

Wednesday, December 17, 2025, 7:00 P.M.

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

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

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 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, you may 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 2555 120 9198** 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, 2555 120 9198, #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.*

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- *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 agenda items of business, “Items from the Audience/Public Comment” following the Consent Calendar will be limited to 15-minutes maximum period. “Items from the Audience/Public Comment” listed near the end of the agenda will not have a maximum time limit. A five-minute maximum time limit per speaker will apply to all individuals speaking during “Items from the Audience/Public Comment”. For non-agenda 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 – 12.03.25 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, ADOPT A RESOLUTION APPROVING THE FOLLOWING ACTIONS (1) DETERMINE THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO

CEQA GUIDELINES SECTIONS 15332, PERTAINING TO CERTAIN INFILL DEVELOPMENT PROJECTS (2) APPROVE A DEVELOPMENT REVIEW PERMIT (D25-0009) FOR THE CONSTRUCTION OF A THREE-STORY, APPROXIMATELY 130,000 SQUARE FOOT SELF-STORAGE BUILDING AND RELATED SITE IMPROVEMENTS ON A 2.35-ACRE SITE LOCATED NORTH OF THE INTERSECTION OF GRANT LINE ROAD AND JOE POMBO PARKWAY, SOUTH OF I-205 (ASSESSOR'S PARCEL NUMBER 214-020-40) AND (3) GRANT A CONDITIONAL USE PERMIT (CUP25-0003) FOR THE PROPOSED SELF-STORAGE FACILITY. THE APPLICANT IS KITCHELL DEVELOPMENT, AND THE PROPERTY OWNER IS TIGER TRACY LLC.

- 1.B STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL (1) ADOPT A RESOLUTION TO (A) DETERMINE THAT THE PROPOSED ANNEXATION OF APPROXIMATELY 3.9 ACRES CONSISTING OF TWO PARCELS LOCATED AT 21323 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-26, AND 21235 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-19 ("PROPERTY"), IS CONSISTENT WITH THE CITY'S GENERAL PLAN, INCLUDING THE GENERAL PLAN LAND USE DESIGNATION OF COMMERCIAL, FOR WHICH AN ENVIRONMENTAL IMPACT REPORT (EIR) WAS CERTIFIED ON FEBRUARY 1, 2011, IN COMPLIANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE CEQA GUIDELINES, AND THEREFORE, PURSUANT TO CEQA GUIDELINES SECTION 15183, NO FURTHER ENVIRONMENTAL REVIEW IS NECESSARY; AND (B) APPROVE SUBMITTAL OF A PETITION TO SAN JOAQUIN LOCAL AGENCY FORMATION COMMISSION (LAFCO) FOR ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY AND (2) INTRODUCE AND ADOPT AN ORDINANCE THAT APPROVES THE PRE-ZONING OF THE PROPERTY TO COMMUNITY RECREATION SUPPORT SERVICES (CRS) ZONE.

1. ITEMS FROM THE AUDIENCE
2. DIRECTOR'S REPORT
3. ITEMS FROM THE COMMISSION
4. ADJOURNMENT

Posted: December 11, 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
DECEMBER 3, 2025, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Penning led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Vice Chair Boakye-Boateng, and Chair Penning present. Commissioner English and Commissioner Orcutt absent. Also present were: Scott Claar, Planning Manager; Daniella Green, Assistant City Attorney, Craig Hoffman, Senior Planner; Breanna Alamilla, Associate Planner; Miranda Aguilar, Planning Technician; and Jennifer Lucero, Administrative Assistant.

MINUTES

Chair Penning introduced the Regular Meeting Minutes from the November 19, 2025 Planning Commission Regular Meeting.

Only Chair Penning and Commissioner Atwal were present at the previous meeting. Daniella Green, Assistant City Attorney, stated that if Vice Chair Boakye-Boateng had a chance to review the meeting minutes and watch the previous meeting footage, he would be able to vote on the minutes. Vice Chair Boakye-Boateng had not had a chance to review the minutes or the footage.

Since there was not currently a quorum, Commission decided to come back to the vote.

DIRECTOR'S REPORT REGARDING THIS AGENDA

We currently do not have feed on YouTube and Facebook platforms.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

- 1.A** 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) determine that this project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines sections 15378 (not a “project” within the meaning of CEQA) and 15061(b)(3) (“common sense” exemption) and (2) introduce and adopt an ordinance to repeal article 36.5 in its entirety and readopt article 36.5 – Density Bonus, of the Tracy Municipal Code. this project is city initiated to comply with state housing laws and to complete implementation actions required in the City Council adopted 2023-2031 Housing Element Update.

Craig Hoffman, Senior Planner, presented the staff report and addressed questions from the Commission.

Commissioner Orcutt arrived to the dais at 7:17 p.m.

Chair Penning opened the Public Hearing at 7:26 p.m. Seeing as no one came forward, the public hearing was closed.

ACTION: It was moved by Vice Chair Boakye-Boateng and seconded by Commissioner Atwal 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) 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; and

(B) Approves an amendment to repeal article 36.5 in its entirety and readopt article 36.5 – Density Bonus –of title 10, Planning and Zoning, of the Tracy Municipal Code.

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

- 1.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) determine that this project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines sections 15378

(not a “project” within the meaning of CEQA) and 15061(b)(3) (“common sense” exemption) and (2) recommend that the City Council adopt an ordinance amending article 5 – Use Groups for all Zones, article 18 - Central Business District Zone, and article 26 – Off-Street Parking Requirements, of chapter 10.08, Zoning Regulations, of title 10, Planning and Zoning, of the Tracy Municipal Code, to amend the Central Business District Zone to allow use group 33 as a permitted use, establish a building height limit, add language regarding the ministerial review process, and eliminate parking requirements. The amendments to the Central Business District Zone have been prepared in response to City Council direction provided on October 1, 2024.

Breanna Alamilla, Associate Planner, presented the staff report and addressed questions from the Commission.

Chair Penning opened the Public Hearing at 7:46 p.m.

One email comment was received prior to the meeting and was provided to the Commissioners for review.

Marcus Medina, Downtown resident, addressed the commission via Webex with concerns regarding limited parking.

Seeing as no one else came forward, Chair Penning closed the public hearing at 7:49 p.m.

ACTION: It was moved by Commissioner Atwal and seconded by Vice Chair Boakye-Boateng 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) 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; and
 - (B) Approves an amendment to Article 5 – use groups for all zones, Article 18 - Central Business District Zone, and Article 26 – off-street parking requirements, of chapter 10.08, Zoning Regulations, of title 10, Planning and Zoning, of the Tracy municipal code, to amend the Central Business District Zone to allow use group 33 as a permitted use, establish a building height

limit, add language regarding the ministerial review process, and eliminate parking requirements.

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

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

None.

4. ITEMS FROM THE COMMISSION

Chair Penning re-introduced the Regular Meeting Minutes from the November 19, 2025 Planning Commission Regular Meeting.

ACTION: It was moved by Commissioner Atwal and seconded by Commissioner Orcutt to approve the November 19, 2025 Planning Commission Regular Meeting Minutes. A voice vote found Commissioner Atwal, Commissioner Orcutt and Chair Penning in favor. Vice Chair Boakye-Boateng abstained. Commissioner English absent. Passed and so ordered; 3-0-1-1.

Commissioner Orcutt wanted clarification on whether we needed his certificate that was required for the AB1234 Ethics class. Jennifer Lucero, Recording Clerk, stated she'd contact him concerning the certificate of completion.

5. ADJOURNMENT

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

Time: 8:14 p.m.

CHAIR

STAFF LIAISON

This meeting's agenda was posted at the Tracy City Hall on November 26, 2025. The above are action minutes. A recording is available on the City's website.

From: Breanna Alamilla
To: Jennifer Lucero
Subject: FW: ZA23-0003
Date: Thursday, November 13, 2025 5:02:30 PM

Breanna Alamilla
Associate Planner
Community & Economic Development
333 Civic Center Plaza, Tracy, CA 95376
Direct: (209) 831-6464 | cityoftracy.org

-----Original Message-----

From: [REDACTED]
Sent: Thursday, November 13, 2025 4:57 PM
To: Breanna Alamilla <breanna.alamilla@cityoftracy.org>
Subject: ZA23-0003

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Members of the Planning Commission, My name is Betty Keller and I own a rental home located within 300 feet of the Central Business District. I am writing to provide comments specifically regarding the proposed elimination of off-street parking requirements.

My tenants-and many of the residents in this area-rely entirely on street parking because our homes do not have any onsite parking options. Parking availability is already limited, and residents often struggle to find nearby spaces, especially during busier times. Removing parking requirements for new development in the Central Business District could significantly increase demand for the same limited street parking that residents currently depend on. New housing or commercial projects without dedicated parking would likely push additional vehicles into surrounding neighborhoods, including ours. This would directly affect the quality of life for existing residents and could create unnecessary conflicts over parking availability.

I respectfully request that the Planning Commission consider options to protect nearby residential areas, such as:

- . Requiring some level of parking for certain types of projects,
- . Implementing shared or district parking strategies, or
- . Establishing residential parking protections or permits in adjacent neighborhoods if requirements are removed.

Thank you for taking the time to consider the impact on residents living near the CBD. I appreciate your attention to ensuring that growth in the downtown area does not unintentionally burden the surrounding community.

Sincerely,

Betty Keller

Property Owner, [REDACTED] Tracy, Ca



PLANNING COMMISSION STAFF REPORT

Item No. 1.A

DATE	December 17, 2025
TITLE	Joe Pombo Self Storage
LOCATION	North of the intersection of Grant Line Road and Joe Pombo Parkway, south of I-205 (APN 214-020-40)
APPLICATION TYPE	Development Review Permit (D25-0009) Conditional Use Permit (CUP25-0003)
CEQA STATUS	Categorically Exempt CEQA Guidelines Section 15332
PROJECT PLANNER	Genevieve Federighi (209) 831-6435 genevieve.federighi@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution approving the following actions:

- (1) Determine that this project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15332, pertaining to certain infill development projects.
- (2) Approve a Development Review Permit (D25-0009) for the construction of a three-story, approximately 130,000 square foot self-storage building and related site improvements on a 2.35-acre site located north of the intersection of Grant Line Road and Joe Pombo Parkway, south of I-205 (Assessor's Parcel Number 214-020-40).
- (3) Grant a Conditional Use Permit (CUP25-0003) for the proposed self-storage facility.

The applicant is Kitchell Development, and the property owner is Tiger Tracy LLC.

PROJECT ANALYSIS

Continued Public Hearing

This application for a Development Review Permit and Conditional Use Permit for a 3-story self-storage facility was previously discussed at the November 19, 2025, Planning Commission meeting. During the meeting, the Planning Commission expressed concerns regarding the height of proposed building as well as the view of the roll-up storage doors from the freeway directly adjacent to the project site. The Planning Commission voted to continue the item and requested that staff provide the height of the Kaiser Medical Building directly east of the project site.

Since the prior meeting, the applicant chose to reduce the height of the proposed building from 40 feet to 38 feet, 6 inches which is equal to the Kaiser Medical Building. The applicant has also added landscaping on an eight foot tall wall spanning the entire length of the project site, adjacent to the freeway.

Staff has included Attachment C, which shows the height of surrounding buildings and Attachment D includes a revised rendering of the building from the view of a vehicle on the freeway.

Background

On June 5, 2025, the City received a Development Review Permit application and Conditional Use Permit application for a three-story self-storage building and associated parking and landscaping improvements on a vacant 2.35-acre site south of I-205 and north of the intersection of Grant Line Road and Joe Pombo Parkway (Attachment A). The project site is currently undeveloped and surrounded by commercial development, including a medical office building (Kaiser) to the east; multi-tenant retail buildings (Orchard Plaza), a gasoline fueling station, and a drive-through coffee kiosk to the south; a gasoline fueling station to the west; and Interstate 205 to the north.

The site is zoned General Highway Commercial (GHC) and has a land use designation of Commercial in the General Plan. The GHC zone district requires a Conditional Use Permit for self-storage facilities which are to be granted by the Planning Commission. Additionally, the Development Review Permit is a Tier 2 application due to the site being located within 500 feet of the freeway and therefore subject to Planning Commission review in accordance with TMC Section 10.08.3950.

The project proposal includes a three-story, approximately 130,000 square foot self-storage facility. The building is proposed toward the front of the site with vehicular access along the sides and rear of the building. Other improvements include landscaping, bio-detention areas, drive aisles, and parking and loading areas. The facility has access through the interior of the building rather than exterior access that is common for existing storage facilities in the city. Specific details of the project are discussed below.

Architecture

The proposed building features a contemporary architectural design that complements the surrounding development character, particularly the adjacent medical facility. The

building's massing is articulated to create a gradual transition in scale, beginning with a single-story element at the rental office, stepping up to two stories near Joe Pombo Parkway, and continuing to three-stories at the main storage portion of the building, which is to the rear of the site.

A variety of complementary materials are utilized to provide visual interest and enhance overall aesthetics. The building base will be finished with split-face concrete block for durability and texture, while the upper façade will be completed with smooth stucco. The office area will be accentuated using large windows and decorative black tile, establishing a clearly identifiable focal point for customers. Decorative orange pop-outs will be incorporated at the office entry and repeated across the façade to provide decorative accents to the building.

Prominent window elements along the façade facing Interstate 205 allow natural light into interior spaces and provide architectural distinction and visual prominence to motorists along the freeway. Additionally, a high parapet wall is integrated into the design to effectively screen all roof-mounted equipment from public view, including from the freeway and surrounding rights-of-ways.

Parking and Circulation

In accordance with the City's zoning regulations, the project is required to provide a minimum of four (4) off-street parking spaces. The proposed site plan exceeds this requirement by providing a total of twenty-two (22) parking spaces, along with three (3) oversized vehicle loading spaces. The project site does not have direct frontage on Grant Line Road and instead has vehicular access from the existing private road, Joe Pombo Parkway, which was constructed as part of the adjacent development to the south. The project proposes to construct a new driveway connection to this private access drive on the east side property and to widen and improve the existing driveway currently serving the adjacent drive-through coffee kiosk on the west side of the property. These proposed access improvements are depicted in Exhibit 3 of Attachment B.

Landscaping

The project meets all applicable landscaping requirements for parking areas including: minimum number of required trees, landscape area coverage within the parking area, and tree canopy coverage standards. A landscaped buffer is provided along the northern property boundary, incorporating a combination of shrubs and tree species to screen the building from the adjacent freeway. Accent landscaping is proposed along the southern frontage, adjacent to Joe Pombo Parkway, to enhance visual interest and reduce the perceived massing of the building.

Conditional Use Permit

The project site is located within the GHC zoning district, which is intended to accommodate commercial uses that are automobile-oriented and generally operate independently from shopping centers or business clusters. Self-storage facilities are conditionally permitted within the GHC zone district, allowing the Planning Commission to consider approval based on site-specific conditions and compatibility with surrounding uses. The proposed self-storage facility is appropriate for this location as it is expected to generate limited traffic, minimal nighttime activity, and will help meet an existing demand for self-storage services within the community.

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The proposed project is categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15332, which pertains to certain in-fill development projects. Because the project is consistent with the General Plan and Zoning, occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, has no value as habitat for endangered, rare or threatened species, would not result in any significant effects relating to traffic, noise, air quality, or water quality, and can be adequately served by all required utilities and public services, no further environmental assessment is necessary.

SUMMARY

This agenda item pertains to the consideration and adoption of a resolution approving a Development Review Permit and a Conditional Use Permit for the construction and operation of a three-story, approximately 130,000 square-foot self-storage facility on a 2.35-acre site located north of the intersection of Grant Line Road and Joe Pombo Parkway, south of I-205, Assessor's Parcel Number (APN) 214-020-40. The action further includes a determination that the project qualifies for a categorical exemption from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines, which pertains to certain infill development projects.

ATTACHMENTS

A - Location Map

B – Resolution

Exhibit 1 - Findings

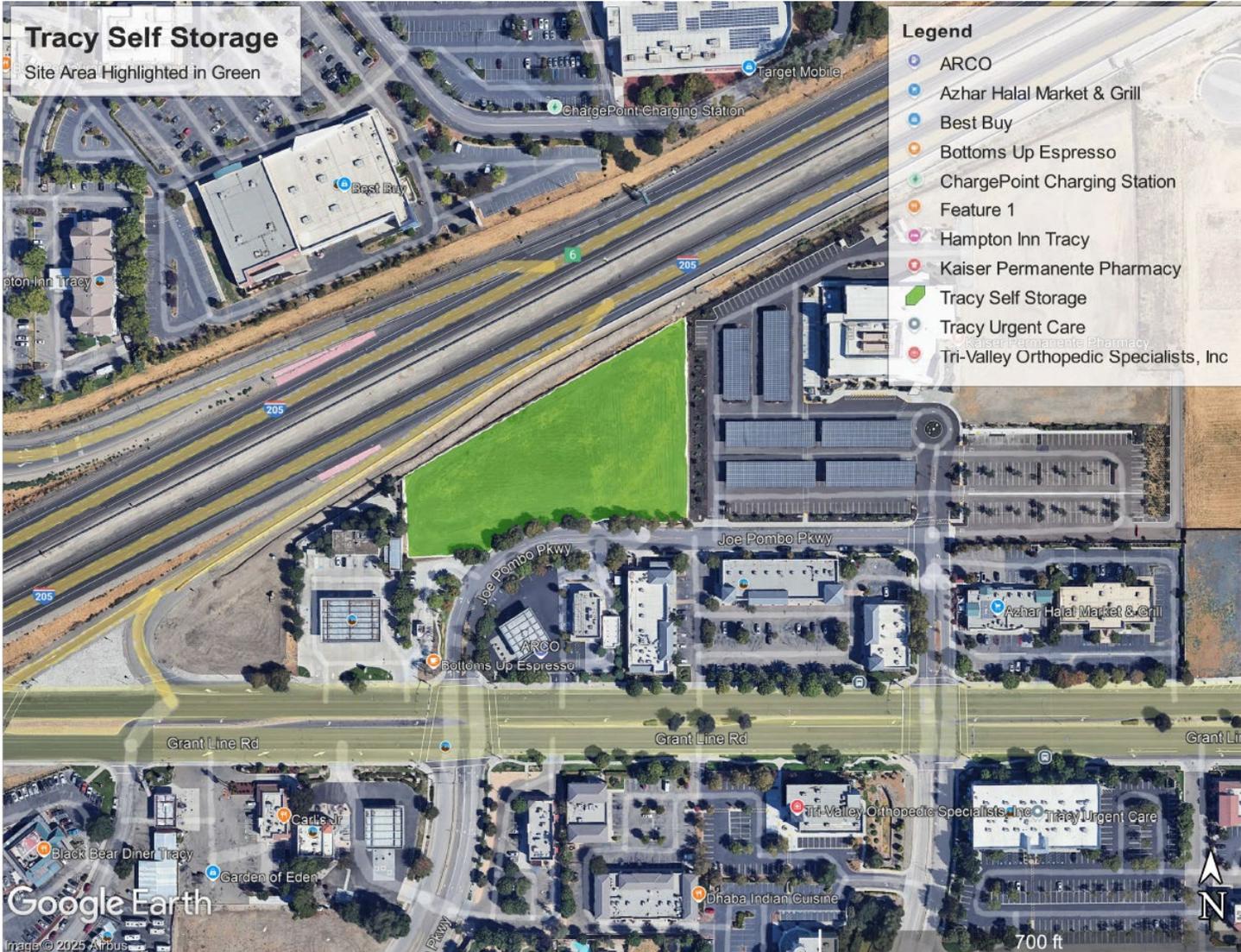
Exhibit 2 - Conditions of Approval

Exhibit 3 - Plan Set

C – Building Heights

D – Renderings

LOCATION MAP



APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-_____

-
- 1. DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO CEQA GUIDELINES SECTION 15332, PERTAINING TO CERTAIN INFILL DEVELOPMENT PROJECTS;**
 - 2. APPROVING A DEVELOPMENT REVIEW PERMIT (D25-0009) FOR THE CONSTRUCTION OF A THREE-STORY, APPROXIMATELY 130,480 SQUARE FOOT SELF-STORAGE BUILDING AND RELATED SITE IMPROVEMENTS ON A 2.35-ACRE SITE LOCATED NORTH OF THE INTERSECTION OF GRANT LINE ROAD AND JOE POMBO PARKWAY, SOUTH OF I-205, ASSESSOR'S PARCEL NUMBER 214-020-40; AND**
 - 3. GRANTING A CONDITIONAL USE PERMIT (CUP25-0003) FOR THE PROPOSED SELF-STORAGE FACILITY.**

WHEREAS, the applicant submitted a Development Review Permit application (D25-0009) and a Conditional Use Permit (CUP25-0003) application on June 5, 2025, for the construction and operation of a three-story, approximately 130,480 square foot self-storage facility on a 2.35-acre site located north of the intersection of Grant Line Road and Joe Pombo Parkway, south of I-205, Assessor's Parcel Number 214-02040; and

WHEREAS, the subject site is designated Commercial in the Tracy General Plan and is zoned General Highway Commercial (GHC) in the Tracy Municipal Code (TMC) where storage facilities are conditionally permitted; and

WHEREAS, the Planning Commission may grant a Conditional Use Permit, on the basis of the application and evidence submitted, subject to making all the required findings set forth in TMC Section 10.08.4250; and

WHEREAS, the Planning Commission may approve a Development Review Permit on the basis of the application and evidence submitted, subject to making all the required findings set forth in TMC 10.08.3920; and

WHEREAS, the Statement of Findings attached hereto as Exhibit 1 articulates the required findings and the evidentiary support for those findings; and

WHEREAS, the proposed project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15332, which pertains to infill projects consistent with the General Plan and Zoning, occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, has no value as habitat for endangered, rare or threatened species, would not result in any significant effects relating to traffic, noise, air quality, or water quality, and can be adequately served by all required utilities and public services. No further environmental assessment is necessary; and

WHEREAS, the Planning Commission conducted a public hearing to review and consider the project on November 19, 2025, and voted 4-0 to continue the public hearing to a future date with a request for additional information regarding the surrounding area's building heights; and

WHEREAS, the Planning Commission conducted a continued public hearing to review and consider the project on December 17, 2025; now, therefore, be it

RESOLVED: That the Planning Commission of the City of Tracy hereby determines, based on the evidence in the record and its own independent judgement, that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 pertaining to certain infill development projects; and be it

FURTHER RESOLVED: That the Planning Commission, hereby approves Development Review Permit (D25-0009) for the construction of a three-story, approximately 130,480 square foot self-storage facility and related site improvements on a 2.35-acre site, Assessor's Parcel Number 214-020-40, based on the findings contained in Exhibit 1 and subject to the Conditions of Approval contained in Exhibit 2; and be it

FURTHER RESOLVED: That the Planning Commission hereby grants a Conditional Use Permit (CUP25-0003) to permit a self-storage facility on a 2.35-acre site, Assessor's Parcel Number 214-020-40, based on the findings contained in Exhibit 1 and subject to the Conditions of Approval in Exhibit 2; and be it

FURTHER RESOLVED: That the Development Review Permit (D25-0009) and Conditional Use Permit (CUP25-0003) shall be valid for a 2-year term, within which time a building permit must be issued and diligently pursued, or a request to renew both permits must be submitted prior to the expiration date.

* * * * *

The foregoing Resolution 2025-_____ was adopted by the Planning Commission on December 17, 2025, by the following vote:

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

CHAIR

ATTEST: _____
STAFF LIAISON

**CITY OF TRACY
DEVELOPMENT REVIEW PERMIT FINDINGS
APPLICATION NUMBER D25-0009**

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

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;
- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- appropriateness of exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After the consideration of the entire record, under TMC 10.08.3960 the Planning Commission may approve the Development Review Permit if the facts on the record support the following findings:

- (a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and
- (b) That the proposal conforms to the Zoning Regulations of Tracy Municipal Code Chapter 10.08, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the Planning Commission conducted a noticed public hearing on December 17, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

- (a) The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed project would develop an existing vacant site that is surrounded by commercial development. The proposed building, landscaping, and parking area meet the City's objectives for high quality design by utilizing a mix of materials and variation in design. The proposed building is architecturally interesting in that it has stepped building starting with a one story element then stepping up beyond the front office and it has incorporated a number of horizontal and vertical changes through its use of

color and materials, which give the building interest and dimension. The architectural theme is present on all four sides of the building, and rooftop equipment will be screened from view behind building parapets. Through circulation is provided throughout the site, and the parking area will connect with an existing driveway on the site adjacent to the south to further improve circulation and provide a second point of access to the site. In furtherance of the City's landscaping goals, a significant amount of landscaping, including a variety of canopy and accent trees, is proposed throughout the parking area, on the site's perimeter, and around the building.

- (b) The proposal, as conditioned, conforms to the Tracy Municipal Code, the City of Tracy General Plan, the City Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes, because the proposed development will comply with all applicable City and state regulations for building design and construction, off-street parking and circulation, landscaping design, and all GHC zone standards.

**CITY OF TRACY
CONDITIONAL USE PERMIT FINDINGS
APPLICATION NUMBER CUP25-0003**

Conditional Use Permits (CUPs) must meet the requirements set forth in TMC Sections 10.08.4250-10.08.4330. Pursuant to TMC Section 10.08.4290, the Planning Commission will conduct a noticed public hearing, consider the application materials, and pertinent evidence and testimony in support of the findings required for approval provided in TMC Section 10.08.4310. Upon conclusion of the public hearing and consideration of the entire record, the Planning Commission may approve the CUP if the record supports all of the following findings:

- (a) That there are circumstances or conditions applicable to the land, structure, or use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right;
- (b) That the proposed location of the conditional use is in accordance with the objectives of Chapter 10.08 – Zoning Regulations and the purposes of the zone in which the site is located;
- (c) That the proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to, or inharmonious with, properties or improvements in the vicinity; and
- (d) That the proposed use will comply with each of the applicable provisions of Chapter 10.08 – Zoning Regulations.

