VESTING TENTATIVE SUBDIVISION MAP OF TRACY HILLS SECTIONS

SHEET
24
OF 24 SHEETS

Z:\2020\A20651\DWG\TENTATIVE MAP-CIVIL\TENTATIVE MAP - TRACY HILLS.dwg 9-24-21 04:51:44 PM rsalib

Attachment F

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-_____

RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF TRACY CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, TAKE THE FOLLOWING ACTIONS:

1. INTRODUCE AND ADOPT AN ORDINANCE THAT

(A) APPROVES 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; AND

(B) DETERMINES 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 DOCUMENT IS REQUIRED, PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND 15168(c)(2); AND

2. ADOPT A RESOLUTION THAT

(A) APPROVES 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, ASSESSOR'S PARCEL NUMBER 253-020-23, ON APPROXIMATELY 97.45 ACRES AT THE SOUTHWEST CORNER OF CORRAL HOLLOW ROAD AND THE DELTA MENDOTA CANAL, APPLICATION NUMBER D21-0012;

(B) APPROVES A VESTING TENTATIVE SUBDIVISION MAP TO CREATE SIXTEEN 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

(C) DETERMINES 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 DOCUMENT IS REQUIRED, PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND 15168(c)(2).

WHEREAS, the Tracy Hills Specific Plan Area consists of approximately 2,767 acres located in the vicinity of Corral Hollow Road and Interstate 580; and

WHEREAS, the Tracy Hills Specific Plan was originally approved and annexed to the City in 1998, which included certification of an Environmental Impact Report (EIR); and

WHEREAS, on April 5, 2016, the City Council certified a Subsequent EIR and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, the Tracy Hills Specific Plan includes zoning for multiple land uses, including approximately 1,870 acres of residential, 127 acres of commercial, and 336 acres of light industrial; and

WHEREAS, on March 30, 2021, a development application was submitted for the Tracy Hills Commerce Center Project, which includes applications for a Development Review Permit (Application Number D21-0012), a Vesting Tentative Subdivision Map (Application Number TSM21-0003), and a Tracy Hills Specific Plan Amendment (Application Number SPA21-0004); and

WHEREAS, the Tracy Hills Commerce Center Project is located in an area designated Industrial by the General Plan and Light Industrial by the Tracy Hills Specific Plan; and

WHEREAS, the Development Review Permit would allow construction of seven new 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 (Assessor's Parcel Number 253-020-23) on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal, Application Number D21-0012; and

WHEREAS, the Vesting Tentative Subdivision Map would create sixteen 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

WHEREAS, the proposed Tracy Hills Specific Plan Amendment, Application Number SPA21-0004, includes amending Table 2-6, Development Standards of the Light Industrial Zone District, by adding a new note "4" to allow the maximum building height of 45 feet to be exceeded by up to two feet to achieve variation in parapet height for design purposes; and

WHEREAS, the proposed Tracy Hills Specific Plan Amendment, Application Number SPA21-0004, also includes adding Appendix E – Tracy Hills Commerce Center Design

Guidelines, which includes descriptions and exhibits of the overall site plan, conceptual building architecture, signage, circulation/pedestrian network, employee break areas, streetscape, preliminary landscape plan, lighting, and fencing; and

WHEREAS, based on the Environmental Impact Report (EIR) that was certified by the City Council on April 5, 2016, for the Tracy Hills Specific Plan, the City prepared a Consistency Analysis and Environmental Checklist for the Tracy Hills Commerce Center Project in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on April 9, 2025, and following extensive public comments, the Planning Commission voted 4-0 to continue the public hearing to a future date to allow more time to review the agenda materials; and

WHEREAS, the Planning Commission considered this matter at a duly noticed and continued public hearing held on May 28, 2025; now, therefore, be it

RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine, based on the Environmental Impact Report (EIR) 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 provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required; and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy introduce and adopt an ordinance to approve the Tracy Hills Specific Plan Amendment 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); and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy approve the Development Review Permit for the Tracy Hills Commerce Center Project (Application Number D21-0012), based on the findings set forth in **Exhibit A** hereto, and subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this Development Review Permit shall not be effective until the first day following the effective date of the Ordinance approving the Tracy Hills Specific Plan Amendment for the Tracy Hills Commerce Center Project (Application Number SPA21-0004); and be it

FURTHER RESOLVED: That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy approve the Vesting Tentative Subdivision Map for the Tracy Hills Commerce Center Project (Application Number TSM21-0003), based on the findings set forth in **Exhibit C** hereto, and subject to the Conditions of Approval set forth in **Exhibit D** hereto; provided, however, that the approval of this Vesting Tentative Subdivision Map shall not be effective until the first day following the effective date of the Ordinance approving the Tracy Hills Specific Plan Amendment for the Tracy Hills Commerce Center Project (Application Number SPA21-0004).

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Planning Commission of the City of Tracy on May 28, 2025, by the following vote:

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

_____
CHAIR

ATTEST: _____
STAFF LIAISON

Date of Attestation: _____

Exhibit A – Findings to support approval of Development Review Permit
Exhibit B – Conditions of Approval for Development Review Permit
Exhibit C – Findings to support approval of Vesting Tentative Subdivision Map
Exhibit D – Conditions of Approval for Vesting Tentative Subdivision Map

Exhibit 1

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

---

1) 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); AND

2) DETERMINING 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 DOCUMENT IS REQUIRED, PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND 15168(c)(2).

WHEREAS, the Tracy Hills Specific Plan Area consists of approximately 2,767 acres located in the vicinity of Corral Hollow Road and Interstate 580; and

WHEREAS, the Tracy Hills Specific Plan was originally approved and annexed to the City in 1998, which included certification of an Environmental Impact Report (EIR); and

WHEREAS, on April 5, 2016, the City Council certified a Subsequent EIR and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, the Tracy Hills Specific Plan includes zoning for multiple land uses, including approximately 1,870 acres of residential, 127 acres of commercial, and 336 acres of light industrial; and

WHEREAS, on March 30, 2021, a development application was submitted for the Tracy Hills Commerce Center Project, which includes a proposed amendment to the Tracy Hills Specific Plan (Application Number SPA21-0004); and

WHEREAS, the Tracy Hills Commerce Center Project is located in an area designated Industrial by the General Plan and Light Industrial by the Tracy Hills Specific Plan; and

WHEREAS, the Tracy Hills Commerce Center Project consists of 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 (Assessor's Parcel Number 253-020-23) on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal; and