Therefore, the Planning Commission conducted a noticed public hearing on December 17, 2025, and upon its conclusion, makes the requisite findings for the Conditional Use Permit based on consideration of the entire record of evidence, including, without limitation, the following:

- (a) There are circumstances applicable to the use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right because the proposed use will provide a needed service for the City and the project site is located on a lower traveled, private access road which is well suited for this type of land use.
- (b) The proposed location of the use and the conditions under which it would be operated or maintained is in accordance with the objectives of Tracy Municipal Code Chapter 10.08, and the purposes of the GHC zone in which the site is located as the proposed project is consistent with the design and siting requirements and policies of the City of Tracy Design Goals and Standards and the General Plan designation of Commercial.
- (c) The project will not, under the circumstances of the particular case or as

conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the City because the proposed use is well suited for the location as it is not on a public street which is more desirable for a commercial business and the building designed for interior access will have minimal impacts to the surrounding businesses. The impact to the site is minimal as the site is currently vacant and one of the two driveways will be shared with an existing driveway located on the southwest of the site. Furthermore, self-storage facility will meet the requirements of the California Environmental Quality Act, the California Building Code, and applicable provisions of the Tracy Municipal Code.

- (d) The project complies with the zoning and other elements of the Tracy Municipal Code, the City of Tracy General Plan, the Design Goals and Standards, City Standards, and the project has met all requirements of the GHC Zone including minimum yards and off-street parking requirements.

**CITY OF TRACY
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
CONDITIONS OF APPROVAL**

Joe Pombo Self-Storage Facility
Development Review Permit, Application Number D25-0009
Conditional Use Permit, Application Number CUP25-0003
December 17, 2025

A. General Provisions and Definitions.

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

The Project: A Development Review Permit and Conditional Use Permit for the construction and operation of a three-story, approximately 130,480 square foot self-storage facility on a vacant 2.35-acre site located north of the intersection of Grant Line Road and Joe Pombo Parkway, Assessor's Parcel Number 214-020-40.

The Property: An approximately 2.35-acre site located south of I-205 and north of the intersection of Grant Line Road and Joe Pombo Parkway; Assessor's Parcel Number 214-020-40.

A.2. Definitions.

- a. "Applicant" means any person, or other legal entity, defined as a "Developer".
- b. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Community and Economic Development Director, or the City Engineer to perform the duties set forth herein.
- c. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).
- d. "Community and Economic Development Director" means the Community and Economic Development Director of the City of Tracy Community and Economic Development Department, or any other person designated by the City Manager or the Community and Economic Development Director to perform the duties set forth herein.
- e. "Conditions of Approval" shall mean the conditions of approval applicable to the Project located at the Property, Application Numbers D25-0009 and CUP25-

0003. The Conditions of Approval shall specifically include all conditions set forth herein.

- f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.
- A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the project plans received by the Community and Economic Development Department on October 29, 2025, to the satisfaction of the Community and Economic Development Director.
- A.4. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:
- the Planning and Zoning Law (Government Code sections 65000, et seq.),
 - the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"),
 - the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines"),
 - California Building Code, and
 - California Fire Code
- A.5. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), Standard Plans, and the City's Design Goals and Standards.
- A.6. Pursuant to Government Code section 66020, including section 66020(d)(1), the City hereby notifies the Developer that the 90-day approval period (in which the Developer may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Developer fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Developer will be legally barred from later challenging any such fees, dedications, reservations, or other exactions.

B. Planning Division Conditions

- B.1. 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.2. Bollards. Concrete bollard pipes shall not be used in areas visible to the general public. Large boulders, planter boxes, decorative walls, or other architectural features that complement the character of the site may be used as needed for protection of site improvements from potential vehicular impact.
- B.3. Parking area. Before the approval of a building permit, the applicant shall submit the following to the satisfaction of the Community and Economic Development Director:
- B.2.1 Site plans and construction details that demonstrate 12-inch wide concrete curbs along the perimeter of landscape planters where such planters are parallel and adjacent to vehicular parking spaces to provide access to vehicles without stepping into the landscape planters.
 - B.2.2 Detailed plans that demonstrate the parking stalls are striped in accordance with Standard Plan 141.
 - B.2.3 Detailed plans that demonstrate sidewalk, landscape planters, and bio-retention areas perpendicular to parking stalls overhang up to 24 inches

into the parking stall in place of wheel stops where feasible. Any landscape planter overhang may not be double-counted toward the required amount of parking area landscaping.

B.4. Landscaping & irrigation plans. Before the approval of a building permit, the applicant shall provide detailed landscape, and irrigation plans consistent with the following to the satisfaction of the Community and Economic Development Director:

B.3.1. Said plans shall demonstrate compliance with Tracy Municipal Code Section 10.08.3560 for parking area landscaping. Said plans shall include a planting legend indicating, at minimum, the quantity, planting size, and height and width at maturity and calculations for landscape and canopy tree shading areas.

B.3.2. Each planter shall contain a combination of trees, shrubs, and 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.

B.3.3. Where trees are planted ten feet or less from a sidewalk or curb, root barriers dimensioned 8 feet long by 24 inches deep shall be provided adjacent to such sidewalk and curb, centered on the tree.

B.3.4. Landscape & Irrigation Maintenance. Prior to the issuance of a building permit, the Developer shall execute a two-year landscape and irrigation maintenance agreement and submit financial security, such as a performance bond, to ensure the success of all on-site landscaping for the term of the agreement. The security amount shall be equal to \$2.50 per square foot of the landscaped area or equal to the actual labor and material installation cost of all on-site landscaping and irrigation.

B.5. Landscaping & irrigation installation. Prior to final inspection or certificate of occupancy, all landscaping and irrigation substantially conforming with the development review permit plans dated October 29, 2025 and the approved building permit construction plans shall be installed to the satisfaction of the Community and Economic Development Director.

B.6. Lighting.

B.5.1. Before the issuance of a building permit, the applicant shall submit detailed plans that demonstrate a minimum of one foot candle throughout the parking area as defined in TMC Section 10.08.3450.

B.5.2. 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 into the public rights-of-way and onto any adjacent private property, to the satisfaction of the Community and Economic Development Director.

- B.7. Screening utilities and equipment. Before the approval of a building permit, the applicant shall submit detailed plans that demonstrate the following:
- B.6.1. No roof mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes, whether proposed as part of this application, potential future equipment, or any portion thereof, shall be readily visible from any public right-of-way, including I-205. The plans shall demonstrate that such equipment is fully screened from view by building parapet designed to be equal to or higher than the height of the mounted equipment to the satisfaction of the Community and Economic Development Director.
 - B.6.2. All vents, gutters, downspouts, flashing, plumbing lines, fire risers, and electrical conduits shall be internal to the structures 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.
 - B.6.3. 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.
 - B.6.4. Trash enclosures shall be designed and appropriately sized for this project, including allowance for recycling collection. The trash and recycling collection enclosure shall include a solid roof structure, solid metal doors, and solid walls sufficiently sized to fully screen the dumpsters. The enclosure, including the roof, shall be architecturally compatible with the building, which includes but is not limited to, design, materials, and colors. A six-inch concrete curb and/or bollards may be installed on the interior of the enclosure for the protection and durability of the enclosure walls.
- B.8. Signs. No business identification signs are approved with this permit. Prior to the installation of any signs requiring a sign permit, the applicant shall obtain applicable sign and building permits in accordance with the Tracy Municipal Code.
- B.9. Fencing. No chain link fence is permitted on site where it would be visible from the public right-of-way, and the existing chain link fencing shall be removed

prior to final inspection. Electronically charged, razor wire, barbed wire, integrated corrugated metal, or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric fences are not permitted anywhere on-site.

B.10. Prior to issuance of a building permit, the Developer shall comply with all applicable requirements of the San Joaquin Valley Air Pollution Control District (APCD), including District Rule 9510, Regulation VIII, and payment of all applicable fees, to the satisfaction of the APCD.

B.11. Approval of the Development Review Permit and the Conditional Use Permit shall be for a 2-year period.

B.12. Prior to issuance of a building permit, the Developer shall submit construction plans that show the building height reduced to a maximum height of 38 feet 6 inches, which is a reduction of 18 inches from the 40-foot building height shown on the project plans. The reduced building height shall be achieved by reducing the interior ceiling heights and maintaining the height of the parapet, to the satisfaction of the Community and Economic Development Director.

C. Engineering Division Conditions

C.1. General Conditions

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

- 1) Potable Water Technical Memorandum prepared by Black Water Consulting Engineers of Modesto, CA dated February 3, 2023;
- 2) Sanitary Sewer Technical Memorandum prepared by Black Water Consulting Engineers of Modesto, CA dated February 3, 2023;
- 3) Storm Drain Technical Memorandum prepared by Wood Rodgers, of Roseville, CA dated February 9, 2023;
- 4) Traffic Analysis and Engineering Review prepared by Kimley-Horn and Associates of San Jose, CA dated February 15, 2023;

C.2. RESERVED

C.3. RESERVED

C.4. Grading Permit

All grading work (on-site and off-site) shall require a Grading Plan. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Geotechnical Engineer.

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

- C.4.1 Developer has completed all conditions set forth in this section.
- C.4.2 Developer has obtained the approval (i.e. recorded easements for slopes, drainage, utilities, access, parking, construction, etc.) of all other public agencies and/or private entities with jurisdiction or interest over the required public and/or private facilities and/or property. Written permission from affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit.
- C.4.3 Developer has obtained a demolition permit to remove any existing structure located within the project's limits.
- C.4.4 All existing on-site water well(s), septic system(s), and leech field(s), if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. Developer shall be responsible for all costs associated with the abandonment or removal of the existing well(s), septic system(s), and leech field(s) including the cost of permit(s) and inspection. Developer shall submit a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), prior to the issuance of the Grading Permit.
- C.4.5 The Improvement Plans for all improvements to serve the Project (on-site and off-site) including the Grading Plan shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code Chapter 12.36), City Design Documents as defined in Title 12 of the Tracy Municipal Code, and these Conditions of Approval.
- C.4.6 On-site Grading Plan shall be prepared on a twenty-four (24) inch x thirty-six (36) inch size 20-pound (min.) bond paper and PDF. These plans shall use the City's Title Block. Improvement Plans shall be prepared under the supervision of, stamped and signed by the Project's Registered Civil Engineer of Record and the Project's Registered Geotechnical Engineer. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the plans prior to submitting the mylars to Engineering Division for City Engineer's signature. Erosion control measures shall be implemented in accordance with the Grading Plan approved by the City Engineer for all grading work. All grading work not completed before October 15 may be subject to additional requirements as applicable. Improvement Plans shall specify

all proposed erosion control methods and construction details to be employed and specify materials to be used during and after the construction.

- C.4.7 Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.
- C.4.8 For Projects on property larger than one (1) acre: Prior to the issuance of the Grading Permit, Developer shall submit to the Utilities Department (stephanie.hiestand@cityoftracy.org) one (1) electronic copy and one (1) hard copy of the Storm Water Pollution Prevention Plan (SWPPP) as submitted in Stormwater Multiple Applications and Reporting Tracker System (SMARTS) along with either a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID) or a copy of the receipt for the NOI. After the completion of the Project, the Developer is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination. Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Developer. Developer shall comply with all the requirements of the SWPPP, applicable Best Management Practices (BMPs) and the Stormwater Post-Construction Standards [the "Storm Water Treatment Manual"] adopted by the City in 2015 and any subsequent amendment(s).

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

- C.4.9 Developer shall provide a PDF copy of the Project's Geotechnical Report signed and stamped by the Project's Registered Geotechnical Engineer. The technical report must include relevant information related to, but not limited to, soil types and characteristics; soil bearing capacity; recommendations of soil and pavement compaction, import fill gradation, retaining wall design, slope gradients, flexible and in-flexible pavement (including paving calculations such as 5-values, gravel factors, gravel equivalence); bore logs; elevation of the highest observed groundwater level; infiltration testing at the bottom floor elevation of the proposed basin; and other design recommendations or geotechnical tests to the satisfaction of the City Engineer.
- C.4.10 Minor Retaining – Developer shall use reinforced or engineered masonry blocks for retaining soil at property lines when the grade differential among the in-tract lots exceeds twelve (12) inches. Developer will include construction details of these minor retaining walls with the on-site Grading Plan. Developer may use slopes among the lots to address the grade differential but said slope shall not exceed a slope gradient of 3 (horizontal) to 1 (vertical) unless the Project's Registered Geotechnical Engineer signs and stamps a geotechnical report letter that supports a steeper slope gradient. Slope easements may be required and will be subject to approval by the City Engineer.

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

Slopes are an acceptable option as a substitute to engineered retaining walls, where cuts or fills do not match existing ground or final grade with the adjacent property or public right of way, up to a maximum grade differential of two (2) feet, subject to approval by the City Engineer.

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

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

- C.4.11 Developer shall provide a copy of the approved Incidental Take Minimization Measures (ITMM) habitat survey [San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)] from San Joaquin Council of Governments (SJCOG).
- C.4.12 Developer shall provide a copy of the approved Air Impact Assessment (AIA) with an Indirect Source Review (ISR) and approved dust control permit from San Joaquin Valley Air Pollution Control District (SJVAPCD).
- C.4.13 Developer shall abandon or remove all existing irrigation structures, channels and pipes, if any, as directed by the City after coordination with the irrigation district, if the facilities are no longer required for irrigation purposes. If irrigation facilities including tile drains, if any, are required to remain to serve existing adjacent agricultural uses, the Developer will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City. Written permission from irrigation district or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.
- C.4.14 Developer shall underground existing overhead utilities such as electric, TV cable, telephone, and others. Each dry utility shall be installed at the location approved by the respective owner(s) of dry utility and the Developer shall coordinate such activities with each utility owner. All costs associated with the undergrounding shall be the sole responsibility of the Developer and no reimbursement will be due from the City. Developer shall submit undergrounding plans. Referenced and incorporated herein are Title 11 and Title 12 of the Tracy Municipal Code. Exemptions from this condition are further clarified in the aforementioned code sections.
- C.4.15 If at any point during grading that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any potential archeological, historical, or other paleontological findings, the Developer shall address the findings as required per the General Plan Cultural Resource Policy and General Plan Environmental Impact Report; and

subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

C.5. Improvement Agreement(s)

All construction activity involving public improvements will require a fully executed improvement agreement (Off-site, Subdivision, and/or Inspection). Any construction activity involving public improvements without a fully executed improvement agreement is prohibited. All public improvements shall be performed and completed in accordance with the recommendation(s) of the Project's Registered Civil Engineer of Record.

Prior to the consideration of City Council's approval of said improvement agreement, the Developer shall provide all documents related to said improvements required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.5.1. Off-site and/or Public Infrastructure Improvement Plans prepared on a twenty-four (24) inch x thirty-six (36) inch size 20-pound (min.) bond paper and PDF that incorporate all requirements described in the documents described in these Conditions of Approval, the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest title block and, if necessary, contain a signature block for the Fire Marshal. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Landscape Architect for the relevant discipline. Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the plans including signatures by Fire Marshal to submitting the mylars to Engineering Division for City Engineer's signature. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:
- C.5.1.a. All existing and proposed utilities such as domestic water line, irrigation service, fire service line, storm drain, and sanitary sewer, including the size and location of the pipes.
 - C.5.1.b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers such as benchmarks.

- C.5.1.c. A PDF copy of the Project's approved Geotechnical/Soils Report that was prepared for the grading permit submittal.
- C.5.1.d. Storm Water - Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the Property's on-site storm drainage system fails to function or it is clogged. Site grading shall be designed such that the Project's storm drainage overland release point will be directly to an adjacent public right-of-way with a functional storm drainage system and the existing storm drainage line has adequate capacity to drain storm water from the Property. The storm drainage release point is recommended to be at least 0.70-feet lower than the building finish floor elevation and shall be designed and improved to the satisfaction of the City Engineer.

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

Developer and its heirs shall be responsible for repairing and maintaining the on-site storm water treatment system at the Developer's (and heirs') sole cost and expense.

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

described in the sanitary sewer technical memorandum. Developer shall install a 6-inch diameter sewer lateral.

- C.5.1.f Water Distribution - Developer shall design and construct domestic and irrigation water service that comply with the City Regulations. Water line sizing, layout and looping requirements for this Project shall comply with City Regulations. During the construction of the Project, the Developer is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshal.

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

The Project's water service connections shall use a remote-read (radio-read) master water meter and a Reduced Pressure Type back-flow protection device in accordance with City Regulations. The domestic and irrigation water service connection(s) must be completed before the inspection of the building. The location of the meters shall be per City Regulations and shall not be in the driveway. Other proposed locations shall be approved to the satisfaction of the City Engineer.

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 – Location and construction details of fire service line including fire hydrant(s) that are to serve the Project shall be approved by the Fire Marshal. Prior to the approval of the Improvement Plans by the City Engineer, the Developer shall obtain written approval from the Fire Marshal, for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed or planned to serve the Project.

- C.5.1.g Streets – The Developer shall have frontage improvements. All streets and utilities improvements within City right-of-way shall be designed and constructed in accordance with City Regulations, and City’s Design Documents including the City’s Facilities Master Plan for storm drainage, roadways, wastewater, and water as adopted, amended, and updated by the City, or as otherwise specifically approved by the City. The Developer shall construct frontage improvements as described below.

Joe Pombo Parkway

Developer shall construct or re-construct cracked, settled, and/or damaged portland cement concrete curb, gutter, and sidewalk; a parkway, construct landscaping and its automatic irrigation system; fire hydrants; and streetlights along the Project’s frontage.

Developer shall preserve the existing trees on the project’s frontage.

Along the Project frontage, Developer shall construct a landscaped and irrigated parkway. Landscape and irrigation plans shall be prepared on a 24-inch x 36-inch size 20-pound (min.) bond paper and PDF that incorporate all requirements described in the documents described in these Conditions of Approval, the City’s Design Documents as defined in Title 12 of the Tracy Municipal Code. Developer shall use the latest

title block. Said landscape and irrigation plan shall be prepared by a California licensed landscape architect.

Developer shall also construct the recommended mitigations described in the traffic technical memorandum.

- C.5.2. Joint Trench Plans and Composite Utility Plans, prepared on a twenty-four (24) inch x thirty-six (36) inch size 20-pound (min.) bond paper and PDF for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located within a PUE, if existing, 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.5.3. Payment of applicable fees required by City Regulations, and these Conditions of Approval including but not limited to plan checking, grading, construction inspection, agreement processing, encroachment permits, and testing fees.
- C.5.4. Project Engineer's reasonable cost estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.
- C.5.5. Traffic Control Plan - Prior to starting the work for any work within City's right-of-way, the Developer shall submit a Traffic Control Plan (TCP). TCP can be split among the different construction phases. TCP will show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. TCP shall conform to the Manual on Uniform Traffic Control Devices as amended by the State of California, latest edition (MUTCD-CA). TCP shall be prepared under the supervision of, signed and stamped by a Registered Civil Engineer or Registered Traffic Engineer.

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

- C.5.6. No street trench shall be left open, uncovered, and/or unprotected during night hours and when the Developer's contractor is not performing construction activities. Appropriate signs and barricades shall be installed on the street and on all trenches during such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistance, and shall be either pinned and recessed into the pavement or ramped on all sides. Ramps will be made of cold-mix asphalt concrete, be a minimum two-foot wide, and will run the entire length of each side.
- C.5.6 If at any point during utility installation or construction in general that the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and subsequent Cultural Resource Policy or mitigation in any applicable environmental document.
- C.5.7 Improvement Security - Developer shall provide improvement security for all public facilities, as required by the Improvement Agreement. The form of the improvement security may be a bond, or other form in accordance with the Government Code, and the TMC. The amount of the improvement security shall be in accordance with Title 12 of the TMC.

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

C.6. Building Permit

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

- C.6.1 Developer has satisfied all conditions in C.1 through C.4 in these Conditions of Approval and has obtained a City approved Grading Permit.
- C.6.2 Developer shall pay any applicable development impact fees, including outstanding past-due development impact fees.
- C.6.3 Developer has obtained an access easement from its south-west neighbor.

C.7 Acceptance of Public Improvements

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

- C.7.1 Developer has satisfied all conditions in C.1 through C.6 in these Conditions of Approval.
- C.7.2 Prior to improvement acceptance, Developer submitted the Storm water Treatment Facilities Maintenance Agreement (STFMA) to the Utilities Department.
- C.7.3 Developer has satisfactory completed construction of all required/conditioned improvements. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, the Developer shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).
- C.7.4 Certified "As-Built" On-site Grading and Off-Site Improvement Plans (or Record Drawings) - Prior to improvement acceptance, Developer shall cause its design professionals(s) to prepare Certified "As-Built" grading and off-site Improvement Plans (or Record Drawings). Said Record Drawings shall be prepared on a twenty-four (24) inch x thirty-six (36) inch size 4-millimeter-thick polymer film (mylar). Developer shall re-obtain all signatures from outside agencies prior to submitting the Record Drawings to the City.
- C.7.5 Prior to improvement acceptance, Developer shall be responsible for any repairs or reconstruction of street pavement, curb, gutter, sidewalk and other public improvements associated with the Project, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.
- C.7.6 Prior to improvement acceptance, Developer has completed the ninety (90) day public landscaping maintenance period.
- C.7.7 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 the public traffic regulations or control. Said signs must be conspicuously placed, plainly visible, and legible during daylight hours from a distance of one hundred (100) feet, if applicable.

- C.7.8 Survey Monuments – Prior to improvement acceptance, Developer shall submit centerline tie sheets, corner records, a record of survey, etc. for the following: new public streets; re-established survey monuments, damaged, destroyed, altered, and/or reconstructed any existing curb returns, survey monuments and/or benchmarks. Any survey document will be submitted to the City and to the San Joaquin County Surveyor to comply with California Business and Professions Code Section 8771(c). Said work shall be executed by a California licensed Land Surveyor at the Developer's sole expense.
- C.7.9 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.
- C.7.10 Prior to improvement acceptance, Developer shall submit warranty bonds.

C.8 Special Conditions

- C.8.1 When street cuts are made for the installation of utilities, the Developer shall conform to Section 3.14 of the 2020 Design Standards and is required install a two (2) inch thick asphalt concrete (AC) overlay with reinforcing fabric at least twenty-five (25) feet from all sides of each utility trench. A two (2) inch deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. This pavement repair requirement is when cuts/trenches are perpendicular and parallel to the street's direction.
- C.8.2 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the improvement plans, prior to the City Engineer's signature on the improvement plans, and prior to issuance of Grading Permit, Encroachment Permit, Building Permit, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Developer shall bear all the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.

- C.8.3 Prior to the release of the Building Permit, if water is required for the Project, the Developer shall obtain an account for the water service and register the water meter with the Finance Department. Developer shall pay all fees associated with obtaining the account number for the water service.
- C.8.4 Prior to acceptance of the public improvements, Developer shall cause its design professional to provide to the City in both AutoCAD format, and Shape File format (both in versions approved by the City), the public improvements associated with this Project.

D. Utilities Department Conditions

- D.1. Prior to issuance of a construction or building permit, the applicant shall demonstrate compliance with the 2015 Post-Construction Stormwater Standards (PCSWS) Manual and obtain approval through the following:
 - D.1.1. Develop a Project Stormwater Plan (PSP) that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures and hydromodification control measures.
 - D.1.1.a. Design and sizing requirements shall comply with PCSWS Manual.
 - D.1.1.b. Demand Management Areas must be clearly designated along with identification of pollutants of concern.
 - D.1.1.c. Calculations of the Stormwater Design Volume and/or Design Flow with results from the Post-Construction Stormwater Runoff Calculator must be submitted in the PSP for approval.
 - D.1.1.d. Per the PCSWS Manual, include a hydromodification management plan ensuring the post-project runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24 hour storm.
 - D.1.1.e. Submit one (1) hard copy of the PSP and an electronic copy to the Utilities Department (WaterResources@cityoftracy.org), include the project name, address and Project # and/or Permit # in the title or subject line.
 - D.1.2. A separate plan sheet(s) designated SW shall be submitted in the plan set that includes the identified methods for pollution prevention outlined in the submitted PSP. You must include all standards, cross sections

and design specifications such as landscape requirement in treatment areas including type of irrigation installation and/or height of drain inlet above the flow line, etc. in these SW plan sheets along with legend.

- D.1.3. Develop and electronically submit to the Utilities Department for approval (WaterResources@cityoftracy.org) a preliminary Operations and Maintenance (O & M) Plan that identifies the operation, maintenance, and inspection requirements for all stormwater treatment and baseline hydromodification control measures identified in the approved PSP.
- D.1.4. No later than two (2) months after approval notification of the submitted PSP, the applicant shall electronically submit the following information to the Utilities Department (WaterResources@cityoftracy.org) for development of a draft stormwater maintenance access agreement, in accordance with the MAPCSWS:
 - i. Property Owner(s) name and title report; or Corporate name(s) and binding documents (resolutions, etc) designating ability to sign agreement
 - ii. Property Address
 - iii. Exhibit A – legal property description
 - iv. Exhibit B – approved O & M Plan
- D.2. Prior to issuance of a grading permit, the applicant shall provide proof of permit coverage under the Construction General Permit and submittal of an electronic Stormwater Pollution Prevention Plan (SWPPP), to be submitted to WaterResources@cityoftracy.org
- D.3. Project shall always be in compliance with Federal, State and Local mandates with potable water, recycled water and water quality.
- D.4. Prior to Certificate of Occupancy, the applicant shall complete the following to the satisfaction of the Utilities Director:
 - D.4.1. Return to the Utilities Department, two legally signed and notarized copies of the final maintenance access agreement including all exhibits and approved O & M plan previously submitted and received from the Utilities Department.
 - D.4.2. Obtain final approval by the Utilities Department of the constructed and installed Stormwater pollution prevention methods outlined in the PSP. Frequent inspections of the Post-Construction treatment measures should occur during the construction phase by calling 209-831-6333.

D.4.3. The project shall be in full compliance with Construction General Permit including 70% stabilization of the project with Notice of Termination approval.

D.5. Before the approval of a construction, grading or building permit, the applicant shall demonstrate compliance with Tracy Municipal Code Chapters 11.28 and 11.34 and Chapter 4 or 5 of the California Green Building Standards Code to the satisfaction of the Utilities Director.