WHEREAS, the proposed Tracy Hills Specific Plan Amendment includes amending Table 2-6, Development Standards of the Light Industrial Zone District, by adding a new note "4" to allow the maximum building height of 45 feet to be exceeded by up to two feet to achieve variation in parapet height; and

WHEREAS, the proposed Tracy Hills Specific Plan Amendment also includes adding Appendix E – Tracy Hills Commerce Center Design Guidelines, which includes descriptions and exhibits of the overall site plan, conceptual building architecture, signage, circulation/pedestrian network, employee break areas, streetscape, preliminary landscape plan, lighting, and fencing; and

WHEREAS, based on the Environmental Impact Report (EIR) that was certified by the City Council on April 5, 2016, for the Tracy Hills Specific Plan, the City prepared a Consistency Analysis and Environmental Checklist for the Tracy Hills Commerce Center Project in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on April 9, 2025, and following extensive public comments, the Planning Commission voted 4-0 to continue the public hearing to a future date to allow more time to review the agenda materials; and

WHEREAS, the Planning Commission considered this matter at a duly noticed and continued public hearing held on May 28, 2025, and voted to recommend that the City Council introduce and adopt the ordinance to approve the proposed Tracy Hills Specific Plan Amendment; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on July 1, 2025.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:

SECTION 1 RECITALS. The City Council hereby finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2 CEQA COMPLIANCE. Based on the Environmental Impact Report (EIR) 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 provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City Council hereby finds that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required.

SECTION 3 TRACY HILLS SPECIFIC PLAN AMENDMENT. The City Council hereby approves the Tracy Hills Specific Plan Amendment 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, as attached to the June 3, 2025, City Council staff report as Attachment "B".

SECTION 4 SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

SECTION 5 EFFECTIVE DATE. This Ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 6 PUBLICATION. The City Clerk is directed to publish this Ordinance in a manner required by law.

SECTION 7 CODIFICATION. This Ordinance shall not be codified in the Tracy Municipal Code.

* * * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 1st day of July 2025, and finally adopted on the 19th day of August 2025, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
NECY LOPEZ
Acting City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Exhibit 2

APPROVED AS TO FORM

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

---

1. **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 (ASSESSOR'S PARCEL NUMBER 253-020-23) ON APPROXIMATELY 97.45 ACRES AT THE SOUTHWEST CORNER OF CORRAL HOLLOW ROAD AND THE DELTA MENDOTA CANAL, APPLICATION NUMBER D21-0012;**

2. **APPROVING A VESTING TENTATIVE SUBDIVISION MAP TO CREATE SIXTEEN 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**

3. **DETERMINING 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 DOCUMENT IS REQUIRED, PURSUANT TO CEQA GUIDELINES SECTIONS 15162 AND 15168(c)(2).**

WHEREAS, the Tracy Hills Specific Plan Area consists of approximately 2,767 acres located in the vicinity of Corral Hollow Road and Interstate 580; and

WHEREAS, the Tracy Hills Specific Plan was originally approved and annexed to the City in 1998, which included certification of an Environmental Impact Report (EIR); and

WHEREAS, on April 5, 2016, the City Council certified a Subsequent EIR and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, the Tracy Hills Specific Plan includes zoning for multiple land uses, including approximately 1,870 acres of residential, 127 acres of commercial, and 336 acres of light industrial; and

WHEREAS, on March 30, 2021, a development application was submitted for the Tracy Hills Commerce Center Project, which includes applications for a Development Review Permit (Application Number D21-0012), a Vesting Tentative Subdivision Map (Application Number TSM21-0003), and a Tracy Hills Specific Plan Amendment (Application Number SPA21-0004); and

WHEREAS, the Development Review Permit would allow construction of seven new 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 (Assessor's Parcel Number 253-020-23) on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal, Application Number D21-0012; and

WHEREAS, the Vesting Tentative Subdivision Map would create sixteen 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

WHEREAS, the Tracy Hills Commerce Center Project is located in an area designated Industrial by the General Plan and Light Industrial by the Tracy Hills Specific Plan; and

WHEREAS, based on the Environmental Impact Report (EIR) that was certified by the City Council on April 5, 2016, for the Tracy Hills Specific Plan, the City prepared a Consistency Analysis and Environmental Checklist for the Tracy Hills Commerce Center Project in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on April 9, 2025, and following extensive public comments, the Planning Commission voted 4-0 to continue the public hearing to a future date to allow more time to review the agenda materials; and

WHEREAS, the Planning Commission considered this matter at a duly noticed and continued public hearing held on May 28, 2025, and voted to recommend that the City Council approve the project; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on July 1, 2025; now, therefore, be it

RESOLVED: That based on the Environmental Impact Report (EIR) 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 provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City Council hereby determines that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162

and 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Commerce Center Project, and therefore, pursuant to Section 15168(c)(2), no further environmental document is required; and be it

FURTHER RESOLVED: That based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the Development Review Permit for the Tracy Hills Commerce Center Project (Application Number D21-0004), subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this Development Review Permit shall not be effective until the first day following the effective date of the Ordinance approving the Tracy Hills Specific Plan Amendment for the Tracy Hills Commerce Center Project (Application Number SPA21-0004); and be it

FURTHER RESOLVED: That based on the findings set forth in **Exhibit C** hereto, the City Council hereby approves the Vesting Tentative Subdivision Map for the Tracy Hills Commerce Center Project (Application Number TSM21-0003), subject to the Conditions of Approval set forth in **Exhibit D** hereto; provided, however, that the approval of this Vesting Tentative Subdivision Map shall not be effective until the first day following the effective date of the Ordinance approving the Tracy Hills Specific Plan Amendment for the Tracy Hills Commerce Center Project (Application Number SPA21-0004).

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the City Council of the City of Tracy on July 1, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
NECY LOPEZ
Acting City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Exhibit A – Findings to support approval of Development Review Permit
Exhibit B – Conditions of Approval for Development Review Permit
Exhibit C – Findings to support approval of Vesting Tentative Subdivision Map
Exhibit D – Conditions of Approval for Vesting Tentative Subdivision Map

Exhibit A

City of Tracy
Development Review Permit Findings
Application Number D21-0012
City Council – July 1, 2025

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the City Council must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the City Council may approve the Development Review Permit if the facts in the record support the following findings:

(a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and

(b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable Specific Plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

(a) The Project increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and for the citizens of Tracy, because the proposed warehouse buildings include attractive design features, a mix of complementary building materials and colors, and dock doors that will be oriented inward to the site and face away from the public right-of-way. Additionally, the project includes substantial landscaping along the perimeter of the site adjacent to the public right-of-way that will add visual interest and aid in screening the buildings.

and

(b) The Project conforms to all applicable requirements of Chapter 10.08 of the Tracy Municipal Code, the City of Tracy General Plan, the Tracy Hills Specific Plan as amended, the City Design Goals and Standards, the California Building and Fire Codes, and all other applicable City Standards.

City of Tracy
Conditions of Approval
Tracy Hills Commerce Center Project
Development Review Permit Application Number D21-0012
July 1, 2025

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to the Tracy Hills Commerce Center Project (hereinafter "Project"), which includes the following:

> Development Review Permit Application Number D21-0012: A Development Review Permit to allow construction of seven new industrial warehouse buildings ranging 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 (Assessor's Parcel Number 253-020-23) on approximately 97.45 acres at the southwest corner of Corral Hollow Road and the Delta Mendota Canal, Application Number D21-0012.

A.2. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the project plans received by the Community and Economic Development Department on March 18, 2025, to the satisfaction of the Community and Economic Development Director.

A.3. Payment of applicable fees. The Developer shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

A.4. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), City Design Documents, the Tracy Hills Specific Plan, and the City's Design Goals and Standards.

A.5. Building Permit Required. The Developer shall submit a building permit application along with all pertinent construction documents such as plans, specifications, and/or calculations to the Building Safety Division prior to the construction of any regulated structures, on-site improvements, or accessibility features. Construction documents shall conform to the Title 24 California Code of Regulations edition effective on the date of application for a building permit.

A.6. Copy on Building Permit Plans. The Developer shall include a sheet with a legible photocopy of the approved resolution and these Conditions of Approval. This sheet shall be included in all plan sets, including all job copies, and shall be available for reference by any City official, including building inspectors.

A.7. Definitions.

a. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Community and Economic Development Director, or the City Engineer to perform the duties set forth herein.
b. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code ordinances, resolutions, policies, procedures, the Tracy Hills Specific Plan, and the City's Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).
c. "Community and Economic Development Director" means the Director of the City of Tracy Community and Economic Development Department, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.
d. "Conditions of Approval" shall mean the conditions of approval applicable to the Project, Application Number D21-0012. The Conditions of Approval shall specifically include all conditions set forth herein.
e. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.8. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:
a. the Planning and Zoning Law (Government Code sections 65000, et seq.),
b. the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"),
c. the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines"),
d. California Building Code, and
e. Fire Codes.

A.9. Protest of fees, dedications, reservations, or other exactions. Pursuant to Government Code section 66020, including section 66020(d)(1), the City HEREBY NOTIFIES the Developer that the 90-day approval period (in which the Developer may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Developer fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Developer will be legally barred from later challenging any such fees, dedications, reservations or other exactions.

A.10. Habitat conservation. Prior to issuance of a building permit or grading permit, the developer shall demonstrate compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and the Incidental Take Minimization Measures prepared by San Joaquin Council of Government (SJCOG)

Habitat Division, to the satisfaction of the Community and Economic Development Director.

A.11. Air Pollution Control District. Prior to issuance of a building permit or grading permit, the Developer shall comply with all applicable requirements of the San Joaquin Valley Air Pollution Control District (APCD), to the satisfaction of the Community and Economic Development Director.

A.12. Final Map. The City will not approve any building permit within the Project boundaries until a Final Map is approved by the City Council and is recorded at the San Joaquin County Recorder's Office, and the Subdivider demonstrates, to the reasonable satisfaction of the City Engineer, compliance with all the required Conditions of Approval.

A.13. Indemnification. The City has determined that City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. Accordingly, to the fullest extent permitted by law and as a condition of this approval, the applicant and property owner, and its representative(s), or its successors shall defend, indemnify and hold harmless the City, Its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. The applicant and property owner, and its representative(s), or its successors shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

B. Site Plan - The following conditions shall be satisfied through inclusion in the plan set submitted with any future application for Building Permit:

B.1. Parking Lot

a. 12-inch-wide concrete curbs shall be installed along the perimeter of landscape planters where such planters are parallel and adjacent to vehicular parking spaces to provide access to vehicles without stepping into the landscape planters.

b. Parking stalls shall be striped in accordance with Standard Plan 141.

c. Any sidewalk, landscape planters, or bio-retention areas that are perpendicular to parking stalls shall extend up to 24 inches into the parking stall, including a six-

inch concrete curb, in place of wheel stops where feasible. No credit towards parking lot landscape requirements shall be given for the resulting additional landscaping.

d. Bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510.

B.2. Parking Lot Lighting. Detailed plans that demonstrate a minimum of one foot candle power illumination throughout the parking area as defined in TMC Section 10.08.3450. Parking area lighting shall be designed and installed so that it is directed downward onto the parking surface and away from the public right-of-way and adjacent properties.

B.3. Landscaping and Irrigation. The Developer shall provide detailed landscape and irrigation plans with the applications for Building Permits that satisfy the following conditions:

a. Plans shall demonstrate compliance with the Tracy Hills Specific Plan, the City of Tracy Design Goals & Standards, and the Tracy Municipal Code Section 10.08.3560 for parking area landscaping. Said plans shall clearly delineate the property line and shall include a planting legend indicating, at minimum, the quantity, planting size, and height and width at maturity.

b. Each planter shall contain a combination of trees, shrubs, and live groundcover. Trees shall be a minimum of 24” box size, shrubs shall be a minimum size of 5 gallon, and groundcover shall be a minimum size of 1 gallon at planting. Landscaping shall be continuously maintained to prevent incidence of wildfire.

c. Where trees are planted ten feet or less from a sidewalk or curb, root barriers dimensioned 8 feet long by 24 inches deep shall be provided adjacent to such sidewalk and curb, centered on the tree.

d. Landscape & Irrigation Maintenance. Prior to the issuance of a building permit for each building or site, the Developer shall execute a two-year landscape and irrigation maintenance agreement and submit financial security, such as a performance bond, to ensure the success of all on-site landscaping for the term of the agreement. The security amount shall be equal to $2.50 per square foot of the landscaped area or equal to the actual labor and material installation cost of all on-site landscaping and irrigation for that phase.

e. Fencing. Chain-link or vinyl fencing is prohibited where visible from any public right-of-way, and barbed wire, razor wire, or electric fence is prohibited anywhere on site.

f. Employee break areas. Before the approval of a building permit, the Developer shall submit plans that show locations and details for high-quality outdoor employee break spaces, consistent with the design details shown in the project plans approved with this Development Review Permit, Application Number D21-0012.