D.6. Prior to issuance of a construction or building permit, applicant shall demonstrate compliance with the 2015 Model Water Efficient Landscape Ordinance and obtain approval by the Utilities Department through the following:

D.6.1. Develop and submit electronically and by hard copy, a Landscape Document Package (LDP) that identifies the methods to be employed to reduce water usage through proper landscape design, installation and maintenance. This LDP shall consist of:

- i. A project information sheet that includes the checklist of all documents in the LDP;
- ii. The Water Efficient Landscape Worksheets that include a hydrozone information table and the water budget calculations – Maximum Applied Water Allowance and Estimate Total Water Use;
- iii. A soil management report, after compaction and from various locations throughout the project;
- iv. A landscape design plan that includes the statement, “I agree to comply with the requirements of the 2015 water efficient landscape ordinance and shall submit for approval a complete Landscape Document Package:
- v. An irrigation design plan with schedule; and
- vi. A grading design plan.

D.6.2. Per State Water Resources Control Board on May 24, 2022, all Commercial, Industrial, and Institutional facilities may not use potable water to irrigate non- functional turf. Non-functional turf is defined as a ground cover surface of mowed grass that is ornamental and not otherwise used for recreational purposes.
Please submit your final landscape plan in conformance with these new regulations.

D.6.3. A Certificate of Completion must be completed, signed, and submitted to the Utilities Department prior to Final approval for Occupancy.

E. Building & Fire Safety Conditions

- E.1. At the time of building permit application submittal, applicant shall provide plans that comply with the current California Code of Federal regulations at the time of application submittal.
- E.2. At the time of building permit application submittal, the applicant shall demonstrate compliance with CBC Chapter 10 for all egress requirements.
- E.3. At the time of building permit application submittal, the applicant shall provide an accessible route from each exit access stairway to the public right of way, pr CBC 11B-206. Additionally, the applicant shall provide an accessible route to the trash enclosure.
- E.4. At the time of building permit application submittal, the applicant shall provide an accessible route from each exit access stairway to the public right of way, pr CBC 11B-206. Additionally, the applicant shall provide an accessible route to the trash enclosure.
- E.5. At the time of building permit application submittal, the applicant shall provide an accessible route from this location to the public right of way, pr CBC 11B-206. Additionally, the applicant shall provide an accessible route to the trash enclosure.
- E.6. At the time of building permit application submittal, the applicant shall provide code analysis for opening protection, per CBC 705.8, as applicable.

F. South San Joaquin County Fire Authority Conditions

- F.1 Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
 - F.1.1. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
 - F.1.2. Deferred submittals shall be listed on the coversheet of each page for any fire protection system - fire service underground, fire sprinkler system, fire standpipe system, or the fire alarm system. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.

- F.1.3. Fire protection water supply application must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
- F.1.4. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
- F.2. A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.
- F.3. All hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.
- F.4. A Knox Box shall be required for this project. Each tenant shall have keys placed in the Knox 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 Knox Box.
- F.5. The building 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.
- F.6. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.
- F.7. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.
- F.8. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503

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

G.1. Streets and Streetlights

Before issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"), by doing one of the following, subject to the approval of the City's Finance Director:

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

Or

- b. POA and dormant CFD. If the POA is the chosen funding mechanism, Developer must do the following:
 - 1) Form a Property Owner's Association (POA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");
 - 2) Cause the POA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) of the POA to ensure the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street

reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure");

- 3) Before final inspection, annex into a CFD in a "dormant" capacity, to be triggered if the POA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure"). The dormant tax or assessment shall be disclosed to all property owners, even during the dormant period.

Or

- c. Direct funding. Developer shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to approval of final inspection, Developer shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure").

If the provisions for adequate funding of the on-going costs of the operation and maintenance of the streets (from curb-to-curb, excluding gutters) to a Pavement Management System standard of PCI 70 (seventy), which could include street reconstruction, as reasonably determined by the City, the electric utility costs of operating the streetlights and signals that will serve the Project (collectively, the "Infrastructure") are met prior to issuance of the building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

G.2. Landscaping Maintenance

Prior to issuance of any building permit for the Property, Developer shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for public landscaping for the Property at a high-quality service level as determined by the Parks Director by doing one of the following, subject to the approval of the City's Finance Director:

- a. CFD or other funding mechanism. The Developer shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Developer shall form or annex into a Community Facilities District (CFD) for funding the on-going costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channelways, 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.

GENERAL ABBREVIATIONS / LEGEND

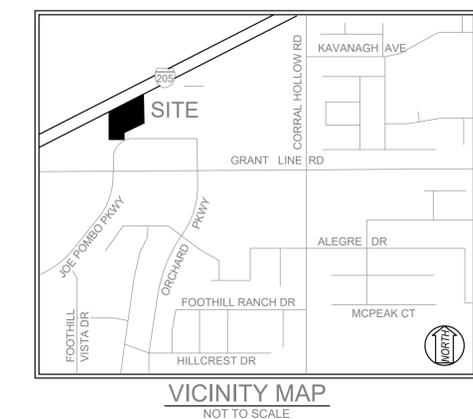
BFP	BACKFLOW PREVENTER	MW	MONITORING WELL
CB	CATCH BASIN	PO	POWER POLE
CL	CENTERLINE	IP	IRON PIPE
DCV	DETECTOR CHECK VALVE	RS	RAILROAD SPIKE
DE	DIRT ELEVATION	SCM	STANDARD CITY MONUMENT
DWY	DRIVEWAY	SM	SURVEY MONUMENT
E	ELECTRICAL LINE	SDM	STORM DRAIN MANHOLE
EB	ELECTRIC BOX	SS	STREET SIGN
EP	EDGE OF PAVEMENT	SL	STREET LIGHT
EX	EXISTING	WV	WATER VALVE
FDC	FIRE DEPARTMENT CONNECTION	WT	TREE WITH SIZE
FF	FINISHED FLOOR	TR	TREE REMOVAL
FL	FLOWLINE	TRF	TRANSFORMER
FS	FINISHED SURFACE/FIRE SERVICES	XB	BARBED WIRE FENCE
G	GAS PIPE	CLF	CHAIN-LINKED FENCE
GB	GRADE BREAK	WF	WOOD FENCE
GM	GAS METER	SL	SAWCUT LINE
GP	GUARD POST	---	WALL
GR	GRATE		
HCR	HANDICAP RAMP		
INV	INVERT		
JP	JOINT POLE		
JT	JOINT TRENCH		
LF	LINEAR FEET		
MW	MONITORING WELL		
OHE	OVERHEAD ELECTRIC		
OHT	OVERHEAD TELEPHONE		
PAE	PUBLIC ACCESS EASEMENT		
PB	PULL BOX		
PCC	PORTLAND CEMENT CONCRETE		
PG&E	PACIFIC GAS & ELECTRIC		
PIV	POST INDICATOR VALVE		
PUE	PUBLIC UTILITY EASEMENT		
PVC	POLYVINYL CHLORIDE PIPE		
R	RIDGE LINE		
RCP	REINFORCED CONCRETE PIPE		
RPP	REDUCED PRESSURE PRINCIPLE BACKFLOW		
SD	STORM DRAIN PIPE		
SOCB	STORM DRAIN CATCH BASIN		
SDCO	STORM DRAIN CLEANOUT		
SDMH	STORM DRAIN MANHOLE		
SS	SANITARY SEWER PIPE		
SSCO	SANITARY SEWER CLEANOUT		
SSMH	SANITARY SEWER MANHOLE		
SW	SIDEWALK		
T	TELEPHONE LINE		
TC	TOP OF CURB		
TH	TOP OF CONCRETE HEADER		
TORW	TOP OF RETAINING WALL		
TP	TELEPHONE POLE		
TS	TRAFFIC SIGNAL		
TSB	TRAFFIC SIGNAL BOX		
VG	VALLEY GUTTER		
W	WATER PIPE		
WM	WATER METER		

JOE POMPO PKWY STORAGE

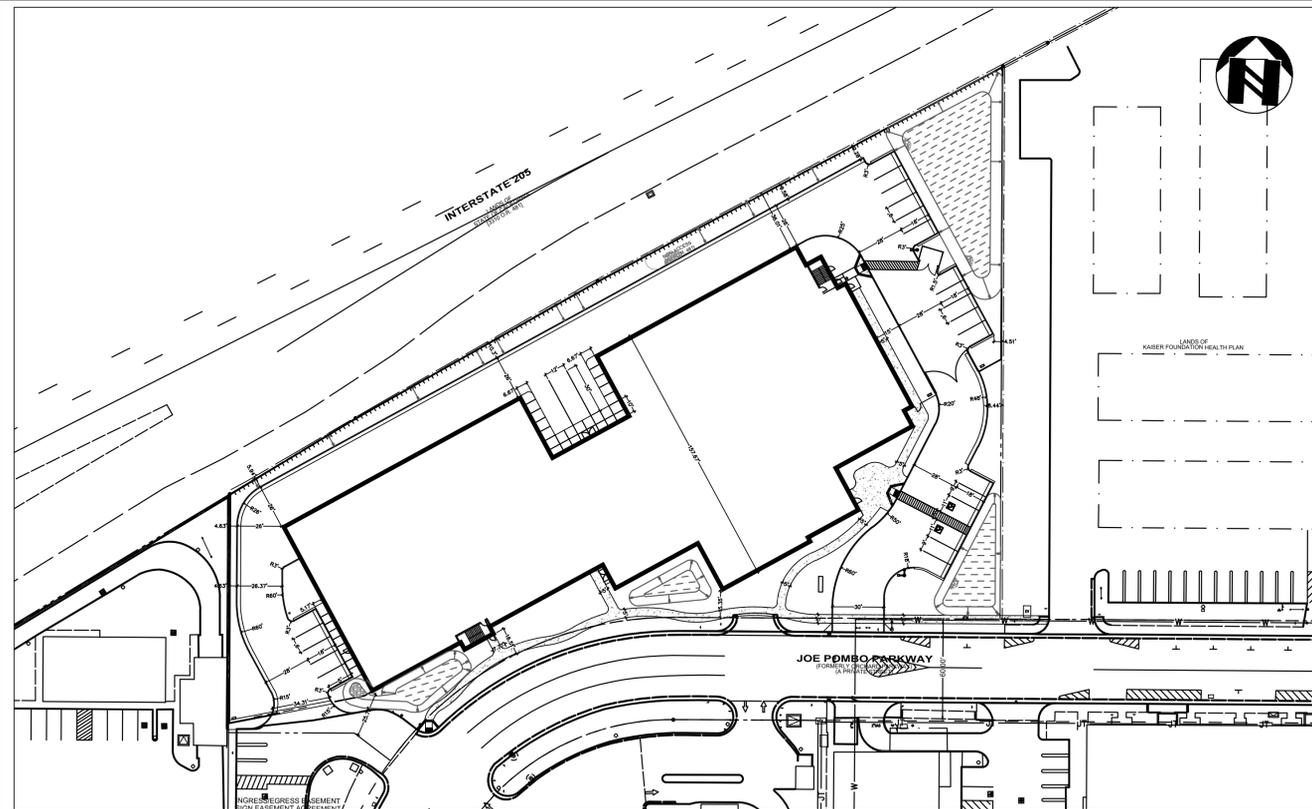
2355 GRANT LINE ROAD

TRACY, CALIFORNIA

A.P.N. 214-020-40



SITE KEY MAP 1"=50'



SHEET INDEX

CIVIL	COVER SHEET
C-01	AERIAL PHOTO
C-11	HORIZONTAL CONTROL PLAN
C-21	GRADING PLAN
C-31	UTILITY PLAN
C-41	ALTA SURVEY
C-51	ALTA SURVEY
C-52	ALTA SURVEY
ARCHITECTURAL	SITE PLAN
A-1	SITE DETAILS
A-2	LOCATION MAP
A-3	FIRST FLOOR
A-4	SECOND FLOOR
A-5	THIRD FLOOR
A-6	SOUTH ELEVATION
A-7	SOUTH ELEVATION COLOR
A-8	RENDERING
A-9	SECTION B
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LANDSCAPING	CONCEPTUAL LANDSCAPE PLAN (COLOR)
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L-1	

DATE	REV #	BY	DESCRIPTION
09-04-25	1	ams	DESIGNED
	2	ams	DRAWN
	3	ams	CHECKED
	4	ams	PROJ. MGR.

ams associates, inc. PLANNING ENGINEERING SURVEYING

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VICTORIA LOMBARDO, AICP
victoria.lombardo@cityoftracy.org

**CITY OF TRACY
PLANNING DEPARTMENT**
333 CIVIC CENTER PLAZA
TRACY, CALIFORNIA 95376
PHONE: (209) 831-6400
HEATHER KOOREMAN
heather.kooreman@cityoftracy.org

**CITY OF TRACY
DEVELOPMENT ENGINEERING DIVISION**
333 CIVIC CENTER PLAZA
TRACY, CALIFORNIA 95376
PHONE: (209) 831-6436
AL GALI
al.gali@cityoftracy.org

PROJECT DATA

A.P.N.: 214-020-40

ZONING NOTE:
THIS SURVEY MAKES NO EVALUATION AS TO COMPLIANCE WITH ZONING AND BUILDING CODES AND/OR ORDINANCES OTHER THAN CURRENT MUNICIPAL BUILDING SETBACK LINE LOCATIONS. THE SUBJECT PROPERTY IS CURRENTLY ZONED "GHC"; GENERAL HIGHWAY COMMERCIAL ZONING DISTRICT. INFORMATION WAS OBTAINED FROM THE CITY OF TRACY, PLANNING DEPARTMENT WEBSITE ON APRIL 25, 2025.

BASE OF BEARINGS:
THE CALCULATED BEARING OF NORTH 87°07'22" EAST BETWEEN TWO FOUND CITY OF TRACY MONUMENTS "GPS 2" AND "GPS 22" OF THE GEODETIC CONTROL NETWORK OF THE CITY OF TRACY AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 36 OF SURVEYS AT PAGE 118, SAN JOAQUIN COUNTY RECORDS WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON. COORDINATES SHOWN ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 3 "NAD 83" (EPOCH 2004.00)

BENCHMARK:
CITY OF TRACY BENCHMARK "2075"
FOUND BRASS DISK LOCATED ON THE SOUTHEASTERLY CURB RETURN AT THE INTERSECTION OF GRANT LINE ROAD AND CORRAL HOLLOW ROAD.
ELEVATION: 25.82 FEET (DATUM) NAVD 1988

FLOOD ZONE NOTE:
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 060303 0590 F, DATED OCTOBER 16, 2009, AS BEING LOCATED IN FLOOD ZONE "X". AREAS OF DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD. INFORMATION WAS OBTAINED FROM THE FEMA WEBSITE (WWW.FEMA.GOV) ON APRIL 25, 2025.

COVER SHEET

JOE POMPO PKWY STORAGE

2355 GRANT LINE ROAD
SAN JOAQUIN COUNTY
CALIFORNIA
TRACY

SHEET C-01 OF PROJECT 25-2728

FILE PATH:

NOT APPROVED FOR PRIVATE UNDERGROUND FIRE SERVICE INSTALLATION. A SEPARATE PLAN SUBMITTAL IS REQUIRED FROM THE INSTALLING CONTRACTOR. SEE THE SACRAMENTO METROPOLITAN FIRE DISTRICT NOTES.



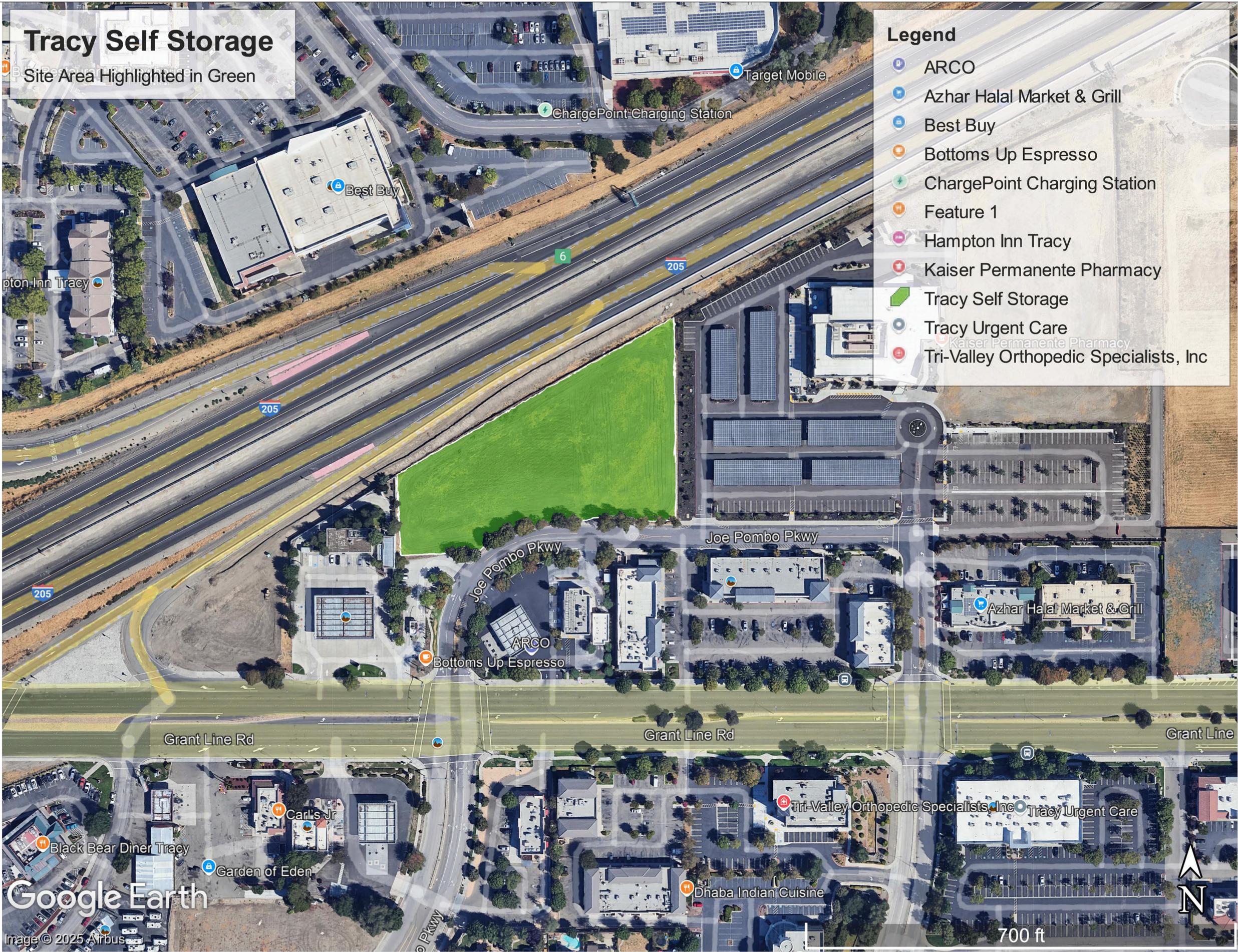


Tracy Self Storage

Site Area Highlighted in Green

Legend

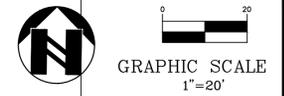
- ARCO
- Azhar Halal Market & Grill
- Best Buy
- Bottoms Up Espresso
- ChargePoint Charging Station
- Feature 1
- Hampton Inn Tracy
- Kaiser Permanente Pharmacy
- Tracy Self Storage
- Tracy Urgent Care
- Tri-Valley Orthopedic Specialists, Inc



Google Earth

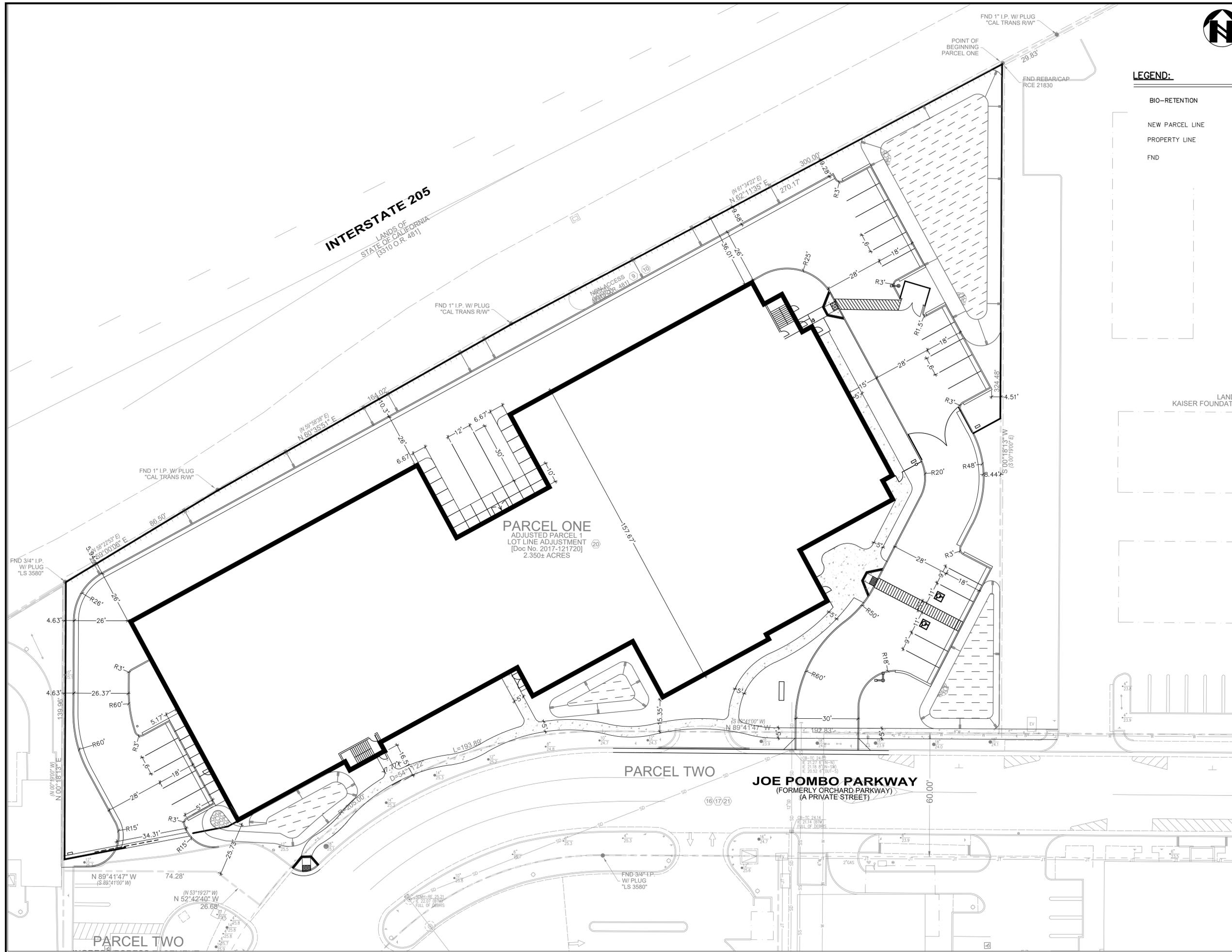
Image © 2025 Airbus

SHEET C-11	PROJECT 25-2728	PROJECT JOE POMBO PKWY STORAGE			LOCATION 2355 GRANT LINE ROAD SAN JOAQUIN COUNTY CALIFORNIA TRACY		
		DESIGNER ams			DATE 09-04-25		
SCALE 1" = 20'		DESIGNED BY AMS	REV #	DATE	DESCRIPTION		
DRAWN BY AMS		CHECKED BY AMS	1				
PROJ. MGR. AMS		PLANNING	2				
		ENGINEERING	3				
		SURVEYING	4				
FILE PATH: C:\USERS\VALLEN\AMS\ASSOCIATES\F\DOCUMENTS\PRODUCTION\25-2728 TRACY SELF STORAGE\LATEST DATE DIRECTORY\25-05-06\2728PHOTO\GEMAP.DWG							



LEGEND:

- BIO-RETENTION
- NEW PARCEL LINE
- PROPERTY LINE
- FND
- FOUND

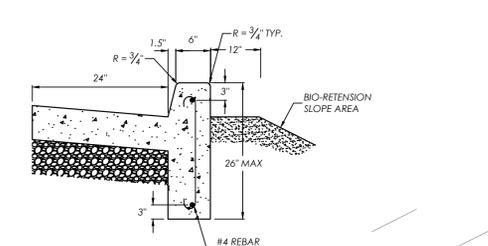
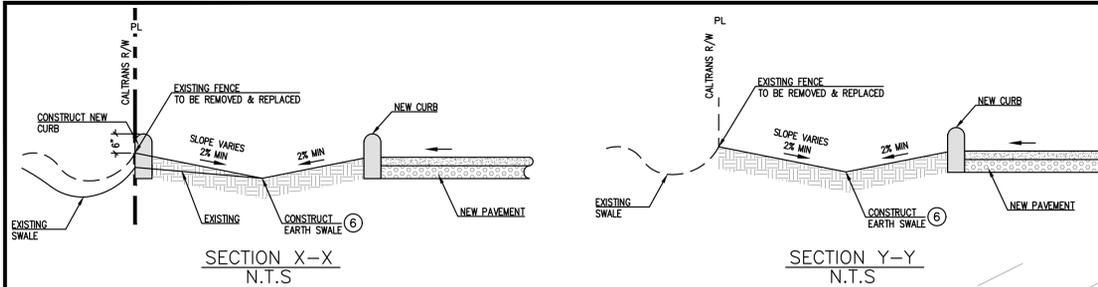
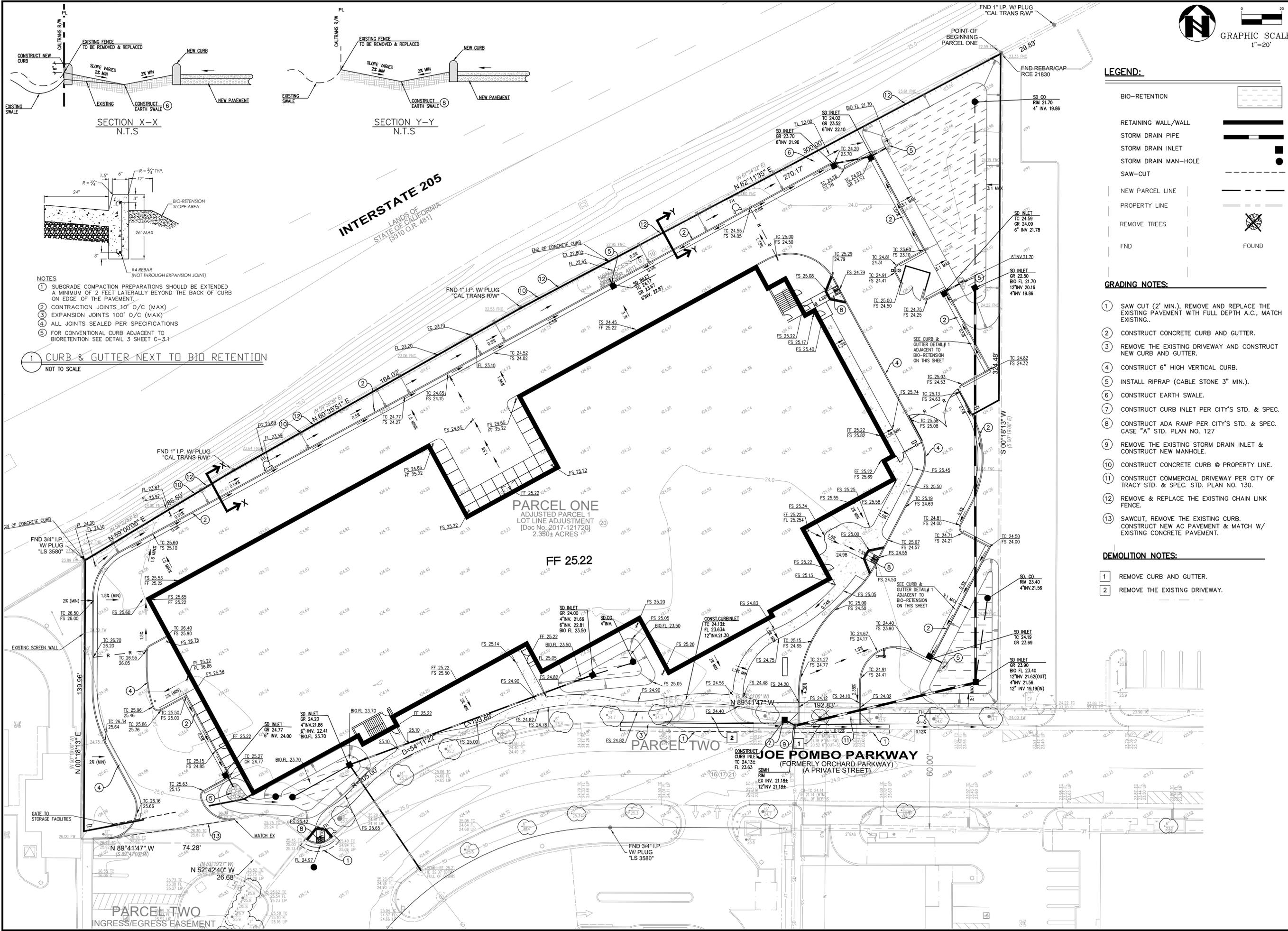
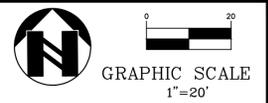


PARCEL ONE
 ADJUSTED PARCEL 1
 LOT LINE ADJUSTMENT
 [Doc No. 2017-121720]
 2.350± ACRES

PARCEL TWO
JOE POMBO PARKWAY
 (FORMERLY ORCHARD PARKWAY)
 (A PRIVATE STREET)

PARCEL TWO

SHEET C-21 OF PROJECT 25-2728	HORIZONTAL CONTROL PLAN		DATE: 09-04-25 SCALE: 1" = 20' DESIGNED: AMS DRAWN: AMS CHECKED: AMS PROJ. MGR: AMS
	JOE POMBO PKWY STORAGE		
TRACY	801 YGNACIO VALLEY ROAD SUITE 220 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778	SAN JOAQUIN COUNTY CALIFORNIA	PLANNING ENGINEERING SURVEYING



- NOTES**
- SUBGRADE COMPACTION PREPARATIONS SHOULD BE EXTENDED A MINIMUM OF 2 FEET LATERALLY BEYOND THE BACK OF CURB ON EDGE OF THE PAVEMENT.
 - CONTRACTION JOINTS 10' O/C (MAX)
 - EXPANSION JOINTS 100' O/C (MAX)
 - ALL JOINTS SEALED PER SPECIFICATIONS
 - FOR CONVENTIONAL CURB ADJACENT TO BIORETENTION SEE DETAIL 3 SHEET C-3.1
- 1 CURB & GUTTER NEXT TO BIO RETENTION**
NOT TO SCALE

- LEGEND:**
- BIO-RETENTION
 - RETAINING WALL/WALL
 - STORM DRAIN PIPE
 - STORM DRAIN INLET
 - STORM DRAIN MAN-HOLE
 - SAW-CUT
 - NEW PARCEL LINE
 - PROPERTY LINE
 - REMOVE TREES
 - FND
 - FOUND

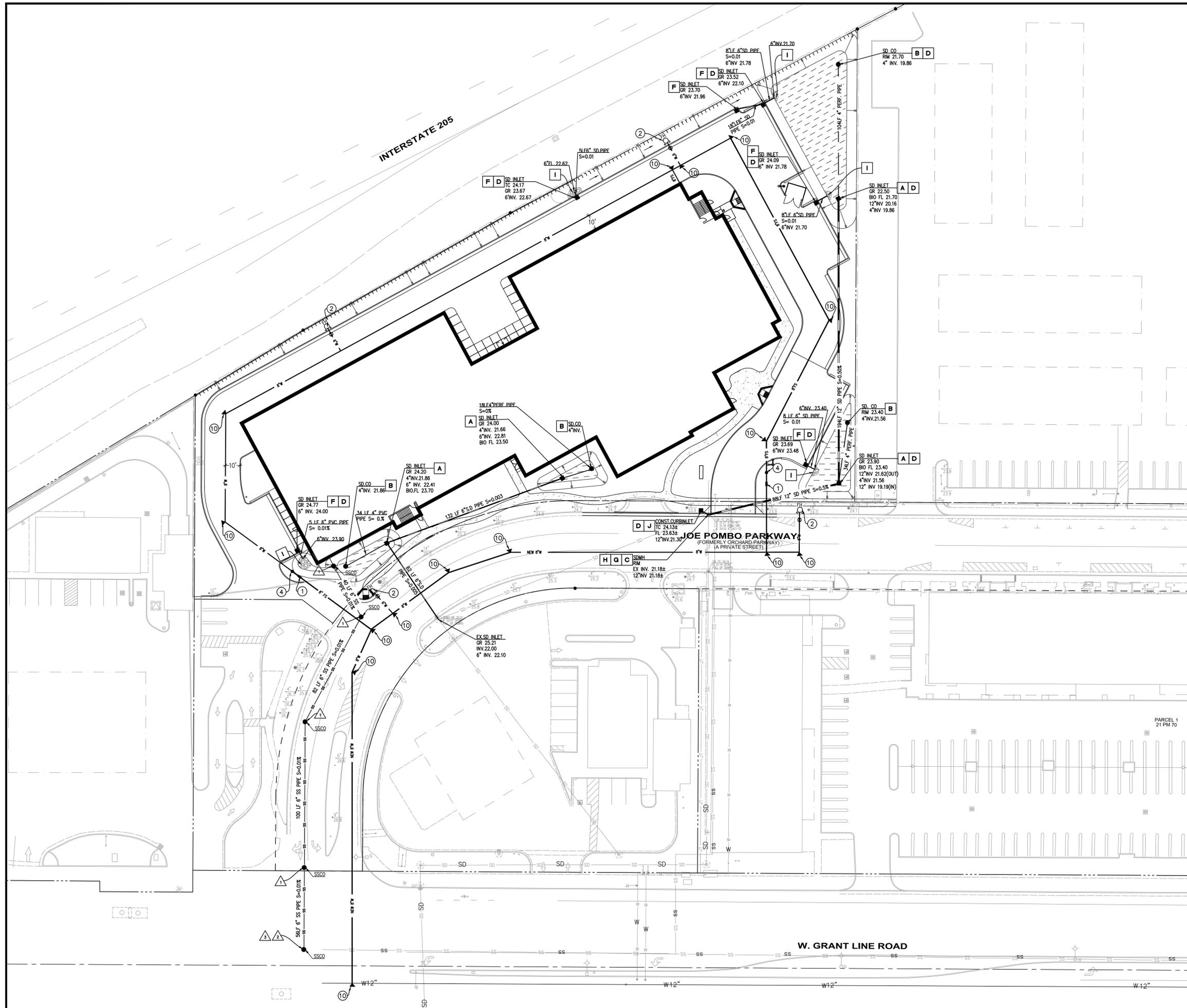
- GRADING NOTES:**
- SAW CUT (2' MIN.), REMOVE AND REPLACE THE EXISTING PAVEMENT WITH FULL DEPTH A.C., MATCH EXISTING.
 - CONSTRUCT CONCRETE CURB AND GUTTER.
 - REMOVE THE EXISTING DRIVEWAY AND CONSTRUCT NEW CURB AND GUTTER.
 - CONSTRUCT 6" HIGH VERTICAL CURB.
 - INSTALL RIPRAP (CABLE STONE 3" MIN.).
 - CONSTRUCT EARTH SWALE.
 - CONSTRUCT CURB INLET PER CITY'S STD. & SPEC.
 - CONSTRUCT ADA RAMP PER CITY'S STD. & SPEC. CASE "A" STD. PLAN NO. 127
 - REMOVE THE EXISTING STORM DRAIN INLET & CONSTRUCT NEW MANHOLE.
 - CONSTRUCT CONCRETE CURB @ PROPERTY LINE.
 - CONSTRUCT COMMERCIAL DRIVEWAY PER CITY OF TRACY STD. & SPEC. STD. PLAN NO. 130.
 - REMOVE & REPLACE THE EXISTING CHAIN LINK FENCE.
 - SAWCUT, REMOVE THE EXISTING CURB. CONSTRUCT NEW AC PAVEMENT & MATCH W/ EXISTING CONCRETE PAVEMENT.

- DEMOLITION NOTES:**
- REMOVE CURB AND GUTTER.
 - REMOVE THE EXISTING DRIVEWAY.

SHEET	DESCRIPTION	DATE	BY
C-31	DESIGNED: AMS	09-04-25	AMS
OF	DRAWN: AMS		AMS
PROJECT	CHECKED: AMS		AMS
25-2728	PROJ. MGR: AMS		AMS

DATE	DESCRIPTION
09-04-25	TRACY SELF STORAGE LATEST DATE DIRECTORY 25-05-06 12728GRADE.DWG

PROJECT	LOCATION
JOE POMBO PKWY STORAGE	801 YGNACIO VALLEY ROAD SUITE 220 WALNUT CREEK, CA 94596
INGRESS/EGRESS EASEMENT	2355 GRANT LINE ROAD SAN JOAQUIN COUNTY CALIFORNIA



- LEGEND:**
- TRUST BLOCK
 - FIRE HYDRANT
 - STORM DRAIN INLET
 - STORM DRAIN MAN-HOLE
 - SANITARY SEWER CLEAN-OUT
 - SANITARY SEWER CLEAN OUT
 - SSCO
 - SDCO
 - POST INDICATOR VALVE
 - PIV
 - FIRE DEPT. CONNECTION
 - FDC
 - GATE VALVE
 - STORM DRAIN PIPE
 - SEWER PIPE

- WATER NOTES:**
- 1 INSTALL 8" RP DEVICE FOR FIRE SERVICE.
 - 2 INSTALL FIRE HYDRANT PER CITY'S STD. & SPECS. PER STD. DRW. NO. 401
 - 3 INSTALL FIRE DEPT. CONNECTION (FDC).
 - 4 INSTALL POST INDICATOR CHECK VALVE (PIV).
 - 5 INSTALL 1 1/2" IRRIGATION METER. PER STD. DRW. NO. 404
 - 6 INSTALL 1" DOMESTIC METER. PER STD. DRW. NO. 403
 - 7 INSTALL BACK FLOW PREVENTER (BFP).
 - 8 INSTALL 8" SINGLE CHECK VALVE.
 - 9 REMOVE THE EXISTING FH. REUSE THE EXISTING HEAD IF APPROVED BY FIRE DEPARTMENT.
 - 10 INSTALL THRUST BLOCK PER CITY'S STD. & SPECS. PER STD. DRW. NO. 414

- STORM DRAIN NOTES:**
- A INSTALL STORM DRAIN INLET CHRISTY U-23 OR EQUAL.
 - B INSTALL STORM DRAIN CLEAN-OUTS.
 - C CONSTRUCT STORM DRAIN MANHOLE PER CITY'S STD. & SPECS. PER STD. DRW. NO. 300
 - D INSTALL STORM DRAIN MARKER PER CITY'S STD. & SPECS.
 - E FOR CONSTRUCTION OF BIO-RETENTION AREA. SEE DETAIL SHEET & GRADING PLAN.
 - F INSTALL SHALLOW STORM DRAIN INLET.
 - G REMOVE THE EXISTING STORM DRAIN INLET.
 - I INSTALL 3" MIN COBBLE STONE.
 - J INSTALL DROP INLET PER CITY'S STD. & SPECS. PER STD. DRW. NO. 301
 - H THE CONTRACTOR TO CLEAN THE EXISTING STORM DRAIN INLET.

- SANITARY SEWER NOTES:**
- A INSTALL SANITARY CLEAN OUT PER CITY'S STD. & SPECS. STD. DRW. NO. 201
 - B POT HOLE & VERIFY LOCATION OF SANITARY SEWER LATERAL PRIOR TO CONSTRUCTION.
 - C INSTALL SANITARY SEWER MANHOLE PER CITY'S STD. & SPECS. PER STD. DRW. NO. 200

- FIRE DEPARTMENT NOTES:**
- FIRE DEPARTMENT NOTES:
1. FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF 40 FEET FROM THE BUILDING 2022 NFPA 24 SECTION 7.2.3.
 2. PROVIDE A KNOX BOX BY RENTAL OFFICE AND BY THE STAIRS ON THE FRONT OF THE BUILDING.
 3. ELECTRONIC GATES REQUIRE A KNOX KEY SWITCH AND A TRAFFIC PRE-EMPTIVE OPTICAL SIGNAL RECEIVER FOR EMERGENCY ACCESS ACROSS FIRE DEPARTMENT LANES. 2022 CALIFORNIA CODE §503.6 AS AMENDED BY THE TRACY MUNICIPAL CODE §9.06.070.
 4. ALL FIRE HYDRANTS SHALL BE INSTALLED, INSPECTED & TESTED PRIOR TO BRINGING COMBUSTIBLE MATERIALS ONSITE, INCLUDING STORAGE.

DATE: 09-04-25	REV #	BY	DESCRIPTION
SCALE: 1" = 20'	DESIGNED: AMS		
DRAWN: AMS	CHECKED: AMS		
PROJ. MGR: AMS			

801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778

ams associates, inc. PLANNING ENGINEERING SURVEYING

UTILITY PLAN
JOE POMBO PKWY STORAGE
2355 GRANT LINE ROAD
SAN JOAQUIN COUNTY CALIFORNIA

TRACY 25-2728

SHEET C-41 OF PROJECT 25-2728

FILE PATH: C:\USERS\VALLEN\AMS ASSOCIATES\AMS ASSOCIATES - DOCUMENTS\PRODUCTION\25-2728 TRACY SELF STORAGE\LATEST DATE DIRECTORY\25-05-06\2728UTILITY.DWG

EXCEPTIONS TABLE

- Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2025-2026. (NOT A SURVEY MATTER)
- INTENTIONALLY DELETED
- INTENTIONALLY DELETED
- The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy. (NOT A SURVEY MATTER)
- Any liens or other assessments, bonds, or special district liens including without limitation, Community Facility Districts, that arise by reason of any local, City, Municipal or County Project or Special District. (NOT A SURVEY MATTER)
- Taxes and assessments levied by the Naglee-Burke Irrigation District. (NOT A SURVEY MATTER)
- Taxes and assessments levied by the Sacramento-San Joaquin Drainage District. (NOT A SURVEY MATTER)
- Matters contained in that certain document
 Entitled: Deed
 Dated: September 23, 1912
 Executed by: Land and Guaranty Company and Naglee-Burke Irrigation Association
 Recording Date: September 27, 1912
 Recording No.: Book A, Volume 211, Page 497, of Official Records
 Reference is hereby made to said document for full particulars. (NOT A SURVEY MATTER)
- The ownership of said Land does not include rights of access to or from the street, highway, or freeway abutting said Land, such rights having been relinquished by the document.
 Recording Date: June 10, 1969
 Recording No.: 24996, Book 3310, Page 481, of Official Records (AREAS OF NON-ACCESS PLOTTED HEREON)
- The ownership of said Land does not include rights of access to or from the street, highway, or freeway abutting said Land, such rights having been relinquished by said map/plat.
 Affects: The Northern boundary line of said land (AREAS OF NON-ACCESS PLOTTED HEREON)
- Matters contained in that certain document
 Entitled: Agreement for Completion of Public Improvement Work
 Dated: May 3, 1989
 Executed by: Tracy Orchard Inc. and the City of Tracy, a municipal corporation
 Recording Date: May 26, 1989
 Recording No.: 88044354, of Official Records
 Reference is hereby made to said document for full particulars. (NOT PLOTTABLE)
- The Land described herein is included within a project area of the Redevelopment Agency shown below, and that proceedings for the redevelopment of said project have been instituted under the Redevelopment Law (such redevelopment to proceed only after the adoption of the Redevelopment Plan) as disclosed by a document.
 Redevelopment Agency: Tracy Redevelopment Project
 Recording Date: July 18, 1990
 Recording No.: 90071153, of Official Records
 and Recording Date: July 18, 1990
 and Recording No.: 90071154, of Official Records
 An Amendment to the Tracy Redevelopment Project recorded July 9, 2010, as Instrument No. 2010-050236, of Official Records. (NOT PLOTTABLE)
- An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document
 Entitled: Memorandum of Drainage Lease
 Lessor: Tracy Orchard Inc., a California corporation
 Lessee: Atlantic Richfield Company, a Delaware corporation
 Recording Date: November 14, 1997
 Recording No.: 97112650, of Official Records
 The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein. (NOT PLOTTABLE) (LOCATION NOT DEFINED OF RECORD)
- INTENTIONALLY DELETED
- INTENTIONALLY DELETED

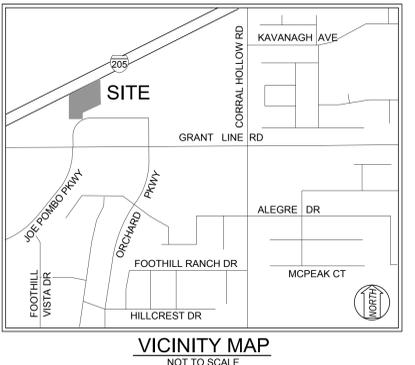
- Matters contained in that certain document
 Entitled: Reciprocal Road and Utility Easement and Maintenance Agreement
 Orchard Parkway, Tracy
 Dated: February 3, 2000
 Executed by: Tracy Orchard Inc., a California corporation and Souza I, LLC, a California limited liability company
 Recording Date: February 9, 2000
 Recording No.: 00013930, of Official Records
 Reference is hereby made to said document for full particulars (EASEMENT PLOTTED HEREON AS PARCEL TWO)
- Matters contained in that certain document
 Entitled: Reciprocal Road and Utility Easement and Maintenance Agreement
 Orchard Parkway, Tracy
 Dated: September 13, 2002
 Executed by: Tracy Orchard Inc., a California corporation and Kaiser Foundation Health Plan, Inc., a California nonprofit public benefit corporation
 Recording Date: September 13, 2002
 Recording No.: 2002-158060, of Official Records
 Reference is hereby made to said document for full particulars. (EASEMENT PLOTTED HEREON AS PARCEL TWO)
- Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon age, race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, genetic information, medical condition, citizenship, primary language, and immigration status, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document.
 Recording Date: September 13, 2002
 Recording No.: 2002-158062, of Official Records
 Said covenants, conditions and restrictions provide that a violation thereof shall not defeat the lien of any mortgage or deed of trust made in good faith and for value. (NOT PLOTTABLE)
- Matters contained in that certain document
 Entitled: Deferred Improvement Agreement (Agreement for Deferred Payment of In-fill Capital In-Lieu Fees)
 Dated: July 27, 2009
 Executed by: Tracy Orchard Inc., a California corporation and the City of Tracy, a municipal corporation
 Recording Date: September 15, 2009
 Recording No.: 2009-135325, of Official Records
 Reference is hereby made to said document for full particulars. (NOT PLOTTABLE)
- INTENTIONALLY DELETED
- Matters contained in that certain document
 Entitled: Reciprocal Road and Utility Easement and Maintenance Agreement
 Orchard Parkway, Tracy
 Dated: February 15, 2023
 Executed by: Tiger Tracy LLC and Tracy Orchard Plaza LP
 Recording Date: February 16, 2023
 Recording No.: 2023-012255, of Official Records
 Reference is hereby made to said document for full particulars. (EASEMENT PLOTTED HEREON AS PARCEL TWO)
- Water rights, claims or title to water, whether or not disclosed by the public records. (NOT A SURVEY MATTER)
- Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.
 The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.
- The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents. (NOT A SURVEY MATTER)
- Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey.
 Job No.: 25-2728
 Dated: April 28, 2025
 Prepared by: Shane R. Barber LS 9097, of AMS Associates, Inc.
 Matters shown:
 A. Curbs and parking improvements on the southerly adjoining property extend onto Parcel 1.
 B. Driveway access to the southerly adjoining property extends onto the southwest portion of Parcel 1.
 C. A sanitary sewer line on Joe Pombo Parkway extends onto Parcel 1. (AS SHOWN HEREON)
- Any lien or right to a lien for services, labor or material not shown by the Public Records. (NOT A SURVEY MATTER)
- Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other matters which a correct survey would disclose and which are not shown by the public records. (AS SHOWN HEREON)
- Matters which may be disclosed by an inspection and/or by a correct ALTA/NSPS Land Title Survey of said Land that is satisfactory to the Company, and/or by inquiry of the parties in possession thereof. (AS SHOWN HEREON)

TABLE A REQUIREMENTS NOTES

- NO Address was observed while conducting the fieldwork. (VACANT LOT)
- The subject parcel DOES NOT lie within a Special Flood Hazard. Refer to Note # 07 for Flood zone classification.
- The Gross land area is 2.350 ± ACRES (102,365 ± Square Feet)
- Vertical relief of the surveyed parcel shown hereon is based upon a ground survey. The contour interval shown hereon is 1 foot. Refer to Note #6 for benchmark information and vertical datum.
- A zoning report WAS NOT provided to the surveyor. Information within the report is noted hereon. See Zoning Report Note on this sheet for details. (Refer to Note # 05)
- Substantial features observed in the process of conducting the fieldwork are plotted hereon.
- Number and type of clearly identifiable parking spaces on surface parking areas, lots and in parking structures are described within the "Parking Summary". Striping of clearly identifiable parking spaces on surface parking areas and lots are plotted hereon.
- Evidence of underground utilities existing on or serving the surveyed property (in addition to the observed evidence of utilities required pursuant to Section 5 E.V.) as determined by (a) plans and/or reports provided by client (with reference as to the sources of information)
 The Location of utilities existing on or serving the surveyed property are plotted hereon. The locations of these underground utility lines have been compiled from available plans and no warranty is implied as to the exact location of these lines. 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
- Names of adjoining owners according to current tax records are noted hereon.
- The distance to the nearest intersecting street is shown hereon.
- Any plottable offsite (i.e., appurtenant) easements or servitudes disclosed in documents provided to or obtained by the surveyor as a part of the survey pursuant to Sections 5 and 6 (and applicable selected Table A items) are shown hereon.
- (PLOTTED HEREON AS PARCEL TWO)