B.4. Screening Utilities and Equipment. The Developer shall provide detailed plans with the applications for Building Permits that satisfy the following conditions:

a. Trash collection areas, such as trash and recycling compactors or traditional trash and recycling dumpsters shall be screened by structures or enclosures architecturally complementary of the main building to the satisfaction of the Community and Economic Development Director. Trash and recycling collection enclosures shall include a masonry wall enclosure with a minimum wall height of seven feet, solid metal doors, and a solid roof structure. The enclosure, including the roof, shall be architecturally compatible with the adjacent buildings, which includes but is not limited to, design, materials, and colors.

b. Roof mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes, whether proposed as part of this application, potential future equipment, or any portion thereof, shall not be readily visible from the median in Corral Hollow Road or from the median in New Public Street, as viewed from a distance of six (6) feet above the median. The plans shall demonstrate that such equipment is fully screened from view behind parapet walls to the satisfaction of the Community and Economic Development Director. If it is not feasible to screen roof mounted equipment solely by the parapet height, the Developer shall affix an equipment screen to accomplish the intent to the satisfaction of the Director.

c. Except as prohibited by PG&E, all PG&E transformers, phone company boxes, Fire Department connections, backflow preventers, irrigation controllers, and other on-site utilities, shall be vaulted or substantially screened from view behind structures or landscaping, to the satisfaction of the Community and Economic Development Director.

d. Truck loading areas, dock doors, and trash compactors shall be substantially screened from view from the public right-of-way, which includes, but is not limited to, Corral Hollow Road and the future public street, as shown in the plans. Landscape screening, based on size at maturity, shall be tall and dense enough to substantially screen to the top of trailers, dock doors, and trash compactors from public view. Where there are gaps between trees and beneath tree canopies, screen shrubs shall be planted to prevent views between tree trunks.

B.5. Architectural Details. The Developer shall provide detailed plans with the applications for Building Permits that satisfy the following conditions:

a. All vents, gutters, downspouts, flashing, and electrical conduits shall be internal to the structures or painted to match the color of the adjacent surfaces, and other ground-mounted, wall-mounted, or building-attached utilities, including bollards, shall be painted to match the color of the adjacent surfaces or otherwise designed in harmony with the building exterior to the satisfaction of the Community and Economic Development Director. Bollards may have strips of reflective tape or bright colored stripes added near the top of the bollard to increase visibility.

b. Signs. No business identification signs are approved with this development review permit. All business identification signs shall obtain a sign permit in accordance with the Tracy Hills Specific Plan and the Tracy Municipal Code.

B.6. Landscape Plan. Prior to issuance of a construction or building permit, Developer shall demonstrate compliance with the 2015 Model Water Efficient Landscape Ordinance and obtain approval by the Utilities Department through the following:

a. Develop and submit electronically and by hard copy, a Landscape Document Package (LDP) that identifies the methods to be employed to reduce water usage through proper landscape design, installation and maintenance. This LDP shall consist of:

i. A project information sheet that includes the checklist of all documents in the LDP;

ii. The Water Efficient Landscape Worksheets that include a hydro zone information table and the water budget calculations – Maximum Applied Water Allowance and Estimate Total Water Use;

iii. A soil management report, after compaction and from various locations throughout the project;

iv. A landscape design plan that includes the statement, “I agree to comply with the requirements of the 2015 water efficient landscape ordinance and shall submit for approval a complete Landscape Document Package:

v. An irrigation design plan with schedule; and

vi. A grading design plan.

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

C. **Utility Plans – The construction of on-site utilities, except storm drain, is subject to review and approval through the Building Permit process. A Utility Plan shall be submitted concurrent with the application for a Building Permit and is subject to review and approval through the issuance of a Building Permit. The following conditions shall be addressed on the Utility Plan:**

C.1. Storm Drainage

a. All permanent underground storm drainage lines and structures to be maintained by the City shall be located within right-of-way to be dedicated to the City or within an easement. If applicable, interim facilities and storm drain lines and collection basins shall be maintained by the Developer.

b. Storm drainage plans are to be submitted with the required hydrologic and hydraulic calculations for the sizing of storm drainage pipe(s) and retention basins and shall comply with Storm Drainage Study and City Regulations.

c. Because the Project will construct terminal retention basins, it has been determined that the Project will be exempt from the Post Construction Stormwater Quality Standards. However, should new Federal or State regulations come into effect during the buildout of the Project that would require future compliance, then the Project would not be exempted from those new requirements.

d. SWPPP's shall be implemented during project construction. In addition, the Project may implement stormwater control measures such as disconnected roof leaders, non-contiguous street sidewalks (providing landscape strips/parkways), tree planting in parkways and use of drought tolerant landscape with drip irrigation systems and "intelligent" controllers. Similarly, public education measures regarding the damaging effects of pollutants to water quality may also be implemented.

e. All storm water structural and construction details that are not part of the City Standard Plans or City Design Standards shall be provided by the Developer and submitted to the City for approval as part of the improvement plans.

f. Storm drainage shall be contained within the storm drainage retention basins in parcels identified as Parcel No. 8 and Parcel No. 9. These basins shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the ponds for maintenance purposes as approved by the City Engineer. All storm drainage inlets into this basin shall have inlet structures with design acceptable to the City Engineer. Developer shall own and maintain said terminal retention basins and shall grant an easement to the City for access and emergency maintenance.

g. In accordance with San Luis & Delta Mendota Water Authority (SLDMWA) requirements, the Project shall capture all runoff from the 100-year storm event with no discharge into the Delta Mendota Canal. The Developer shall coordinate with SLDMWA during the design and construction process to assure that all Authority requirements, including those concerning the abandonment of existing wells, are satisfied.

h. Fixed vertical sediment depth markers shall be installed near discharge points into the retention basins to assist with measurements of sediment deposition over time and future assessments of the need for maintenance activities.

i. Developer shall coordinate with the City’s Landscape Architect, Planning Division, and Parks and Recreation Department to determine the type and extent of landscaping and irrigation improvements required to be installed within and adjacent to the retention basins. Landscape Plans for the basins shall be submitted from approval by the City Engineer.

C.2. Sanitary Sewer

a. All on-site sanitary sewer lines and associated improvements shall be designed and installed per City Regulations, including all laterals/connections to the existing main(s). Prior to release of a building permit for the building(s) within each project phase, Developer shall submit improvement plans and obtain approval for the plans for the on-site sewer improvements serving the building(s) within the phase.

b. No final inspection of any building(s) within the phase will be performed or any occupancy for the building(s) will be issued, until the on-site sewer improvements listed above are completed and functional, as determined by the City Engineer.

c. Developer shall pay impact fees at the time of issuance of building permits or as permitted by State law.