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:
 PARCEL ONE:
 A PORTION OF RESULTANT PARCEL ONE AS SAID PARCEL IS DESCRIBED AND SHOWN IN THAT GRANT DEED TO TRACY ORCHARD, INC., RECORDED MARCH 24, 2005, AS DOCUMENT NO. 2005-068855, SAN JOAQUIN COUNTY RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHEASTELY CORNER OF SAID PARCEL ONE (DOC NO. 2005-068855), SAID POINT ALSO BEING ON THE SOUTHEASTERLY LINE OF INTERSTATE HIGHWAY 205, AS DESCRIBED IN GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JUNE 10, 1969, IN BOOK 3310 OF OFFICIAL RECORDS, AT PAGE 481, SAN JOAQUIN COUNTY RECORDS, THENCE ALONG THE EASTERLY LINE OF SAID PARCEL ONE (DOC NO. 2005-068855), SOUTH 00°19'00" EAST, 324.48 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL ONE (DOC NO. 2005-068855), SAID POINT ALSO BEING ON THE NORTHERLY LINE OF THAT 60-FOOT WIDE INGRESS/EGRESS EASEMENT, AS DESCRIBED IN INSTRUMENT NO. 97028672 RECORDED MARCH 21, 1997, SAN JOAQUIN COUNTY RECORDS, THENCE ALONG THE NORTHERLY LINE OF SAID 60-FOOT INGRESS/EGRESS (INST. NO. 97028672) SOUTH 89°41'00" WEST, 192.63 FEET TO A POINT OF CURVATURE, THENCE ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 305.00 FEET, THROUGH A CENTRAL ANGLE OF 54°11'25", AN ARC DISTANCE OF 193.89 FEET, THENCE LEAVING THE NORTHERLY LINE OF SAID 60-FOOT INGRESS/EGRESS EASEMENT (INST. NO. 97028672) NORTH 53°19'27" WEST, 26.59 FEET, THENCE SOUTH 89°41'00" WEST, 74.28 FEET TO THE WESTERLY LINE OF SAID PARCEL ONE (DOC NO. 2005-068855), SAID POINT ALSO BEING ON THE EASTERLY LINE OF PARCEL A, AS SAID PARCEL IS DELINEATED UPON THAT CERTAIN PARCEL MAP, FILED DECEMBER 28, 1984 IN BOOK 13 OF PARCEL MAPS, AT PAGE 57, SAN JOAQUIN COUNTY RECORDS, THENCE ALONG WESTERLY LINE OF SAID PARCEL ONE (DOC NO. 2005-068855), AND THE EASTERLY LINE OF SAID PARCEL A (13 P.M. 57) NORTH 00°19'00" WEST, 139.96 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL ONE (DOC NO. 2005-068855), SAID POINT ALSO BEING THE SOUTHEASTERLY LINE OF SAID INTERSTATE HIGHWAY 205 (3310 O.R. 481), THENCE ALONG THE NORTHWESTERLY LINE OF SAID INTERSTATE HIGHWAY 205 (3310 O.R. 481), THE FOLLOWING THREE COURSES: NORTH 58°22'53" EAST, 86.50 FEET; NORTH 59°58'38" EAST, 164.02 FEET; AND NORTH 61°54'22" EAST, 270.17 FEET TO THE POINT OF BEGINNING.
 PARCEL TWO:
 AN EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITY PURPOSES SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 A PORTION OF RESULTANT PARCELS ONE AND TWO AS SAID PARCELS ARE DESCRIBED AND SHOWN IN THAT GRANT DEED TO TRACY ORCHARD, INC., RECORDED MARCH 24, 2005, AS DOCUMENT NO. 2005-068855, SAN JOAQUIN COUNTY RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE SOUTHEAST CORNER OF SAID RESULTANT PARCEL TWO (DOC NO. 2005-068855), SAID POINT ALSO BEING THE NORTH RIGHT OF WAY LINE OF GRANT LINE ROAD, THENCE SOUTH 89°41'00" WEST, ALONG THE NORTH RIGHT OF WAY LINE OF SAID GRANT LINE ROAD, 60.00 FEET TO A POINT, SAID POINT ALSO BEING ON THE SOUTHERLY LINE OF THAT 60-FOOT WIDE INGRESS/EGRESS EASEMENT, AS DESCRIBED IN INSTRUMENT NO. 97028672, RECORDED MARCH 21, 1997, SAN JOAQUIN COUNTY RECORDS, THENCE NORTH 00°19'00" WEST, ALONG THE WESTERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 195.00 FEET TO A POINT, THENCE SOUTH 89°41'00" WEST, ALONG THE SOUTHERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 550.02 FEET TO A POINT, THENCE ALONG A CURVE TO THE SOUTHWEST, HAVING A RADIUS OF 145.00 FEET, A CENTRAL ANGLE OF 90°00'00", AND AN ARC LENGTH OF 227.77 FEET TO A POINT, THENCE SOUTH 00°19'00" EAST, ALONG THE EASTERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 50.00 FEET TO A POINT, ON THE NORTH RIGHT OF WAY LINE OF SAID GRANT LINE ROAD, THENCE SOUTH 89°41'00" WEST, ALONG THE NORTH RIGHT OF WAY LINE OF SAID GRANT LINE ROAD, 60.00 FEET TO A POINT, SAID POINT ALSO BEING ON THE SOUTHERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), THENCE NORTH 00°19'00" EAST, ALONG THE WESTERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 60.00 FEET TO A POINT, THENCE ALONG A CURVE TO THE NORTHEAST, HAVING A RADIUS OF 205.00 FEET, A CENTRAL ANGLE OF 90°00'00", AND AN ARC LENGTH OF 322.01 FEET TO A POINT, THENCE NORTH 89°41'00" WEST, ALONG THE SOUTHERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 610.02 FEET TO A POINT, SAID POINT ALSO BEING THE NORTHEAST CORNER OF SAID RESULTANT PARCEL TWO; THENCE SOUTH 00°19'00" EAST, ALONG THE EASTERLY LINE OF SAID 60-FOOT WIDE INGRESS/EGRESS EASEMENT (INST. NO. 97028672), 255.00 FEET TO THE POINT OF BEGINNING.
 THE ABOVE LEGAL DESCRIPTION IS ALSO REFERRED TO AS "EXHIBIT "B" - LEGAL DESCRIPTION ADJUSTED PARCEL 1 - ADJUSTED PARCEL 1" AS SHOWN ON CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT OWNER'S CERTIFICATE - LLA NO. MS17-0006, RECORDED OCTOBER 19, 2017, AS INSTRUMENT NO. 2017-121720, SAN JOAQUIN COUNTY RECORDS.



NOTES

- All distances shown hereon are in U.S. Survey feet and decimals thereof.
- This survey was prepared from information furnished in an ALTA Commitment for Title Insurance, prepared by Fidelity National Title Insurance Company, Commitment No. FBDO-2500618, dated March 25, 2025, Amendment B. No liability is assumed for matters of record not stated in said Commitment for Title Insurance that may affect the boundary lines, exceptions, or easements affecting the property.
- The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the surveyor can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.
- A.P.N.: 214-020-40
- Zoning Note:
 This survey makes no evaluation as to compliance with zoning and building codes and/or ordinances other than current municipal building setback line locations.
 The subject property is currently zoned "GHC"; General Highway Commercial Zoning District.
 Information was obtained from the City of Tracy, Planning Department Website on April 25, 2025.
- Basis of Bearings:
 The calculated bearing of North 87°07'22" East between two found City of Tracy control monuments "GPS 2" and "GPS 22" of the geodetic control network of the City of Tracy as shown on the record of survey filed in Book 36 of Official Records at Page 118, San Joaquin County Records was used as the basis of bearings shown hereon, coordinates shown are based on the California State Plane Coordinate System, Zone 3 "NAD 83" (Epoch 2004.00)
- Benchmark:
 City of Tracy Benchmark "2075"
 Found Brass Disk located on the southeasterly curb return at the intersection of Grant Line Road and Corral Hollow Road.
 Elevation: 25.82 feet (Datum) NAVD 1988
- Flood Zone Note:
 The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Number 060303 0590 F, dated October 16, 2009, as being located in Flood Zone "X".
 Areas of determined to be outside the 0.2% annual chance flood.
 Information was obtained from the FEMA website (www.fema.gov) on April 25, 2025.

LEGEND

PROPERTY LINE	---
ADJACENT PROPERTY LINE	---
CENTERLINE	---
BUILDING LINE W/ DOOR	---
BUILDING OVERHANG	---
FOUND MONUMENT AS NOTED	●
FOUND IRON PIPE OR AS NOTED	●
LIGHT	○
STREET LIGHT	○
TRAFFIC SIGNAL POLE	○
TRANSFORMER	⊠
FIRE HYDRANT	⊠
STORM DRAIN MANHOLE	⊠
SANITARY SEWER MANHOLE	⊠
CLEAN OUT	○
GAS METER	○
VALVE	⊗
CATCH BASIN / DROP INLET	⊠
WATER METER	⊠
FIRE DEPARTMENT CONNECTION	⊠
BACK FLOW PREVENTER	⊠
POST INDICATOR VALVE	⊠
UTILITY BOX (SIZE VARIES)	⊠
SIGN	⊠
TITLE REPORT EXCEPTION NUMBER	①
RECORD INFORMATION W/ REFERENCE	(100.00)D
CURB	---
CURB & GUTTER	---
CONCRETE	---
RETAINING WALL	---
EDGE OF PAVEMENT	---
SANITARY SEWER	SS
STORM DRAIN	SD
WATER	W
STANDARD PARKING STALLS	①
ACCESSIBLE PARKING STALLS	①a

ABBREVIATIONS

BD	BRASS DISK
BL	CENTERLINE
CL	BUILDING
EB	ELECTRIC BOX
EV	ELECTRIC VAULT
EW	EDGE OF WALK
FND	FOUND
FC	FACE OF CURB
FH	FIRE HYDRANT
FW	FACE OF WALL
MON	MONUMENT
O.R.	OFFICIAL RECORD
PED	PEDESTAL
PL	PROPERTY LINE
PM	PARCEL MAPS
PG&E	PACIFIC GAS & ELECTRIC
S.S.E.	SANITARY SEWER EASEMENT
SSCO	SANITARY SEWER CLEAN OUT
TB	TELEPHONE BOX
TE	TRASH ENCLOSURE
TSB	TRAFFIC SIGNAL BOX
TMH	TELEPHONE MANHOLE
VG	VALLEY GUTTER
W.L.E.	WATER LINE EASEMENT

PARKING SUMMARY

DESCRIPTION	STALLS
STANDARD PARKING	0
COMPACT PARKING	0
ACCESSIBLE PARKING	0
TOTAL	0

REFERENCES

- PARCEL MAP (8 PM 132)
- PARCEL MAP (13 PM 57)
- PARCEL MAP (21 PM 70)
- PARCEL MAP (21 M 131)

SURVEYOR'S CERTIFICATE

TO: Tiger Tracy LLC, a Kansas limited liability company.
 AND: Fidelity National 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 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 6(a), 8, 11(a), 13, 14 and 18 of Table A thereof. The fieldwork was completed on April 22, 2025.

28 APR 2025
 DATE

SHANE R. BARBER L.S. 9097
 sbarber@barbersurveying.com

DATE: JUNE 2025 REV. # BY: SB 06/12/25 UPDATED TITLE REPORT
 SCALE: N/A
 DESIGNED: AS
 DRAWN: SB
 CHECKED: [Signature]
 PROJ. WDR: [Signature]
 FILE PATH: [Signature]

801 JOAQUIN VALLEY ROAD
 SUITE 100
 WALNUT CREEK, CA 94596
 925-943-2777 FAX 925-943-2778

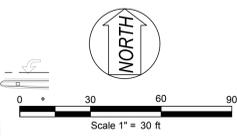
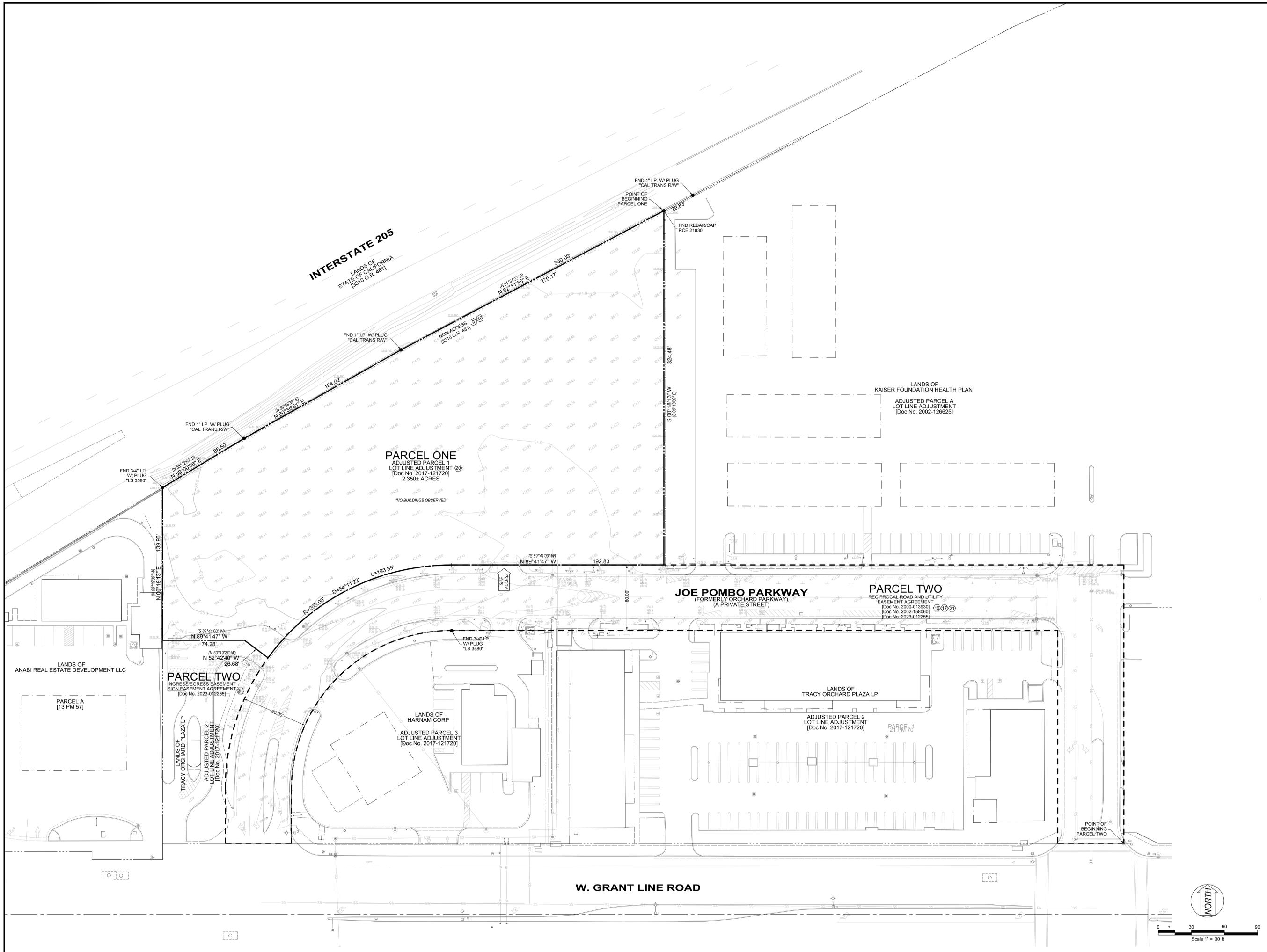
ams ASSOCIATES, INC. PLANNING ENGINEERING SURVEYING

CALIFORNIA

ALTA / NSPS LAND TITLE SURVEY
 FOR: TIGER TRACY LLC
 JOE POMBO PARKWAY
 SAN JOAQUIN COUNTY

TRACY

SHEET 1 OF 2 PROJECT 25-2728



SHEET 2	OF 2	PROJECT 25-2728	ALTA / NSPS LAND TITLE SURVEY FOR: TIGER TRACY LLC				CALIFORNIA	 ASSOCIATES, INC. PLANNING ENGINEERING SURVEYING 801 VASCAR VALLEY ROAD SUITE 200 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778
			DATE: JUNE 2025	REV #	BY	DESCRIPTION		
			SCALE: 1" = 20'	AS	SB	06/12/25	UPDATED TITLE REPORT	
			DESIGNED: AS	SB				
			DRAWN: SB					
			CHECKED:					
			PROJ. MGR:					
			FILE PATH:					

KEYNOTES

1. FIRE CONTROL ROOM
2. 6' HIGH DECORATIVE METAL FENCE
3. PROPERTY LINE, TYP.
4. S.E.S. ROOM
5. 6' HIGH CMU PERIMETER SCREEN / SECURITY WALL
6. EXISTING FIRE HYDRANT
7. FIRE ACCESS TURNING RADII- 35' INSIDE, 55' OUTSIDE.
8. ACCESS CONTROL KEYPAD BOLLARD
9. KNOX BOX LOCATION
10. TRASH ENCLOSURE
11. 5' CONCRETE SIDEWALK, TYP.
12. LANDSCAPE AREA WITH 6" RAISED CURBS - SEE LANDSCAPE PLANS
13. LANDSCAPE / RETENTION AREA - SEE CIVIL.
14. RECESSED CANOPY LIGHTING, TYP.
15. PROPOSED MONUMENT SIGN LOCATION - UNDER SEPARATE PERMIT.
16. NEW PRIVATE FIRE HYDRANT - SEE CIVIL.
17. ACCESSIBLE PARKING AND RAMP - SEE CIVIL.
18. ELECTRICAL TRANSFORMER - SEE ELECTRICAL.
19. ASPHALT DRIVE
20. AUTOMATIC SECURITY GATE
- NOTE: ALL ELECTRONIC GATES REQUIRE A KNOX KEY SWITCH AND A TRAFFIC PRE-EMPTIVE OPTICAL SIGNAL RECEIVER FOR EMERGENCY ACCESS ACROSS FIRE DEPARTMENT ACCESS LANES. 2022 CALIFORNIA FIRE CODE CH. 503.6 AS AMENDED BY THE TRACY MUNICIPAL CODE 9.06.070
21. EXIT
22. ENTRANCE & EXIT
23. LIGHT POLE, TYP.
24. WALL-MOUNTED LIGHT FIXTURE, TYP.
25. SURFACE-MOUNTED LIGHT FIXTURE, TYP.
26. BUILDING-MOUNTED SIGNAGE - SEE SIGN EXHIBIT.

JOE POMBO PKWY. STORAGE

TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25

SITE DATA

ZONING DISTRICT: GHC
APN: 21402040
SITE AREA: 102,366 SQ. FT. / 2.35 ACRES (GROSS)
BUILDING USE: S-1 - STORAGE, B - RENTAL OFFICE (ACCESSORY)
BUILDING CONSTRUCTION TYPE: II-B (SPRINKLERED)

BUILDING AREA:
FIRST FLOOR: 44,140 SQ. FT. (FOOTPRINT)
SECOND FLOOR: 43,040 SQ. FT.
THIRD FLOOR: 43,300 SQ. FT.
TOTAL: 130,480 SQ. FT.

BUILDING HEIGHT:
ALLOWED: UNLIMITED
PROVIDED: 40'-0"
LOT COVERAGE: UNLIMITED
PROVIDED: 44,140 SQ. FT. / 102,366 SQ. FT. = 43.1%

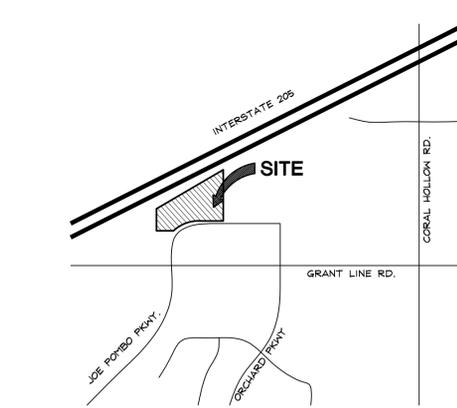
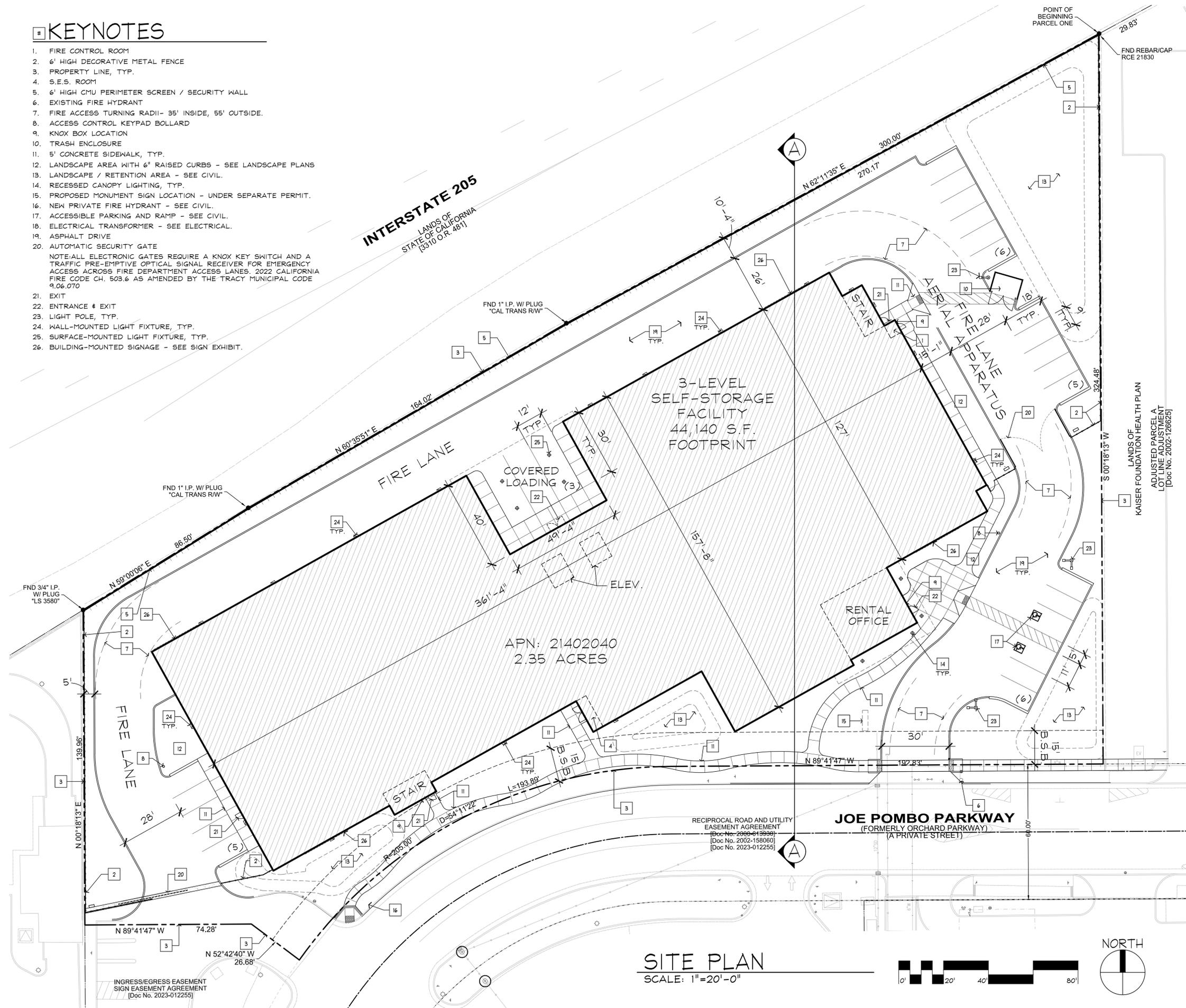
SETBACKS:
TOTAL: 15 FT.
SIDE: 0' (ADJ. TO COMMERCIAL/INDUSTRIAL)
REAR: 0' (ADJ. TO COMMERCIAL/INDUSTRIAL)

PARKING ANALYSIS:
REQUIRED: 1 SPACE PER 250 S.F. OFFICE (950/250) = 4 SPACES

PROVIDED: 22 SPACES
LOADING PROVIDED (12'x30') 3 SPACES

PROJECT SCOPE DOES NOT INCLUDE PHASING

COVERAGE:
TOTAL BUILDING AREA = 130,480 SQ. FT.
BUILDING FOOTPRINT = 44,140 SQ. FT.
TOTAL LANDSCAPING = 30,617 SQ. FT.
TOTAL PARKING AREA = 9,480 SQ. FT.
(INCLUDES PAVEMENT, LANDSCAPING AND PEDESTRIAN PATHWAYS WITHIN THE PARKING AREA - SEE LANDSCAPE PLANS)
SHADE COVERAGE = 4,833 SQ. FT. = 5% (SEE LANDSCAPE PLANS)



LOCATION MAP
SCALE: N.T.S.