C.3. Water Distribution System

a. All potable water lines and associated improvements as identified in the Water Study shall be designed and installed per City Regulations.

b. During the construction phases (vertical construction) of the Project, the Subdivider shall be responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshall.

c. Because the water system pressure exceeds 80 psi, pressure reducing valves should be installed on the Project's domestic service connections. In addition, the on-site fire service pipelines should be at least 10-inches in diameter to adequately deliver a fire flow requirement of 4,500 gpm. The design of the individual pressure reducing valves for services shall be subject to approval by the Building Official.

d. Fire Service Line – The Developer shall design and install fire hydrants at the locations approved by the Fire Marshall. Before the approval of the Improvement Plans, the Developer shall obtain written approval from the Fire Marshall for the design, location and construction details of the fire service connections to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

D. Grading Plan – A Grading Permit shall be secured prior site disturbance or grading of the site. The following conditions shall be satisfied through inclusion in the plan set submitted with any future application for Grading Permit:

D.1. Contents. The Developer shall provide all relevant documents related to the grading permit, as required by the City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer.

D.2. Erosion Control Grading Plans shall specify the method of erosion control to be employed and materials to be used.

D.3. Grading and Drainage Plans: Developer shall submit a Grading and Drainage Plan prepared by a Registered Civil Engineer and accompanied by the Project's Geo-technical /Soils Engineering report. The report shall provide recommendations regarding adequacy of the site relative to the stability of soils such as soil types and classification, percolation rate, soil bearing capacity, highest observed ground water elevation, and others.

a. When the grade differential between the Project site and the adjacent property(s) exceeds 12 inches, a reinforced or masonry block wall, engineered slope, or engineered retaining wall is required for retaining soil. The Subdivider shall submit Retaining Wall Plans that includes the construction detail(s) and structural calculations of the retaining wall or masonry wall for City's review and approval.

b. If an engineered slope is used to retain soil on adjacent property outside the Project boundary, a slope easement will be necessary from the adjacent property. The Subdivider shall obtain a slope easement from owner(s) of the adjacent and affected property(s) and show the slope easement on the Final Map.

c. If applicable, show existing irrigation structure(s), channel(s) and pipe(s) that are to remain or relocated or to be removed, after coordinating with the irrigation district or owner of the irrigation facilities. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Subdivider shall design, coordinate and construct required modifications to the facilities to the reasonable satisfaction of the owner of the irrigation facilities and the City.

E. Roadway Improvements

E.1. The Developer is responsible for roadway improvements as Conditions of Approval for Vesting Tentative Subdivision Map No. TSM21-0003. Satisfaction of the requirements for a Final Map will ensure compliance with those conditions. Approval and recordation of the Final Map is required prior to issuance of any building permit.

E.2. When street cuts are made for installation of utilities, the Subdivider is required to install a 2 inches thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length of the utility trench. A 2 inches deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of existing gutter located along that side of the street.

F. Temporary or Final Building Certificate of Occupancy - Prior to a Temporary or Final Building Certificate of Occupancy, Developer shall provide documentation which demonstrates, to the satisfaction of the City Engineer, that:

F.1. The Developer has satisfied all the requirements set forth in these Conditions of Approval.

F.2. The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested, unless otherwise defined herein. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, the Subdivider shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

F.3. All the public improvements shown on the Improvement Plans are completed and all the deficiencies listed in the deficiency report prepared by the assigned Engineering Inspector are all corrected.

F.4. Developer has completed the 90-day public landscaping maintenance period.

F.5. Developer has submitted Certified “As-Built” Improvement Plans (or Record Drawings). Upon completion of the construction by the Subdivider, the City shall temporarily release the originals of the Improvement Plans to the Subdivider so that the Subdivider will be able to document revisions to show the "As Built" configuration of all improvements.

F.6. Where applicable, signed and notarized Grant Deed(s) with legal description(s) and plat maps for the offer of dedication of right-of-way, and Grant of Easements as required per these Conditions of Approval and City Regulations, or dedications shown on the Final Map.

G. Building Permit - The City will not approve any building permit within the Project boundaries until a Final Map is approved by the City Council and it is recorded at the San Joaquin County Recorder’s Office, and the Subdivider demonstrates, to the reasonable satisfaction of the City Engineer, compliance with all the required Conditions and the payment of all fees including, but not limited to, the following:

G.1. Payment of the applicable Citywide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, Program Management and Park Development Impact Fees as these relate to the

Project and as required by these Conditions of Approval.

G.2. Payment of applicable Regional Transportation Impact Fees (RTIF) as required in the Mitigation Monitoring and Reporting Program of the Final Environmental Impact Report and these Conditions of Approval.

G.3. Payment of any applicable Agricultural Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG 4.2.1 of the EIR and these Conditions of Approval.

G.4. Payment of the San Joaquin County Facilities Fees as required in Chapter 13.24 of the TMC.

H. South San Joaquin County Fire Authority (SSJCFA) Conditions

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

H.2. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.

H.3. Deferred submittals shall be listed on the cover sheet of each page. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.

H.4. Fire protection water supply must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.

a. Fire service water shall be independent for each building and be contained within the boundary of the lot that contains the building being serviced.
b. Fire service shall be submitted for review and approval separate from other parcels/buildings.
c. Hydrant spacing shall be in accordance with California Fire Code and Tracy Design Standards based on the required fire flow for each building.
d. Hydrants shall be placed outside of the collapse zone, which is 1.5 times the height of the building or 40 feet, which is greater.

H.5. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.

H.6. A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.

H.7. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100’ of the FDC, in

accordance with NFPA 14 §6.4.5.4. FDC locations shall be approved by the fire code official prior to issuance of construction permit.

H.8. Fire control room locations shall be approved by the fire code official prior to the issuance of a building permit. Fire control rooms shall be adjacent to the electrical room.

H.9. Engineering and Building Permit Applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority.

a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.

b. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.

c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

H.10. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20-foot unobstructed width in accordance with CFC §503.

H.11. All hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

H.12. Reciprocal access easements between shared parcels shall be provided.

H.13. Knox boxes shall be required. Each tenant shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such shall be secured in the key box.