A1



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SITE PLAN
SCALE: 1"=20'-0"

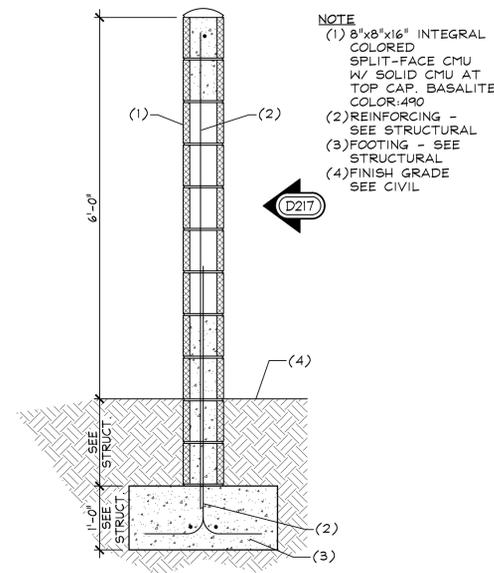


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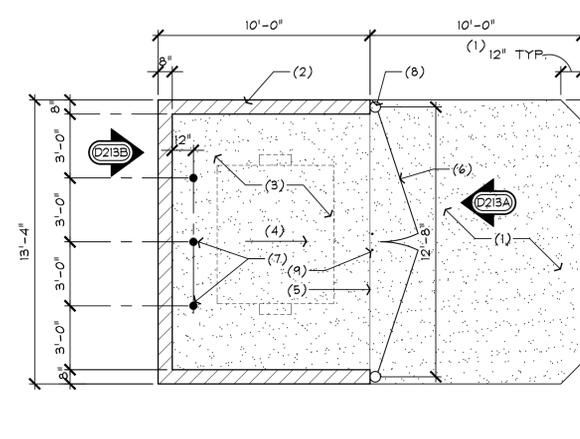
TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25

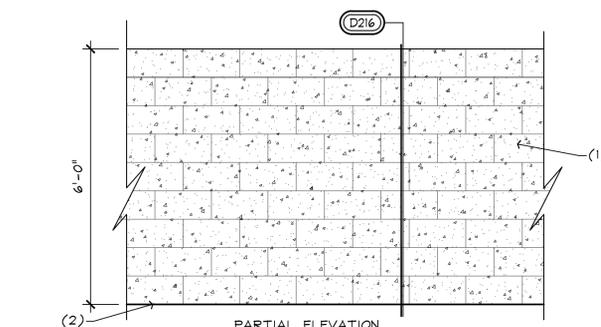
SITE DETAILS



D216 6'-0" SCREEN WALL
SCALE: 3/4"=1'-0"

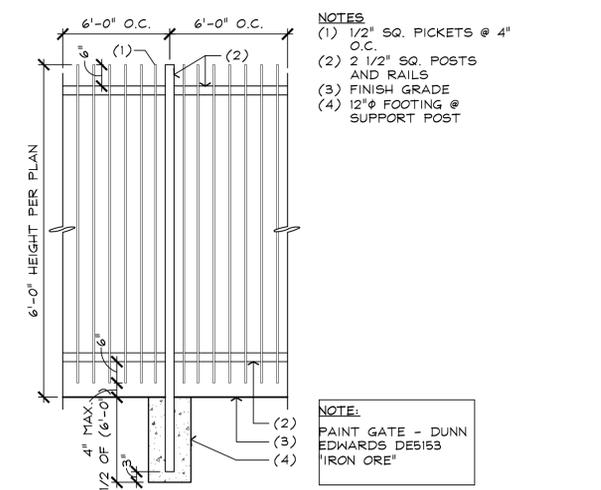


D212 TYPICAL REFUSE ENCLOSURE DETAIL
SCALE: 1/4"=1'-0" PER STANDARD DETAIL: GIL-180 02-008

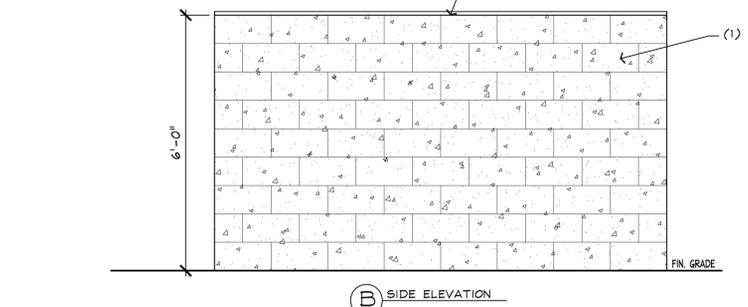
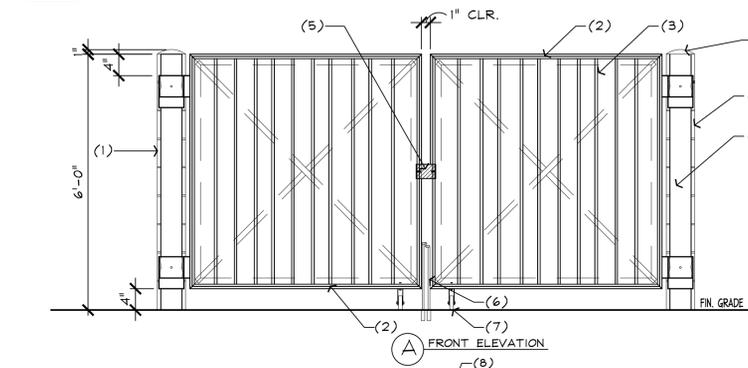


NOTE
(1) 8"x8"x16" INTEGRAL COLORED SPLIT-FACE CMU - PROVIDE SOLID CMU AT TOP CAP BY BASALITE COLOR: 490
(2) FINISH GRADE - SEE CIVIL

D217 6'-0" SCREEN WALL ELEVATION
SCALE: 1/2"=1'-0"



D223 ORNAMENTAL IRON FENCE
SCALE: 1/2"=1'-0" 02-003



D213 REFUSE ELEVATIONS
SCALE: 1/2"=1'-0" 02-005

A2



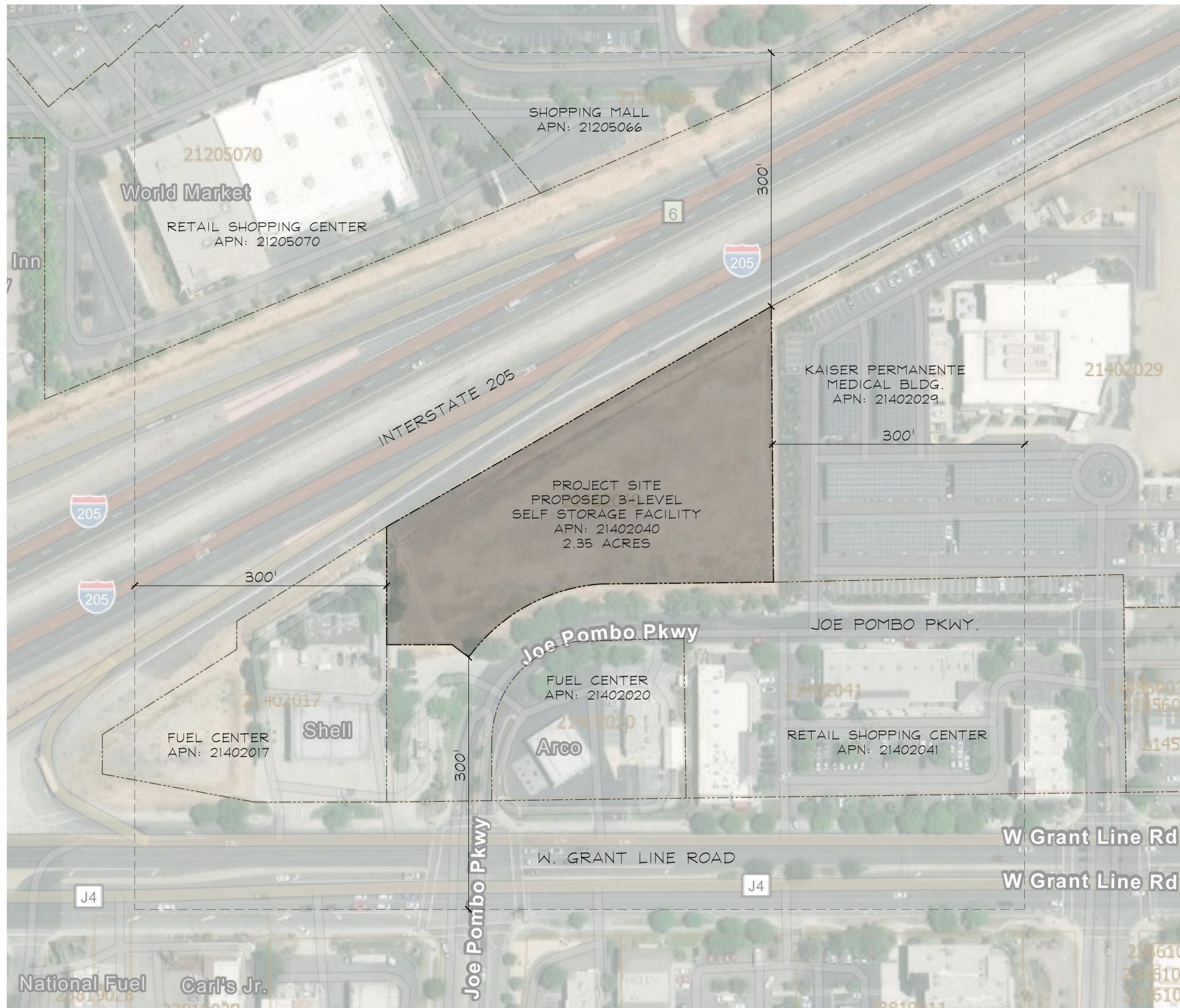
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JOE POMBO PKWY. STORAGE

TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 06.02.25



A3



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LOCATION MAP
SCALE: 1"=60'-0"



W:\V_PBA_PROJECTS\25 Projects\25008 Tracy Self Storage\Drawings\25008 Location Map.dwg
 May 28, 2025 - 11:51pm

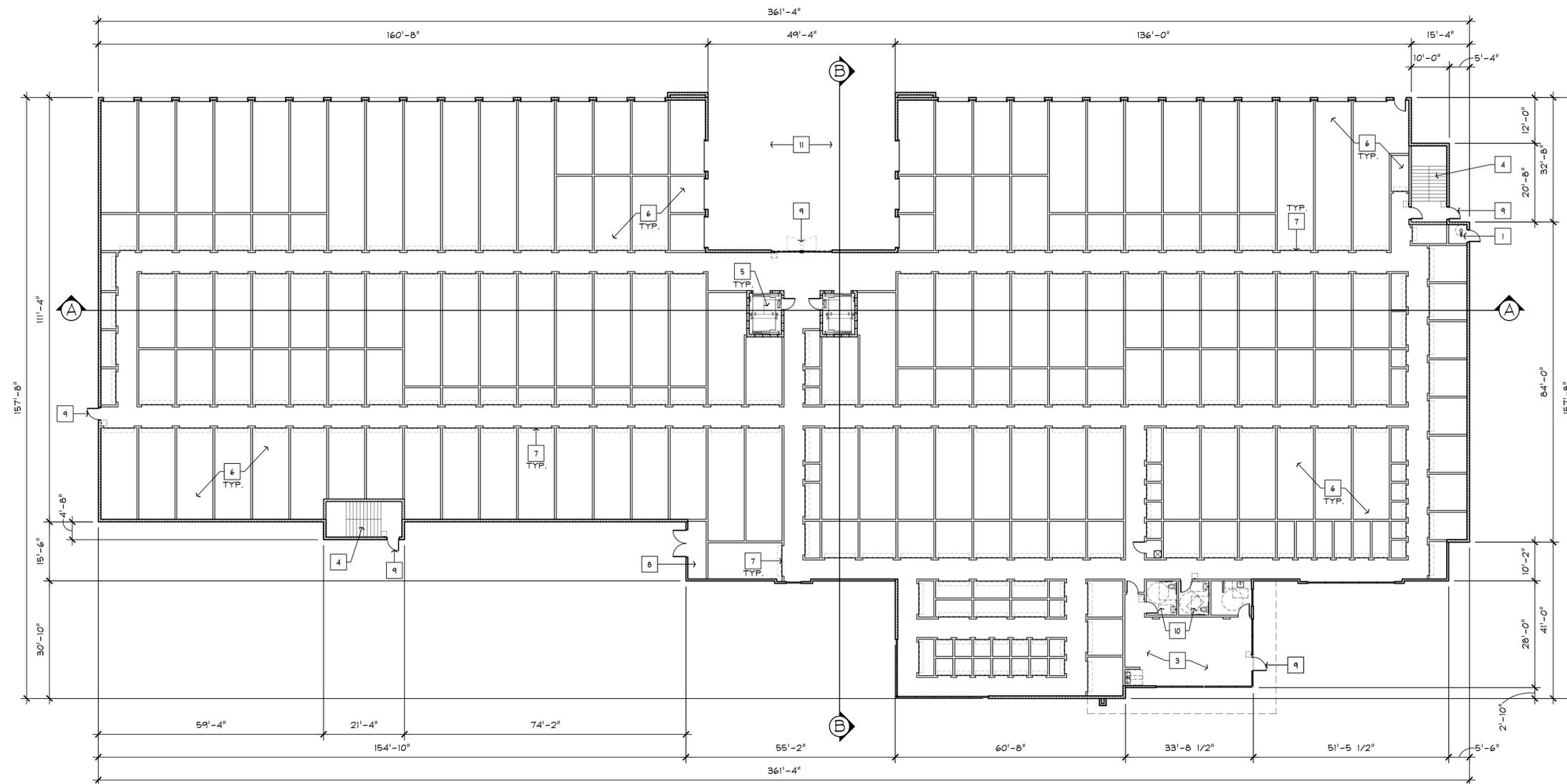
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TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25

KEYNOTES

1. FIRE CONTROL ROOM
2. NOT USED
3. RENTAL OFFICE
4. STAIRS, TYP.
5. ELEVATOR, TYP.
6. STORAGE UNIT, TYP.
7. COILING STORAGE UNIT DOOR, TYP.
8. SERVICE ENTRANCE SERVICE ROOM
9. ENTRANCE / EXIT
10. UNISEX RESTROOM, TYP.
11. COVERED LOADING



A4

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



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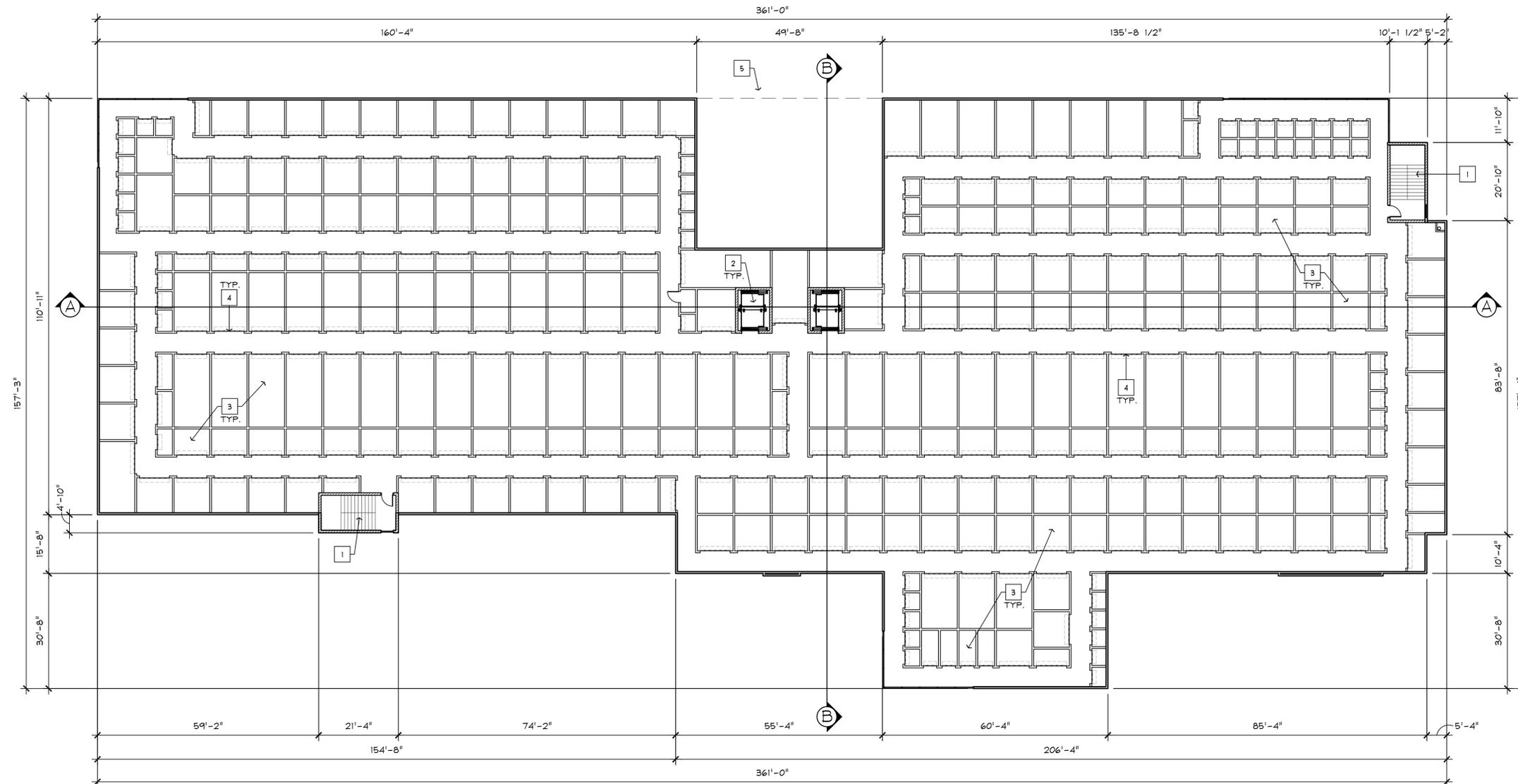
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TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25

KEYNOTES

1. STAIRS, TYP.
2. ELEVATOR, TYP.
3. STORAGE UNIT, TYP.
4. COILING STORAGE UNIT DOOR, TYP.
5. LINE OF FLOOR ABOVE



A5

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



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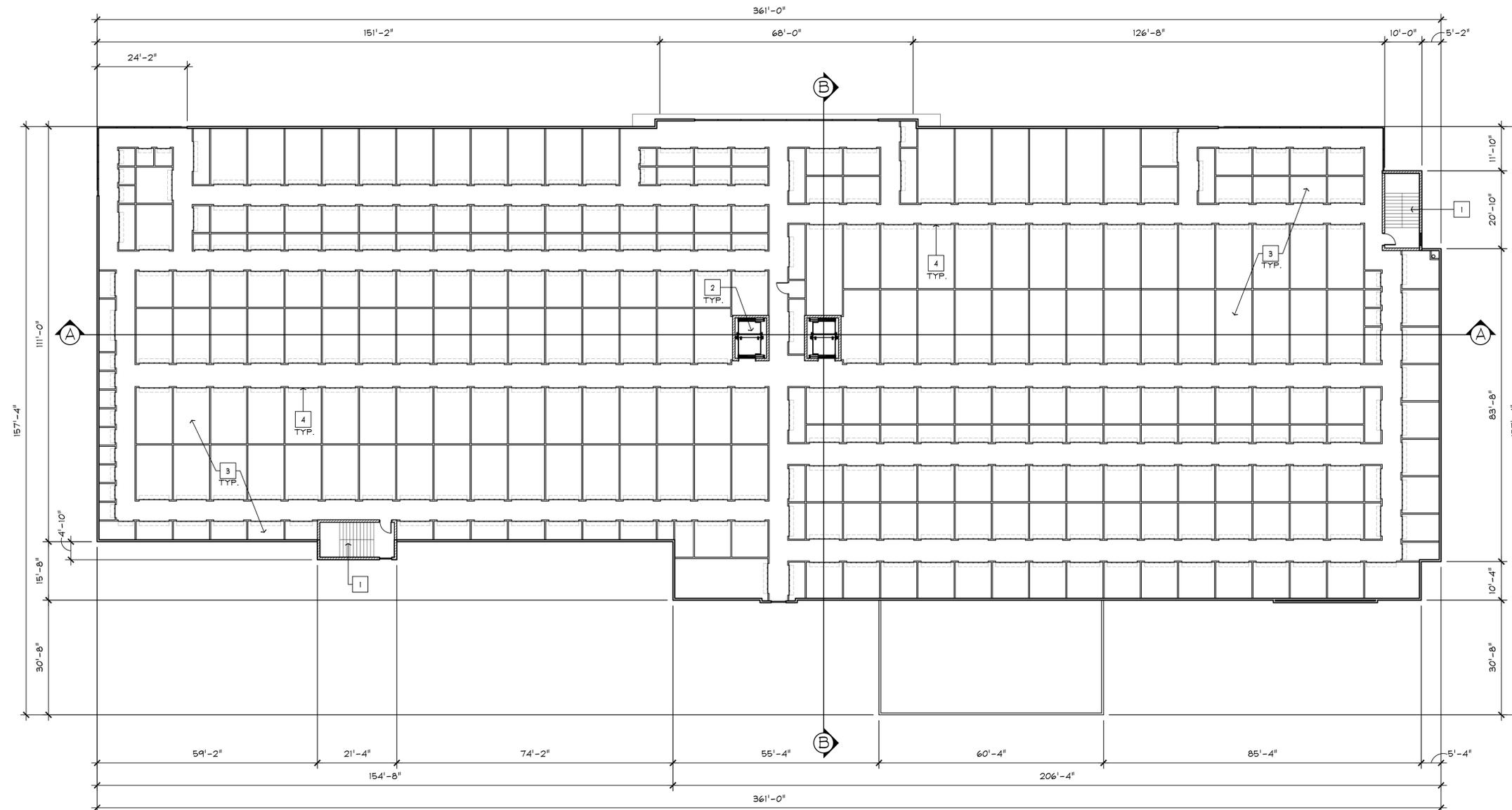
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TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25

KEYNOTES

1. STAIRS, TYP.
2. ELEVATOR, TYP.
3. STORAGE UNIT, TYP.
4. COILING STORAGE UNIT DOOR, TYP.



A6

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



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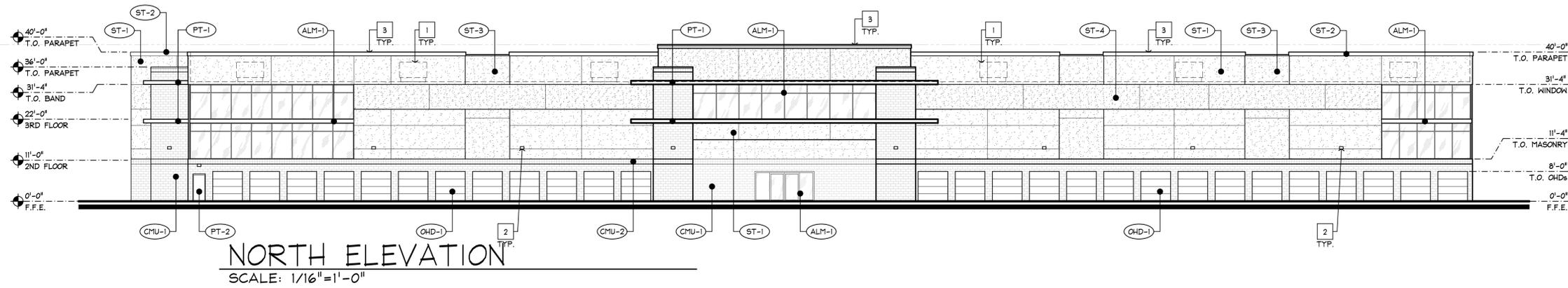
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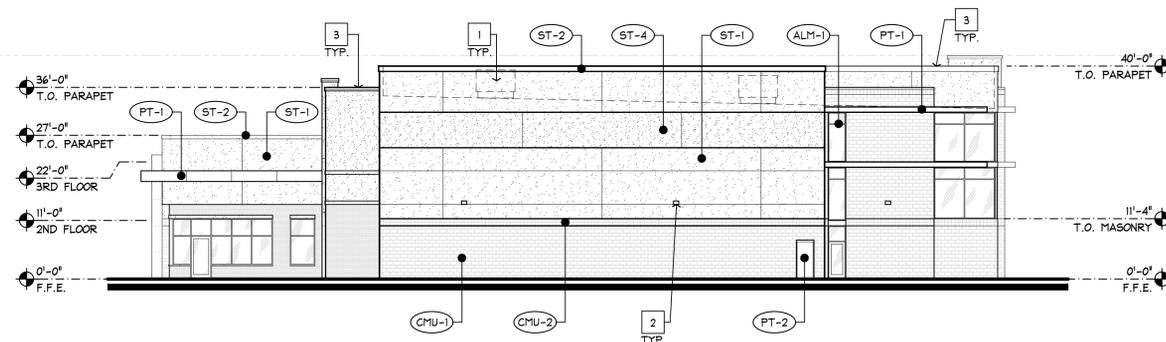
PROJECT NUMBER: 25008
DATE: 07.29.25

COLORS & MATERIALS

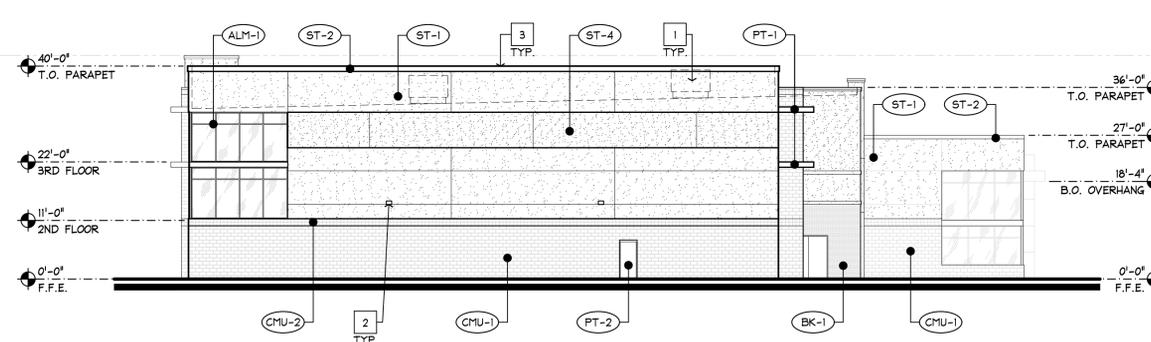
MARK	FINISH / COLOR
CMU-1	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD MFR: BASALITE - COLOR: '490'
CMU-2	8"x8"x16" SMOOTH-FACE CONC. BLOCK - ACCENT MFR: BASALITE - COLOR: '490' CENTER SCORED
BK-1	THIN BRICK - ACCENT MFR: PACIFIC CLAY - COLOR: 'CHARCOAL' MODULAR SIZE
ST-1	SYNTHETIC STUCCO SYSTEM- FIELD MFR: DUNN-EDWARDS - COLOR: DE6373 'PORPOISE'
ST-2	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE6363 'POINTED ROCK'
ST-3	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE6326 'SOFT PUMICE'
ST-4	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE5832 'NAVY TEAL'
PT-1	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DE5153 'IRON ORE'
PT-2	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DE6363 'POINTED ROCK'
ALM-1	ANODIZED ALUMINUM STOREFRONT MFR: ARCADIA COLOR: CLEAR ANODIZED W/ CLEAR 1" LOW-E GLAZING
OHD-1	OVERHEAD COLING DOORS MFR: JANUS INTL. - COLOR: 'SILHOUETTE GRAY'



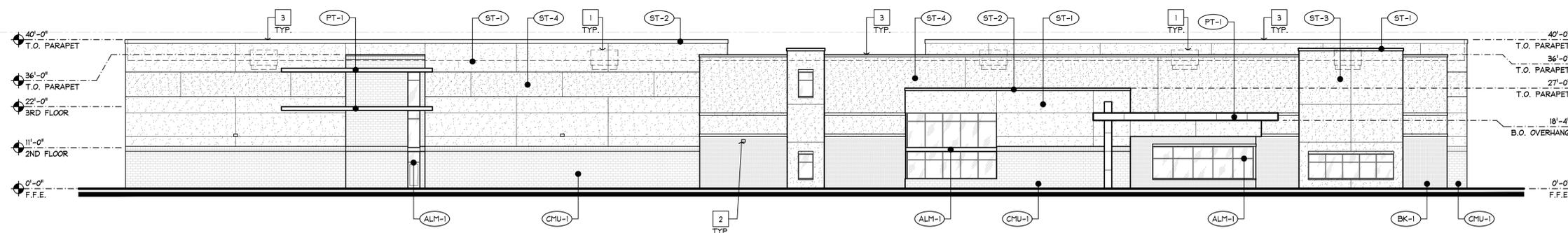
NORTH ELEVATION
SCALE: 1/16" = 1'-0"



EAST ELEVATION
SCALE: 1/16" = 1'-0"



WEST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

KEYNOTES

1. ROOFTOP MECHANICAL EQUIPMENT, FULLY SCREENED BY BUILDING PARAPET
2. BUILDING-MOUNTED SITE LIGHTING, TYP.
3. METAL PARAPET CAP, TYP. COLOR TO MATCH SURROUNDING TRIM.