H.14. The installation of security gates across a fire apparatus access road shall require, prior to installation, approval by the fire code official. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained and operational at all times. All electrically operated automatic gates across fire apparatus access roads shall be equipped with traffic preempting optical signal receivers compatible with the emitters utilized by the Fire Department, which will activate the gate and override all command functions of the gate controller. Knox Switches shall be provided at automatic gates. The traffic preemptive optical signal receiver and key switch shall be provided on both sides of an automatic access gate where an exit loop is not provided. The automatic gate shall have a battery backup or manual mechanical disconnect readily accessible to emergency personnel in case of power failure. All gates must meet Fire Department standards deemed necessary by the fire code official for rapid,

reliable access. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200. All manual gates shall be equipped with a Knox-Box containing a key to the gate, or an approved Knox-Padlock.

H.15. Additional permits will be required for each separate tenant improvement. Construction documents shall be submitted to South San Joaquin County Fire Authority for review and approval prior to the start of construction or demolition.

a. Prior to occupancy of each new business, the tenant shall contact South San Joaquin County Fire Authority for a new business inspection. Additional fees may be required for New Business, Annual and Operational Fire Permits. All fees shall be paid prior to approval of inspections.

H.16. Building and each tenant space shall be provided with approved address identification in accordance with CFC §505.

H.17. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the Developer to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.

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

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

Contact: Guadalupe Pena (209) 831-6834 Guadalupe.Pena@cityoftracy.org

I.1. Streets and Streetlights

Before issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), by doing one of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District (CFD). Developer shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the final inspection, Developer shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation,

affirmative votes, and the recordation of a Notice of Special Tax Lien. Developer shall be responsible for all costs associated with the CFD proceedings.

Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, Developer must do the following:

    1) Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

    2) Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) of the POA to ensure the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

    3) Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"). The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

c. Direct funding. Developer shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to approval of final inspection, Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters)

to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure").

If the provisions for adequate funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure") are met prior to issuance of the building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

I.2. Landscaping Maintenance

Prior to issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for public landscaping for the Property at a high-quality service level as determined by the Parks Director by doing one of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to the final inspection, the Developer shall form or annex into a Community Facilities District (CFD) for funding the on-going costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Developer shall deposit an amount equal to the first year's taxes; and (6) the Developer shall be responsible for all costs associated with formation or annexation of the CFD.

   Or

b. POA and dormant CFD. If the POA is the chosen funding mechanism, the Developer must do the following:

1. Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas that will serve the Property;

2. Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the POA of all public landscape areas that will serve the Property;

3. Make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas that will serve the Property;

4. Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

c. Direct funding. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks, and public open space areas and trails.

J. **Fee Credits and Reimbursement.** To the extent permitted by Chapters 12 and 13 of the Tracy Municipal Code, and pursuant to execution of a subsequent agreement, Developer shall be entitled to development impact fee credits and/or reimbursements for the construction of Master Plan improvements to be captured in the Improvement Plans and further detailed in an Improvement Agreement, except for interim improvements that must be removed to accommodate construction of the ultimate improvement condition. Temporary/interim improvements are not eligible for fee credits or reimbursements.

City of Tracy
Vesting Tentative Subdivision Map Findings
Application Number TSM21-0003
City Council – July 1, 2025

In accordance with Tracy Municipal Code (TMC) Section 12.28.020, the City Council has final authority on all Vesting Tentative Subdivision Maps, following recommendation by the Planning Commission. Vesting Tentative Subdivision Maps must meet the requirements set forth in TMC Chapters 12.28 and 12.16, including a noticed public hearing.

After consideration of the entire record, under TMC Sections 12.28.040 and 12.16.070, the City Council may approve the Vesting Tentative Subdivision Map if the facts in the record support the following findings:

(1) The proposed map is consistent with the general plan, any applicable specific plan, and this title;

(2) The site is physically suitable for the type of development;

(3) The site is physically suitable for the proposed density of development;

(4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

(5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;

(6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52).

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, to consider approving a Vesting Tentative Subdivision Map for the Tracy Hills Commerce Center Project (Application Number TSM21-0003), and upon its conclusion, makes the following requisite findings for the Vesting Tentative Subdivision Map based on consideration of the entire record of evidence, including, without limitation, the following:

(1) The proposed Vesting Tentative Subdivision Map (Application Number TSM21-0003) is consistent with the General Plan, the Tracy Hills Specific Plan, TMC Chapter 10.08 Zoning Regulations, and Title 12, the Subdivision Ordinance, of the Tracy Municipal Code. The property has a General Plan designation of Industrial and a Tracy Hills Specific Plan designation of Light industrial Zone.

(2) The site is physically suitable for the type of development. The site is relatively flat and the physical qualities of the property and the large-lot subdivision make it suitable for industrial development in accordance with City standards.

(3) The site is physically suitable for the proposed density of development. All proposed development on the property will be consistent with the allowable densities and floor area ratios prescribed by the General Plan and the Tracy Hills Specific Plan. Traffic circulation is designed in accordance with City standards for the proposed development to ensure adequate traffic service levels are met.

(4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The proposed Vesting Tentative Subdivision Map is consistent with the Tracy Hills Specific Plan Environmental Impact Report (EIR) approved by the City Council on April 5, 2016, and the General Plan EIR approved by the City Council on February 1, 2011. Pursuant to CEQA Guidelines Section 15162 and 15168(c)(2), no additional environmental documentation is required. Significant fish or wildlife or their habitat have not otherwise been identified on the site and no further environmental documentation is required. In addition, the subdivider will demonstrate compliance with the San Joaquin County Multi-Species Habitat Conservation & Open Space Plan administered by the San Joaquin Council of Governments for the protection of any wildlife or habitats found on the site prior to development.

(5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. There are no public easements on the property that would conflict with the proposed subdivision. The developer will comply with all utility and infrastructure requirements of the Tracy Hills Specific Plan as development occurs. The subdivision will facilitate the construction and dedication of various streets for proper circulation in accordance with City standards.

(6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52). The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards.

City of Tracy
Conditions of Approval
Tracy Hills Commerce Center Project
Vesting Tentative Subdivision Map Application Number TSM21-0003
July 1, 2025

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to the Tracy Hills Commerce Center Project (hereinafter "Project"), which includes the following:

Vesting Tentative Subdivision Map Application Number TSM21-0003:
A Vesting Tentative Subdivision Map to create sixteen (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 (hereinafter "Property"), Application Number TSM21-0003.

A.2. Compliance with submitted plans. Except as otherwise modified herein, the Property shall be subdivided and developed in substantial compliance with the Vesting Tentative Subdivision Map (Application Number TSM21-0003) received by the Community and Economic Development Department on March 18, 2025, to the satisfaction of the City Engineer.

A.3. Payment of applicable fees. The Developer shall pay all applicable fees for the project for each building, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project. Applicable fees shall be paid building-by-building as each individual building permit is approved, on "pro-rata" basis, based on the individual building(s) square footage or the individual site(s) acreage, whichever applies based on the applicable impact fee.

A.4. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), City of Tracy Design Documents, the Tracy Hills Specific Plan, and the City's Design Goals and Standards.

A.5. Definitions.

a. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Community and Economic Development Director, or the City Engineer to perform the duties set forth herein.

b. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code ordinances, resolutions, policies, procedures, the Tracy Hills Specific Plan, and the City's Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).

c. "Community and Economic Development Director" means the Director of the City of Tracy Community and Economic Development Department, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.

d. "Conditions of Approval" shall mean the conditions of approval applicable to the Project, Application Numbers TSM21-0003. The Conditions of Approval shall specifically include all conditions set forth herein.

e. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

f. "Subdivider" means a person, firm, corporation, partnership, or association who owns the property or represents the owner and who proposes to divide, divides, or causes to be divided real property into a subdivision for oneself or for others. Employees and consultants of such persons or entities, acting in such capacity, are not subdividers.

A.6. Indemnification. The City has determined that City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. Accordingly, to the fullest extent permitted by law and as a condition of this approval, the applicant and property owner, and its representative(s), or its successors shall defend, indemnify and hold harmless the City, Its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. The applicant and property owner, and its representative(s), or its successors shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

B. Final Map – The following Conditions of Approval, unless subject to a Subdivision Improvement Agreement, shall be satisfied prior to City Council Final Map approval:

B.1. Corral Hollow Road: In accordance with Vesting Tentative Subdivision Map, and the Tracy Hills Specific Plan, including the Phasing Plan and section details, Subdivider shall

fund, design, and construct Corral Hollow Road to its full width of 84-89-feet with two northbound and two southbound lanes, curb, gutters, sidewalks, Class 1 bicycle lane, a raised landscaped and automatically irrigated median, and landscaping and automatic irrigation, as further set forth hereafter:

a. These improvements shall extend from the northern property boundary, adjacent to the Delta Mendota Canal, and extend through the proposed New Public Street intersection.

b. Subdivider shall dedicate sufficient right-of-way to ensure that the entirety of Corral Hollow Road cross-section right-of-way is contained within the City limits.

c. Corral Hollow Road is designated as a transit priority roadway in the Transportation Master Plan (TMP). The Subdivider shall coordinate with the City's Transit Manager to determine if bus turnouts and shelters are required to be installed on the Project side of the New Public Street improvements required by these Conditions. If required, the Subdivider shall be responsible for the funding, design and construction of the turnouts, shelters and any additional right-of-way dedications necessary for the turnouts/shelters.

d. Any existing overhead lines and poles within the Corral Hollow Road widening shall be removed or undergrounded where the Subdivider is making improvements to Corral Hollow Road within the limits of the improvement plans.

e. Subdivider shall coordinate with PG&E to maintain required access and parking at the existing PG&E facility within existing PG&E easement along the Project's Corral Hollow Road frontage.

f. Right-of-way dedication shall occur upon the First Phase Final Map approval and recordation, or the first Final Map requested by the Subdivider.

g. Subdivider shall fund, design and construct a traffic signal with all associated improvements at the intersection of Corral Hollow Road/New Public Street intersection as generally described on the Vesting Tentative Subdivision Map.

B.2. New Public Street: Pursuant to the Vesting Tentative Subdivision Map, the Tracy Hills Specific Plan, including the section details and Phasing Plan, Subdivider shall dedicate the New Public Street to its full width of 99-feet and fund, design and construct one eastbound and two westbound lanes, together with the curb, gutters, sidewalks, Class-1 bicycle lane, and landscaping along the northern westbound lane, as further set forth hereafter:

a. These improvements shall extend from the intersection with Corral Hollow Road to the western Project boundary in two phases to the satisfaction of the City Engineer.

b. Subdivider shall design and construct a STAA compliant Temporary Truck Turnaround at the end of the New Public Street. The Temporary Truck

Turnaround shall not extend beyond the western property line and will be located along the Project southern frontage, utilizing the Project site adjacent to the New Public Street as well as land within the New Public Street right of way pursuant to the Vesting Tentative Subdivision Map and Phasing Plan. Subdivider will grant the City a Temporary Construction and Public Use Easement for the portion of the Temporary Truck Turnaround located on the Project site. The Temporary Truck Turnaround shall remain in place until said New Public Street is continued to the western Project boundary or until another party constructs a street connection to the New Public Street, at which time the party constructing the street extension shall restore the private improvements within Temporary Construction and Public Use Easement and the City will abandon the easement.

c. Right-of-way dedication shall occur at Final Map approval and recordation, in two phases pursuant to the Phasing Plan.

d. The New Public Street shall accommodate STAA truck traffic.

e. Subdivider shall fund, design, and construct two traffic signals concurrent with the corresponding Final Map phasing along the New Public Street as designated in the Tracy Hills Specific Plan and the Vesting Tentative Subdivision Map: one at the intersection of the New Private Street and the New Public Street, and one at the Project driveway serving Buildings 1 and 2.

B.3. Sanitary Sewer: Subdivider shall fund, design, and construct all necessary on-site sanitary sewer lines and facilities in two phases, and off-site sewer improvements, including laterals, generally described on the Vesting Tentative Subdivision Map, including the Phasing Plan.

B.4. Storm Drainage: Subdivider shall fund, design, and construct all necessary storm drainage facilities as generally described on the Tentative Subdivision Map.

a. All permanent underground storm drainage lines and structures to be maintained by the City shall be located within right-of-way to be dedicated to the City or within an easement. If applicable, interim facilities and storm drain lines and collection basins shall be maintained by the Subdivider.

b. Because the Project will construct terminal retention basins, it has been determined that the Project will be exempt from the Post Construction Stormwater Quality Standards. However, should new Federal or State regulations come into effect during the buildout of the Project that would require future compliance, then the Project would not be exempted from those new requirements. Developer shall own and maintain said terminal retention basins and shall grant an easement to the City for access and emergency maintenance.

c. Storm drainage shall be contained within the storm drainage retention basins in parcels identified as Parcel No. 8 and Parcel No. 9. The storm drainage basins shall be privately owned and maintained by Subdivider or Owners' Association. These

basins shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the ponds for maintenance purposes to the satisfaction of the City Engineer.

d. Subdivider shall accept storm water from the improved Corral Hollow Road.

e. Prior to issuance of first building permit within the Vesting Tentative Subdivision Map boundaries, the Subdivider shall execute a Storm Drainage Maintenance Agreement with the City.

f. In accordance with San Luis & Delta Mendota Water Authority (SLDMWA) requirements, the Project shall capture all runoff from the 100-year storm event with no discharge into the Delta Mendota Canal. The Subdivider shall coordinate with SLDMWA during the design and construction process to assure that all Authority requirements, including those concerning the abandonment of existing wells, are satisfied.