A7



architecture = planning

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JOE POMBO PKWY. STORAGE

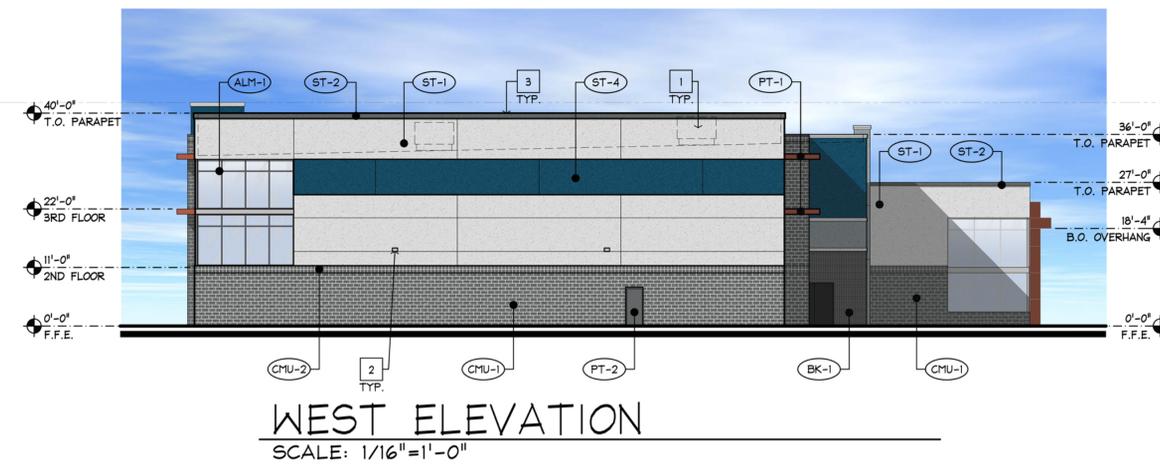
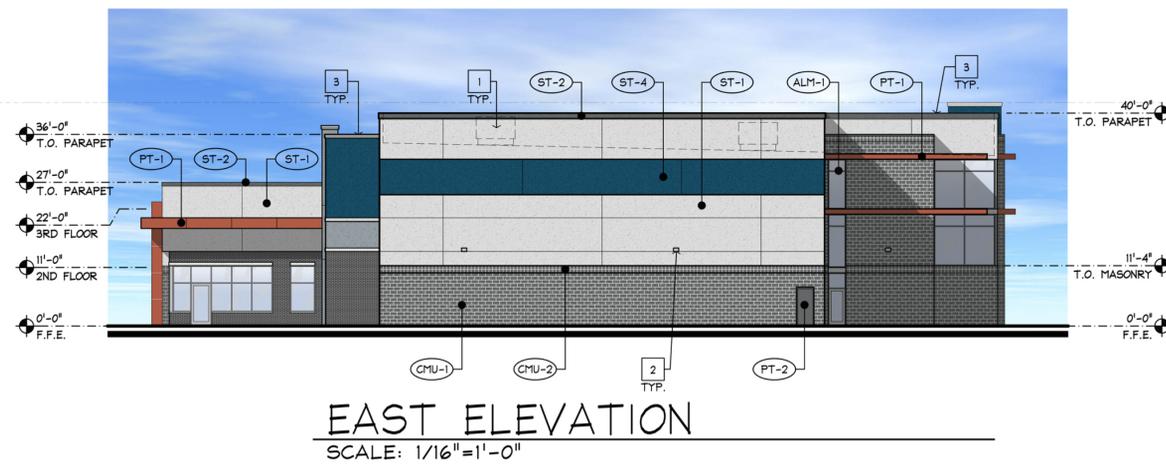
TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25



COLORS & MATERIALS

MARK	FINISH / COLOR
CMU-1	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD MFR: BASALITE - COLOR: '490'
CMU-2	8"x8"x16" SMOOTH-FACE CONC. BLOCK - ACCENT MFR: BASALITE - COLOR: '490' CENTER SCORED
EK	THIN BRICK - ACCENT MFR: PACIFIC CLAY - COLOR: 'CHARCOAL' MODULAR SIZE
ST-1	SYNTHETIC STUCCO SYSTEM- FIELD MFR: DUNN-EDWARDS - COLOR: DE6373 'PORPOISE'
ST-2	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE6363 'POINTED ROCK'
ST-3	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE6326 'SOFT PUMICE'
ST-4	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DE5832 'NAVY TEAL'
PT-1	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DE5153 'IRON ORE'
PT-2	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DE6363 'POINTED ROCK'
ALM-1	ANODIZED ALUMINUM STOREFRONT MFR: ARCADIA COLOR: CLEAR ANODIZED W/ CLEAR 1" LOW-E GLAZING
OHD-1	OVERHEAD COLING DOORS MFR: JANUS INTL. - COLOR: 'SILHOUETTE GRAY'



KEYNOTES

1. ROOFTOP MECHANICAL EQUIPMENT, FULLY SCREENED BY BUILDING PARAPET
2. BUILDING-MOUNTED SITE LIGHTING, TYP.
3. METAL PARAPET CAP, TYP. COLOR TO MATCH SURROUNDING TRIM.



A8



architecture = planning

88 south san marcos place
chandler - arizona - 85225
p. 480.377.2222

www.robertbrownarchitects.com

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JOE POMBO PKWY. STORAGE

TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 07.29.25



SOUTHEASTERN VIEW



NORTHEASTERN VIEW

A9



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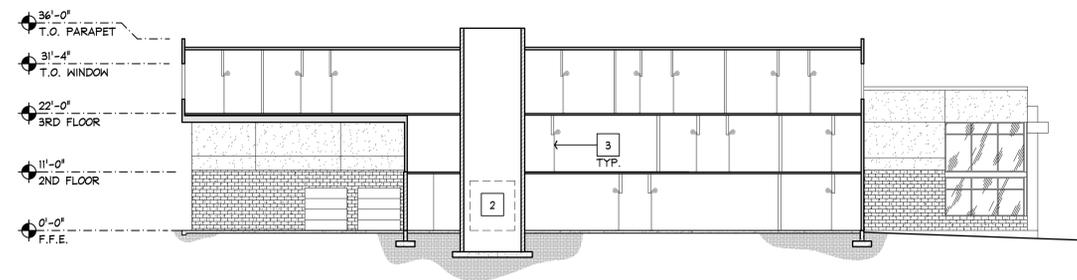
JOE POMBO PKWY. STORAGE

TRACY, CALIFORNIA

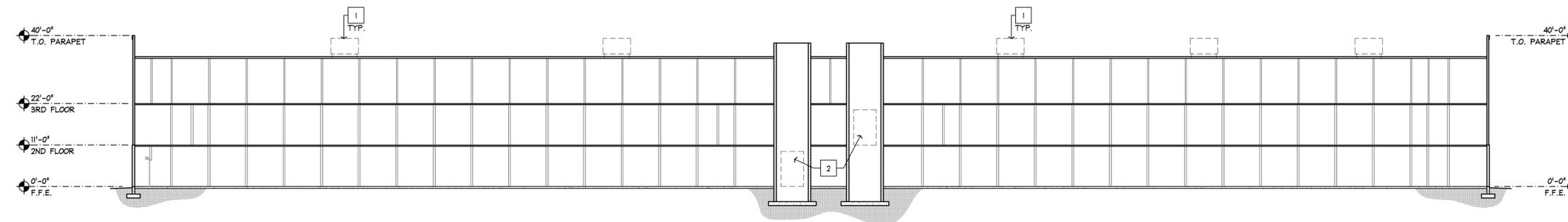
PROJECT NUMBER: 25008
DATE: 06.02.25

KEYNOTES

1. ROOFTOP MECHANICAL EQUIPMENT, FULLY SCREENED BY BUILDING PARAPET. HEIGHT INCLUDES MOUNTING CURB.
2. ELEVATOR CAR, TYP.
3. COILING OVERHEAD STORAGE UNIT DOOR, TYP.



BUILDING SECTION B
SCALE: 1/16" = 1'-0"



BUILDING SECTION A
SCALE: 1/16" = 1'-0"

A10



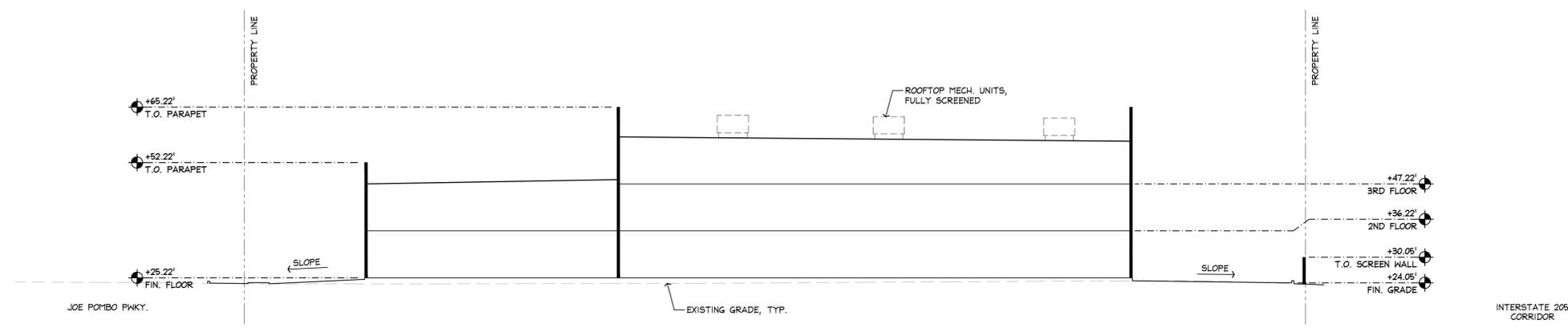
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JOE POMBO PKWY. STORAGE

TRACY, CALIFORNIA

PROJECT NUMBER: 25008
DATE: 06.02.25



SITE CROSS SECTION 'A'
SCALE: 1/16"=1'-0"

A11



architecture ■ planning

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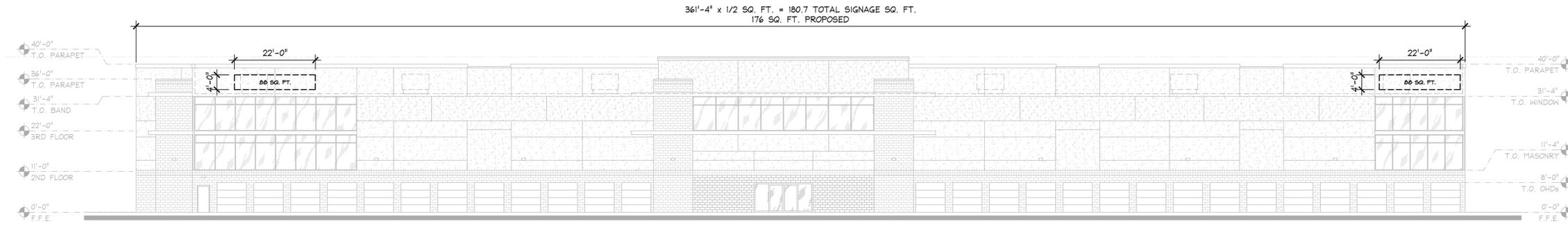
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JOE POMBO PKWY. STORAGE

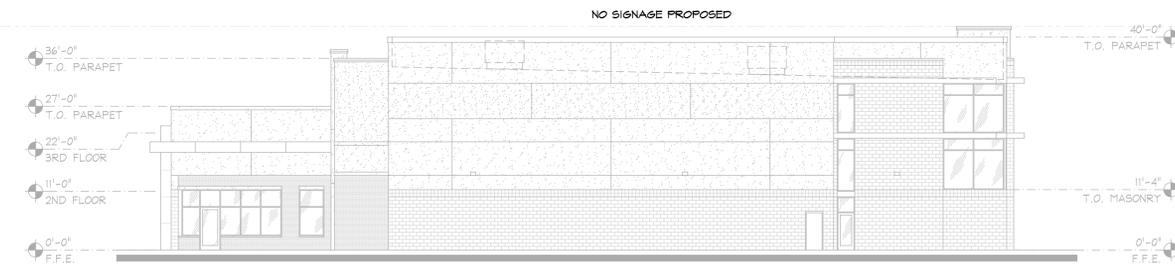
TRACY, CALIFORNIA

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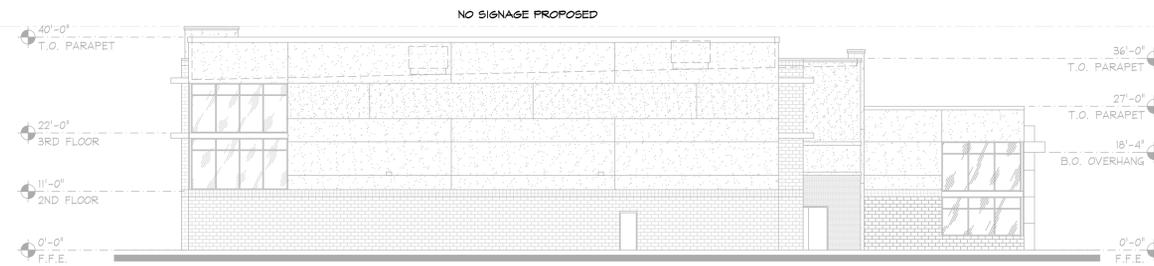
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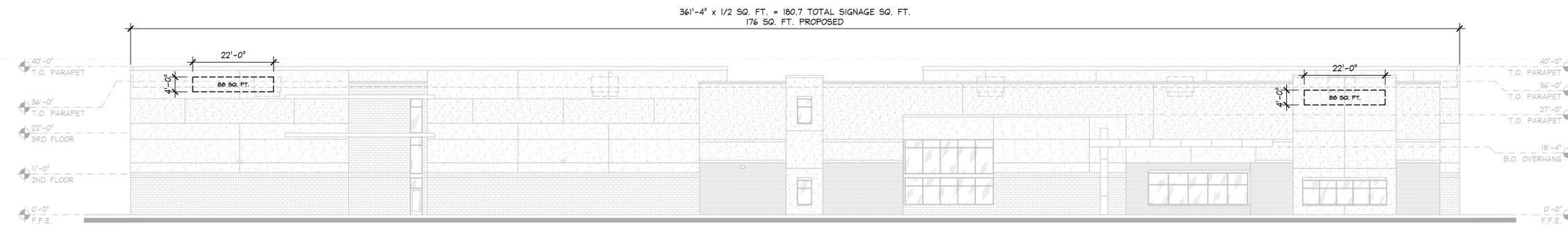
NORTH ELEVATION
SCALE: 1/16" = 1'-0"



EAST ELEVATION
SCALE: 1/16" = 1'-0"



WEST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

A12



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JOE POMBO PARKWAY STORAGE

NWC OF JOE POMBO PKWY & GRANT LINE RD. - TRACY, CA

PROJECT: 25008

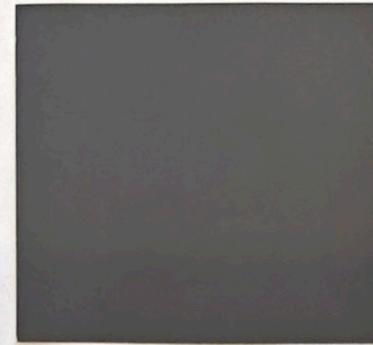
DATE: 07.29.2025



8"x8"x16" INTEGRAL COLOR SPLIT-FACE
CONCRETE BLOCK - FIELD
MFR: BASALITE - COLOR: '490'



SYNTHETIC STUCCO SYSTEM - FIELD
SMOOTH FINISH
COLOR: DUNN-EDWARDS
DE6373 'PORPOISE'



SYNTHETIC STUCCO SYSTEM - ACCENT
SMOOTH FINISH / ACCENT PAINT
COLOR: DUNN-EDWARDS
DE6363 'POINTED ROCK'



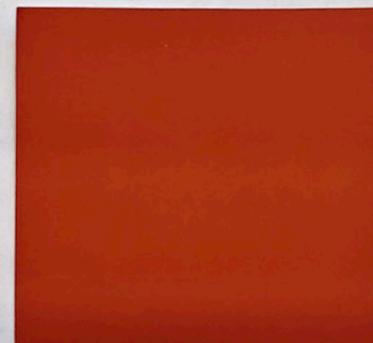
ANODIZED ALUMINUM STOREFRONT
MFR: ARCADIA
COLOR: CLEAR ANODIZED



8"x8"x16" INTEGRAL COLOR SMOOTH-FACE
CONCRETE BLOCK - ACCENT
MFR: BASALITE - COLOR: '490'
CENTER-SCORED



SYNTHETIC STUCCO SYSTEM - ACCENT
SMOOTH FINISH
COLOR: DUNN-EDWARDS
DE5832 'NAVY TEAL'



ACCENT PAINT
COLOR: DUNN-EDWARDS
DE5153 'IRON ORE'



1" LOW-E GLAZING
MFR: GUARDIAN GLASS
STYLE: SUNGUARD SNX 51/23 ON CLEAR



THIN BRICK - FIELD
MFR: PACIFIC CLAY - COLOR: CHARCOAL
MODULAR SIZE, VELOUR TEXTURE



SYNTHETIC STUCCO SYSTEM - ACCENT
SMOOTH FINISH
COLOR: DUNN-EDWARDS
DE6326 'SOFT PUMICE'

A13

PLANT SCHEDULE SITE

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	
TREES					
	12	Acer rubrum 'October Glory' / October Glory Red Maple	24" box	Moderate	
	3	Arbutus x 'Marina' / Marina Strawberry Tree	24" box	Low	
	8	Cercis occidentalis / Western Redbud - Standard	24" box	Low	
	2	Quercus agrifolia / Coast Live Oak	24" box	Low	
	7	Quercus suber / Cork Oak	24" box	Low	
	6	Ulmus x 'Frontier' / Frontier Elm	24" box	Moderate	
SHRUBS					
	14	Agave americana 'Marginata' / Variegated Century Plant	5 gal.	Low	
	95	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal.	Low	
	246	Dianella revoluta 'DR5000' / Little Rev™ Flax Lily	1 gal.	Low	
	20	Frangula californica 'Mound San Bruno' / Mound San Bruno Coffeeberry	5 gal.	Low	
	168	Olea europaea 'Montra' / Little Olive® Olive	5 gal.	Low	
	44	Phormium tenax 'Firebird' / Firebird New Zealand Flax	5 gal.	Low	
	143	Rhaphiolepis indica 'Parhap' / Oriental Pearl Indian Hawthorn	5 gal.	Low	
GROUND COVERS					
	87	Grevillea lanigera 'Mt. Tamboritha' / Mt. Tamboritha Woolly Grevillea	1 gal.	Low	41" o.c.
	366	Lomandra longifolia 'Roma 13' / Platinum Beauty® Variegated Mat Rush	1 gal.	Low	36" o.c.
	617	Muhlenbergia rigens / Deer Grass	1 gal.	Low	42" o.c.
	336	Rosa x 'Meisenthal' / Lemon Drift® Rose	1 gal.	Low	30" o.c.

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
		EXISTING OFFSITE TREE TO REMAIN (TYP.)			
		EXISTING OFFSITE TREE TO BR EMOVED (TYP.)			

LANDSCAPE NOTES

- All new planting areas shall receive a uniform 3-4" layer of wood chip organic mulch. Shredded bark (Guerrilla hair) is not an acceptable mulch
- All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with City of Tracy Water Conservation Standards.
- Contractor shall obtain and submit a Soils Fertility Test per the State of California Dept. of Water Resources' Model Water Efficient Landscape Ordinance (MWELO) as enforced by Sacramento County. Soil samples shall be collected after grading operations have been completed and prior to the installation of landscape materials. Contractor shall install soil amendments as recommended, or better, to correct for deficiencies noted in the Soils Test. Prior to scheduling final inspections for the building permit, the Soils Test requirement must be completed. Soils Test and documentation verifying the implementation of the Soils Test recommendations shall be submitted with the Certificate of Completion to the County as required by the MWELO.
- Root barriers 24 inches deep and 20-feet in length centered on trunks shall be installed for all trees planted within 5' of public sidewalks and curbs per Sacramento County Street Improvement Standards section 4-32. Root barriers shall conform to sections 20-2.01 and 50-43.13 of the Sacramento County Technical Provisions. For all other onsite trees within 5' of pavement or structures: install Root barrier that extends 5' in both directions for a total of 10 linear feet.

COMPLIANCE STATEMENT

I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan.

Robyn DeCaro 7-17-25

Water Efficient Landscape Worksheet

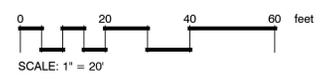
HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
1 MODERATE- TREES	0.5	BUBBLERS	0.81	0.62	760	469	15154
2 LOW-SHRUBS	0.2	DRIP	0.81	0.25	29,857	7,372	238134
TOTALS					30,617	7,841	253288

ETAF Calculations	
Total ETAF x Area	7,841
Total Area	30,617
Average ETAF	26%

Note:
1. Average ETAF for Regular Landscape areas must be below .55 for residential areas and .45 for non-residential areas.

Maximum Applied Water Allowance (MAWA). MAWA= (Eto) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(52.1) (.62) (.45 x 30,617) + (1-.45) X 0 = 445046 Gal.

Estimated Total Water use (ETWU). ETWU= (Eto) (Conversion factor) ((ETAF) (Area))
(52.1) (.62) (7,841) = 253288 Gal.



PARKING LOT SHADE CALCULATIONS-

Symbol	Botanical Name/ Common Name	Qty. @ full shade (Sq. Ft.)	Qty. @ 3/4 Shade (Sq. Ft.)	Qty. @ 1/2 shade (Sq. Ft.)	Qty. @ 1/4 shade (Sq. Ft.)	Total (Sq. Ft.)
	Parking Lot Shade Tree	0 @ 706 SF	0 @ 530 SF	9 @ 354 SF	1 @ 177 SF	3,363 SF
	Parking Lot Shade Tree	0 @ 962 SF	4 @ 722 SF	14 @ 481 SF	0 @ 240 SF	9,622 SF
TOTAL TREE SHADE						12,985 SF
Asphalt Area (see hatched area on plan)						ASPHALT PARKING AREA = 27,018 SF
						40% SHADE AREA REQUIRED = 10,807 SF
						TOTAL SHADE PROVIDED = 12,985 SF
						PERCENT SHADE = 48%



OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

Rev	Date	Description	Drawn	Checked
-	-	-	-	-

SELF STORAGE FACILITY
CONCEPTUAL LANDSCAPE PLAN
JOE POMBO PARKWAY
TRACY, CA

City Of
TRACY
County Of
SAN JOAQUIN
State Of
CALIFORNIA

Prepared Under the Direction of:

Sheet
L1
Scale: SEE PLAN
Date: 7-17-25
Project Number: -
Plan File: -



Acer rubrum 'October Glory'



Ulmus x 'Frontier'



Arbutus x 'Marina'



Cercis occidentalis



Quercus agrifolia



Quercus suber



Agave americana 'Marginata'



Phormium tenax 'Firebird'



Dianella revoluta 'DR5000'



Collistemon viminalis 'Little John'



Frangula californica 'Mound San Bruno'



Olea europaea 'Montra'



Rhaphiolepis indica 'Parhap'



Lomandra longifolia 'Roma 13'



Muhlenbergia rigens



Rosa x 'Meisental'



Grevillea lanigera 'Mt. Tamboritha'



P.O. Box 2083
Petaluma CA 94952
707-280-8990
olivestreetlandscape.com
rod@olivestreetlandscape.com

Rev	Date	Description	Designed	Drawn	Checked
-	7-17-25	PLAN RESPONSE/REVISIONS			
-	6-25	PLANNING			

SELF STORAGE FACILITY

PLANT PALETTE

JOE POMBO PARKWAY
TRACY, CA

City Of
TRACY
County Of
SAN JOAQUIN
State Of
CALIFORNIA

Prepared Under the Direction of:



Sheet
L2
Scale: SEE PLAN
Date: 7-17-25
Project Number: -
Plan File: -

PLANT SCHEDULE SITE

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
TREES					
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Padmya Dussan 7-17-25

Water Efficient Landscape Worksheet

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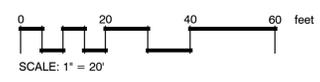
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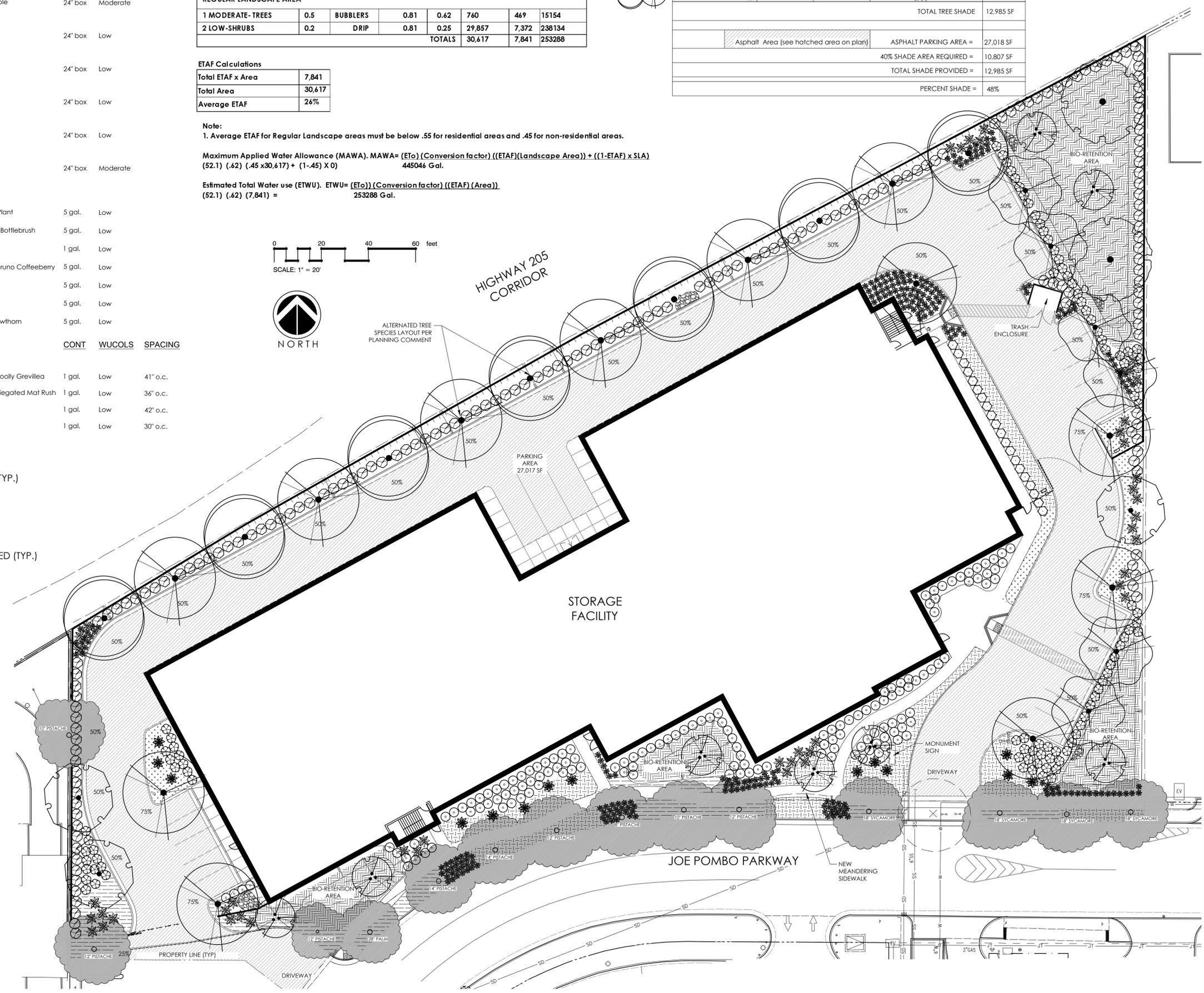
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						PERCENT SHADE = 48%



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 LANDSCAPE ARCHITECTURE
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Rev	Date	Description	Designed	Drawn	Checked
-	-	-	-	-	-

7-17-25 PLAN RESPONSE/REVISIONS
 6-2-25 PLANNING

SELF STORAGE FACILITY
CONCEPTUAL LANDSCAPE PLAN
 JOE POMBO PARKWAY
 TRACY, CA

City Of
TRACY
 County Of
SAN JOAQUIN
 State Of
CALIFORNIA

Prepared Under the Direction of:

Sheet
L1

Scale: SEE PLAN
 Date: 7-17-25
 Project Number: -
 Plan File: -

Attachment C



Attachment D





PLANNING COMMISSION STAFF REPORT

Item No. 1.B

DATE	December 17, 2025
TITLE	GURU BAAZ Annexation
LOCATION	Northwest Corner of Tracy Boulevard and West Larch Road at 21323 and 21235 South Tracy Boulevard, Assessor's Parcel Numbers: 212-170-26 and 212-170-19
APPLICATION TYPE	Annexation/Pre-zone (AP25-0001)
CEQA STATUS	Consistent with General Plan EIR, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary
PROJECT PLANNER	Kenny Lipich (209) 831-6443 Kenneth.Lipich@cityoftracy.org

RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution recommending that the City Council:

1. Adopt a resolution to (A) determine that the proposed annexation of approximately 3.9 acres consisting of two parcels located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 ("Property"), is consistent with the City's General Plan, including the General Plan land use designation of Commercial, for which an Environmental Impact Report (EIR) was certified on February 1, 2011, in compliance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and (B) approve submittal of a petition to San Joaquin Local Agency Formation Commission (LAFCo) for annexation of the Property to the City of Tracy.
2. Introduce and adopt an ordinance that approves the pre-zoning of the Property to Community Recreation Support Services (CRS) Zone.