B.5. Water Supply. The Subdivider shall fund, design, and construct all necessary water supply lines and facilities as generally described on the Vesting Tentative Subdivision Map and pursuant to the Phasing Plan.

B.6. Private Utilities. All private utility services to serve the Project such as electric, telephone and cable TV to the building must be installed underground, within right-of-way or a dedicated ten (10) feet wide Public Utility Easement (PUE) and at the location approved by the City and the respective owner(s) of the utilities.

The Subdivider shall submit improvement plans for the installation of electric, gas, telephone and TV cable lines that are to be installed under the sidewalk or within the PUE. Underground utility conduits may be installed under the sidewalks, and underground boxes and structures may be located in the landscaped parkway next to the curb. All above-ground boxes and facilities shall be behind the sidewalk and within the PUE. Pop-outs to provide additional width of PUE where required to accommodate larger above-ground structures will be permitted subject to review and approval by Public Works Director and the City Engineer. Before approval of the first Final Map, the Subdivider shall complete the necessary coordination work with the respective owner(s) of the utilities for approval.

B.7. Fire Marshall Requirement

a. Fire Flow. The Subdivider shall submit calculations, and improvement plans as required by the Fire Marshall and the City Engineer and obtain a letter from the Fire Marshall that confirms that the fire flow parameters per Tracy Design Standards Section 6.02 are met for the phased construction of water lines to the satisfaction of the Fire Marshal.

b. Fire Service Line – The Subdivider shall design and install fire hydrants at the locations approved by the Fire Marshall. Before the approval of the Improvement Plans, the Subdivider shall obtain written approval from the Fire Marshall for the design, location and construction details of the fire service connections to the

Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

B.8. Protest of fees, dedications, reservations, or other exactions. Pursuant to Government Code section 66020, including section 66020(d)(1), the City HEREBY NOTIFIES the Developer that the 90-day approval period (in which the Developer may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Developer fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Developer will be legally barred from later challenging any such fees, dedications, reservations or other exactions.

B.9. Final Map Phasing. The Final Map will be phased pursuant to the Phasing Plan included as part of the Vesting Tentative Subdivision Map.

B.10. Final Map Approval and Recordation. The Subdivider shall submit a Final Map consistent with the Vesting Tentative Subdivision Map Application Number TSM21-0003 and its Phasing Plan for review by the City Engineer and approval by the City Council. The Final Map shall be prepared in accordance with the applicable requirements of the Tracy Municipal Code, these Conditions of Approval, all other applicable City Regulations, the Subdivision Map Act, and in substantial conformance with the Vesting Tentative Subdivision Map. The approved map shall be recorded at the San Joaquin County Recorder's Office. Applications for Building Permits will not be approved prior to recordation of the Final Map.

B.11. Improvement Plans. The construction of Items B.1 through B.6, described above, require the concurrent or prior approval of Improvement Plans through a Subdivision Improvement Agreement (SIA) with improvement security as described in Tracy Municipal Code Chapter 12.36. The Subdivider shall submit all necessary plans, studies, and application forms, for review and approval by the City Engineer.

B.12. Credits and Reimbursement. To the extent permitted by Chapters 12 and 13 of the Tracy Municipal Code, and pursuant to execution of a subsequent agreement, Developer shall be entitled to development impact fee credits and/or reimbursements for the construction of Master Plan improvements to be captured in the Improvement Plans and further detailed in an Improvement Agreement, except for interim improvements that must be removed to accommodate construction of the ultimate improvement condition. Temporary/interim improvements are not eligible for fee credits or reimbursements. Subdivider shall consent to any other Vesting Tentative Subdivision Map related requirements of the City Engineer to ensure public safety and long-term feasibility of the full improvements.

C. Grading Permit – Prior to Grading Permit release, the following Conditions of Approval shall be satisfied prior to disturbance of the site or issuance of a Grading Permit:

C.1. Grading Permit Requirement: A Grading Permit will be required for the construction of improvements. The Subdivider shall submittal all necessary plans and studies, as determined by the City Engineer, and pay all applicable fees for the review and approval of a Grading Permit.

C.2. Habitat Conservation: Prior to disturbance of the site or issuance of a Grading Permit, the Subdivider shall demonstrate compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), biologist survey, and the Incidental Take Minimization Measures (ITMM) prepared by San Joaquin Council of Government (SJCOG) Habitat Division, to the satisfaction of the Community and Economic Development Director.

C.3. Air Pollution Control District: Prior to disturbance of the site or issuance of a Grading Permit, the Subdivider shall comply with all applicable requirements of the San Joaquin Valley Air Pollution Control District (APCD), to the satisfaction of the Community and Economic Development Director.

D. Acceptance of Public Improvements

D.1. Prior to acceptance of public improvements Subdivider demonstrates to the reasonable satisfaction of the City Engineer, completion of the following:

a. All the public improvements shown on the Improvement Plans are completed and all the deficiencies listed in the deficiency report prepared by the assigned Engineering Inspector are all corrected.

b. Subdivider has completed the 90-day public landscaping maintenance period.

c. Subdivider has submitted Certified “As-Built” Improvement Plans (or Record Drawings). Upon completion of the construction by the Subdivider, the City shall temporarily release the originals of the Improvement Plans to the Subdivider so that the Subdivider will be able to document revisions to show the "As Built" configuration of all improvements.

d. Where applicable, signed and notarized Grant Deed(s) with legal description(s) and plat maps for the offer of dedication of right-of-way, and Grant of Easements as required per these Conditions of Approval and City Regulations, or dedications shown on the Final Map.

e. When street cuts are made for installation of utilities, the Subdivider is required to install a 2 inch thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length of the utility trench. A 2 inches deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of existing gutter located along that side of the street.

f. All improvement plans shall contain a note stating that the Subdivider (or Contractor) will be responsible for preserving and protecting all existing survey monuments and other survey markers. Any damaged, displaced, obliterated, or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Subdivider's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

D.2. Release of Improvement Security City will release Improvement Security(s) to the Subdivider after City Council's acceptance of public improvements, both on-site and off-site, in accordance with TMC section 12.36.080, upon written request and submittal of the recorded Notice of Completion.