PROJECT DESCRIPTION

This agenda item is regarding the GURU BAAZ Annexation, which involves a request for annexation and pre-zoning to CRS (Application Number AP25-0001) for approximately 3.9 acres consisting of two parcels located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19. No development project is proposed at this time.

ANALYSIS

BACKGROUND

The property is within the City's General Plan Sphere of Influence (SOI), which is a long-range vision of future development and expansion of the City for lands that are not currently within the City limits. Property within the City's SOI can be pursued for annexation into the City limits. In 2019, LAFCo approved the City's Municipal Services Review for the SOI, which shows the Property is located within the ten-year planning horizon. LAFCo policies required ten and thirty-year "horizons" in an effort to plan for and evaluate upcoming development within the City's SOI.

When annexing property into the City, pre-zoning must be established to determine the zoning designation that will take effect upon approval of annexation by LAFCo. The proposed zoning for the site is Community Recreation Support Services (CRS) which is consistent with the property's General Plan designation of Commercial.

ANNEXATION AND PRE-ZONING

The 3.9-acre subject property proposed for annexation is located at the northwest corner of Tracy Boulevard and West Larch Road within unincorporated San Joaquin County, adjacent to the northern boundary of the City and Interstate 205, as shown in the location map (Attachment A). The Tracy Truck, Wash, and Auto Shop is to the east of the proposed annexation. The project site for the recently approved four-story Cambria hotel and event center is to the south of the proposed annexation. Unincorporated area of San Joaquin County is to the north and west of the proposed annexation. The proposed annexation area is within the City's SOI, with a General Plan designation of Commercial, as shown on the General Plan Map (Exhibit A to Exhibit 1).

The applicants' proposal is to annex the subject property into the City Limits and assign it a zoning designation of Community Recreation Support Services, as shown on the proposed Zoning Map (Exhibit B to Exhibit 2). While the City typically processes annexations associated with specific development projects, the proposed annexation of the two parcels can be supported based on anticipated commercial and related uses of the property in support of the Legacy Fields activities and based on proximity to Interstate 205 and its support of highway travelers. The Alvarez annexation site southwest of this proposed annexation is the only other land currently zoned Community Recreation Support Services.

This zoning for the site would be consistent with the General Plan designation of Commercial. In accordance with the City's General Plan policies, including Land Use Objective 2.2, the annexation of this acreage is consistent with the expansion of the City's retail base. Annexation of the property is a logical extension of the city limits, has been planned as a part of the City's Sphere of Influence, and was included for infrastructure planning as a part of the City's Infrastructure Master Plans.

Future utilities serving the annexation site would be provided by the City of Tracy, via the extension of existing nearby water, storm drain, and sewer lines. Police and Fire services would also be provided by the City of Tracy. Fire Department service, in Tracy, is provided via the South County Fire Authority. Given that the annexation site would be used for commercial uses, based upon the maximum floor-area-ratio (FAR) of 1.0 for commercial uses as provided in the Tracy General Plan (pg. 2-24), the proposed annexation has the potential to develop up to 169,884 square feet of commercial uses, consistent with the uses allowed under the proposed CRS zone. The applicant has indicated to staff that there is ongoing interest of developers in constructing drive-thru quick service restaurants on the annexation site. Future development proposals would need to obtain a Development Review Permit.

FINDINGS

REQUIRED FINDING FOR PRE-ZONING

Tracy Municipal Code ("TMC") Section 10.08.970 (Classification of newly annexed territory) provides that territory proposed for annexation to the City be pre-zoned in accordance with Article 29 (Amendments) of the TMC. Article 29 of the TMC, Section 10.08.3840, states that the Planning Commission must find that the approval or denial of an application to amend the zoning ordinance (such as the instant application for pre-zoning) is "necessary to carry out the general purposes" of the zoning ordinance and state the "facts and reasons" that support this finding. Staff recommends that the Planning Commission recommend that City Council make the finding as stated in the ordinance (Exhibit A to Exhibit 2).

CEQA DETERMINATION

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 Environmental Impact Report (EIR) was certified. As noted above, the proposed annexation is consistent with the Commercial designation established by the Tracy General Plan, for which an EIR was certified on February 1, 2011. The proposed annexation and pre-zoning to Community Recreation Support Services Zone is consistent with the land use designation and development intensities assigned to the site by the City of Tracy General Plan. There is no development proposed at this time and therefore no cumulative impacts at this time associated with the annexation site. Proposed buildout for commercial designation was fully addressed in the City of Tracy General Plan EIR (SCH#

2008092006). Since annexation and pre-zoning 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, the proposed annexation would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The analysis in the attached CEQA 15183 Environmental Checklist (Exhibit B to Exhibit 1) demonstrates that there are no site-specific or peculiar impacts associated with the annexation. Therefore, no further environmental review is necessary.

SUMMARY

This agenda item involves making recommendations to the City Council regarding the proposed annexation's consistency with the City's General Plan EIR in compliance with the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183 and making recommendations to City Council regarding approving the submittal of a petition to LAFCo for annexation of the subject property to the City of Tracy and introducing and adopting an ordinance that approves the pre-zoning of the annexation site to Community Recreation Support Services (CRS) Zone.

ATTACHMENTS

Attachment A – Location Map

Attachment B – Proposed Planning Commission Resolution with Recommendations

Exhibit 1 – Proposed City Council Resolution for CEQA determination and LAFCo Petition

Exhibit A – Proposed Annexation Area / Existing General Plan Map

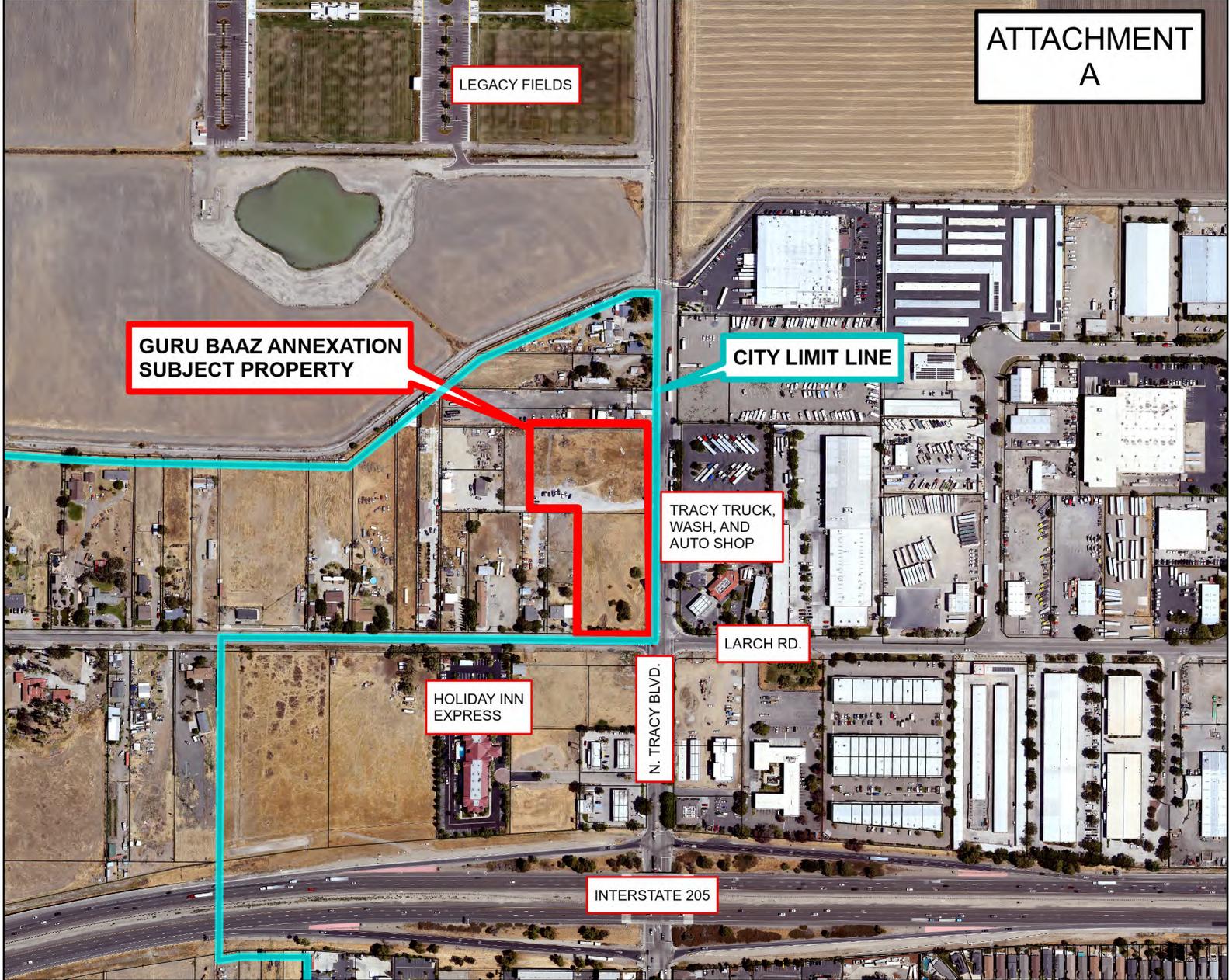
Exhibit B – CEQA 15183 Environmental Checklist

Exhibit 2 – Proposed City Council Ordinance for Pre-zoning

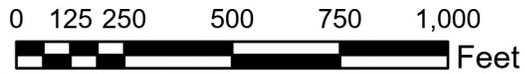
Exhibit A – Pre-zoning Findings

Exhibit B – Proposed Zoning Map

ATTACHMENT
A



Think Inside the Triangle™



APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-_____

RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF TRACY TAKE THE FOLLOWING ACTIONS:

1. ADOPT A RESOLUTION THAT

(A) DETERMINES THAT THE PROPOSED ANNEXATION OF APPROXIMATELY 3.9 ACRES CONSISTING OF TWO PARCELS LOCATED AT 21323 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-26, AND 21235 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-19 ("PROPERTY") IS CONSISTENT WITH THE CITY'S GENERAL PLAN, INCLUDING THE GENERAL PLAN LAND USE DESIGNATION OF COMMERCIAL, FOR WHICH AN ENVIRONMENTAL IMPACT REPORT (EIR) WAS CERTIFIED ON FEBRUARY 1, 2011, IN COMPLIANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE CEQA GUIDELINES, AND THEREFORE, PURSUANT TO CEQA GUIDELINES SECTION 15183, NO FURTHER ENVIRONMENTAL REVIEW IS NECESSARY; AND

(B) APPROVES THE SUBMITTAL OF A PETITION TO THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION ("LAFCO") FOR THE ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY ("CITY"); AND

2. ADOPT AN ORDINANCE THAT APPROVES THE PREZONING OF THE PROPERTY TO COMMUNITY RECREATION SUPPORT SERVICES (CRS) ZONE.

WHEREAS, On July 22, 2025, the City received an application from the property owner requesting the City to submit a petition to LAFCO to annex the 3.9-acre site consisting of two parcels located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 ("Property") to the City of Tracy, and to pre-zone the Property to Community Recreation Support Services (CRS) Zone pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970 (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Commercial uses in the City's General Plan; and

WHEREAS, The Project is consistent with General Plan Commercial land use designation and applicable Goals and Policies; and

WHEREAS, The subject property is well suited for commercial development because of its close proximity to recreational uses at Legacy Fields and convenient access to Interstate-205 travelers; and

WHEREAS, The project has been evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and

WHEREAS, The Planning Commission conducted a duly noticed public hearing to review and consider this matter on December 17, 2025; now, therefore, be it

RESOLVED: That the Planning Commission hereby recommends that the City Council conduct a public hearing to consider this matter, and take the following actions:

- A. Adopt a resolution to (1) determine the project has complied with requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and that the Project is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and (2) authorize the City Manager to submit a petition to LAFCo for annexation of the 3.9-acre property located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 to the City of Tracy; and
- B. Introduce and adopt an ordinance to pre-zone the 3.9-acre property located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 to Community Recreation Support Services (CRS) Zone.

The foregoing Resolution 2025-_____ was adopted by the Planning Commission of the City of Tracy on December 17, 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 Resolution for CEQA determination and LAFCo Petition
 - Exhibit A – Proposed Annexation Area / Existing General Plan Map
 - Exhibit B – CEQA 15183 Environmental Checklist
- Exhibit 2 – Proposed City Council Ordinance for Pre-zoning
 - Exhibit A – Pre-zoning Findings
 - Exhibit B – Zoning Map

APPROVED AS TO FORM

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL
RESOLUTION 2026-_____

1. **DETERMINING THAT THE PROPOSED ANNEXATION OF APPROXIMATELY 3.9 ACRES CONSISTING OF TWO PARCELS LOCATED AT 21323 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-26, AND 21235 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-19 ("PROPERTY") IS CONSISTENT WITH THE CITY'S GENERAL PLAN, INCLUDING THE GENERAL PLAN LAND USE DESIGNATION OF COMMERCIAL, FOR WHICH AN ENVIRONMENTAL IMPACT REPORT (EIR) WAS CERTIFIED ON FEBRUARY 1, 2011, IN COMPLIANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE CEQA GUIDELINES, AND THEREFORE, PURSUANT TO CEQA GUIDELINES SECTION 15183, NO FURTHER ENVIRONMENTAL REVIEW IS NECESSARY; AND**

2. **APPROVING THE SUBMITTAL OF A PETITION TO THE SAN JOAQUIN COUNTY LOCAL AGENCY FORMATION COMMISSION ("LAFCO") FOR THE ANNEXATION OF THE PROPERTY TO THE CITY OF TRACY ("CITY").**

WHEREAS, On July 22, 2025, the City received an application from the property owner requesting the City to submit a petition to LAFCO to annex the 3.9-acre site consisting of two parcels located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 ("Property") to the City of Tracy, and to pre-zone the Property to Community Recreation Support Services (CRS) Zone pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970 (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Commercial uses in the City's General Plan (Exhibit A); and

WHEREAS, The Project is consistent with General Plan Commercial land use designation and applicable Goals and Policies; and

WHEREAS, The subject property is well suited for commercial development because of its close proximity to recreational uses at Legacy Fields and convenient access to Interstate-205 travelers; and

WHEREAS, The project has been evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 17, 2025, and recommended that the City Council approve of submitting a petition to LAFCo for annexation of the Property to the City of Tracy; and

WHEREAS, the City Council held a duly noticed public hearing to review and consider this matter on January 20, 2026; now, therefore, be it

RESOLVED: That the City Council hereby finds that the Project was adequately evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, as shown in the attached CEQA 15183 Environmental Checklist (Exhibit B), and determines that the Project is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and be it

FURTHER RESOLVED: That the City Council hereby grants the applicants' request to submit a petition to LAFCo to annex the Property to the City of Tracy and directs the City Manager to prepare and submit said application.

* * * * *

The foregoing Resolution 2026-_____ was adopted by the City Council of the City of Tracy on January 20, 2026, by the following vote:

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

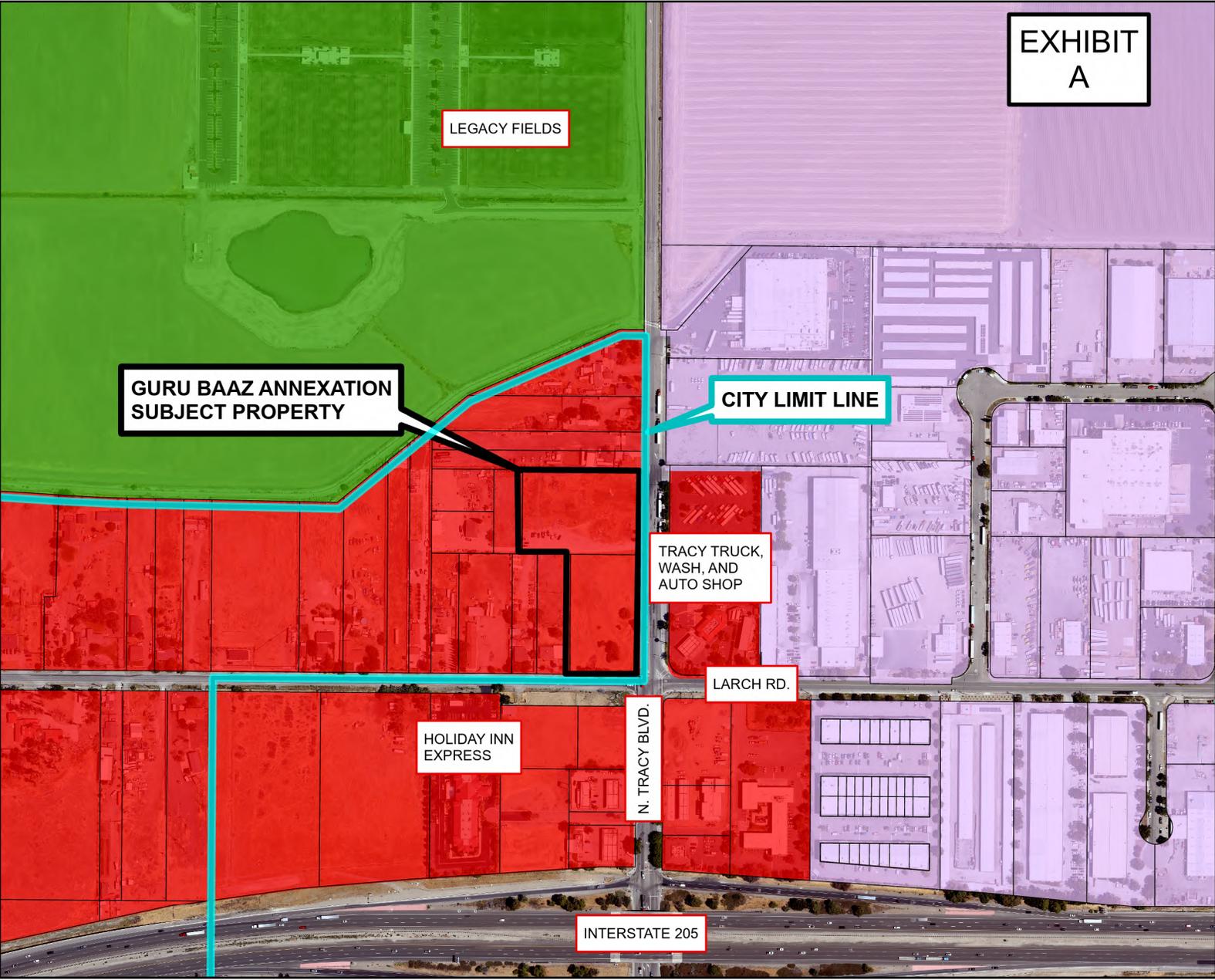
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
APRIL QUINTANILLA
City Clerk

Date of Attestation: _____

Exhibit A – Proposed Annexation Area / Existing General Plan Map
Exhibit B – CEQA 15183 Environmental Checklist

EXHIBIT
A



Legend

- General Plan Designation
- Commercial
 - Industrial
 - Park





Exhibit B

ENVIRONMENTAL CHECKLIST

FOR THE

21323/21235 N. TRACY BOULEVARD PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review

OCTOBER 2025

Prepared for:

The City of Tracy
Community and Economic Development
333 Civic Center Plaza
Tracy, CA 95376

Prepared by:

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

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

A Land Use Planning, Design, and Environmental Firm



ENVIRONMENTAL CHECKLIST

FOR THE

21323/21235 N. TRACY BOULEVARD PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review Process

OCTOBER 2025

Prepared for:

The City of Tracy
Community and Economic Development
333 Civic Center Plaza
Tracy, CA 95376

Prepared by:

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

INTRODUCTION

The following pages provide an analysis of the proposed 21323 and 21235 N. Tracy Boulevard Project (project) with respect to the project’s consistency with the City of Tracy General Plan, the analysis contained in the General Plan Environmental Impact Report (EIR), and any site-specific environmental impacts or cumulative impacts that may result from project implementation.

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

PROJECT OVERVIEW

PROJECT LOCATION

The project parcels are located at the northwest corner of N. Tracy Boulevard and W. Larch Lane. The site is within the City’s Sphere of Influence (SOI), and is within the City’s Planning Area. The project site is located on Assessor Parcel Numbers (APNs) 212-170-26 and 212-170-19. **Figure 1** shows the regional map, and **Figure 2** shows the vicinity map for the project.

PROJECT DESCRIPTION

The proposed Project includes a request for annexation of the 1.79 acres located at 21323 N. Tracy Blvd. (APN 212-170-26) and the neighboring 2.11-acre property to the north at 21235 N. Tracy Blvd. (APN: 212-170-19). Approval of a site plan is not being requested by the applicant at this time, as all site plans and specific development proposals are still conceptual. There are no entitlements or specific development approvals being requested beyond the annexation, and rezoning, which is described below.

For the purposes of this analysis, it is assumed that any future development application on the subject project site(s) would develop the project site with commercial use(s), consistent with the existing City of Tracy General Plan land use designation of Commercial. The Commercial land use designation allows for a relatively wide range of uses but focuses primarily on retail and consumer service activities that meet the needs of Tracy residents and employees as well as passthrough travelers. According to the City of Tracy General Plan Land Use Element,¹ commercially designated land may have a maximum FAR of 1.0. Based on a FAR of 1.0, the proposed Project could potentially develop the project site with up to approximately 169,884 square feet of commercial uses.²

¹ See page 2-24 of the City of Tracy General Plan Land Use Element. Available: <https://www.cityoftracy.org/home/showpublisheddocument/904/637451218786230000>

² Based on the total acreage of the project site of 3.9 acres.

EXISTING SITE USES

The project site is currently vacant and undeveloped. The project site is covered by ruderal grasses, and several trees are located within the southern portion of the project site as well as portions of the eastern and southern perimeter. Additionally, a dirt roadway bisects the northern and southern portions of the site. The site was previously used for agricultural uses but is no longer irrigated or harvested.

SURROUNDING LAND USES

The project site is located in a commercial area. The surrounding area adjacent to the project site includes commercial and low-density residential uses to east, north, and west of the project site. The parcel south of the project site is vacant and undeveloped. An American Automobile Association (AAA) truck wash facility is located directly to the east of the project site. The project site and the surrounding uses are designated Commercial by the City's General Plan.

GENERAL PLAN AND ZONING DESIGNATIONS

The City of Tracy General Plan designates the project site as Commercial. The San Joaquin County General Plan identifies the project site as General Commercial (CG), and the site is zoned as Agriculture-Urban Reserve (AU-20) under the County Zoning Code. The AU zone is intended to retain in agriculture those areas planned for future urban development in order to facilitate compact, orderly growth and to assure the proper timing and economical provision of services and utilities. Approvals required for project implementation include rezoning the project site to the Community Recreation Support Services (CRS) Zone and Annexation to the City. **Figure 3** shows the existing General Plan land use, and **Figure 4** shows the existing zoning.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

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

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

- Adoption of the CEQA Exemption (CEQA Guidelines Section 15183).
- Annexation of the project site, subject to review and approval by San Joaquin Local Agency Formation Commission (LAFCO).
- Rezoning of the project site to the Community Recreation Support Services (CRS).

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

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

- San Joaquin LAFCO – Review of the proposed annexation request.

PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT

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

On February 1, 2011, the City adopted a new General Plan and certified the associated General Plan EIR (State Clearinghouse (SCH) # 2008092006). The proposed project would be consistent with the General Plan designation of Commercial, as described above. The General Plan EIR assumed full development and buildout of the project site, consistent with the uses and development standards proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR.

CEQA GUIDELINES SECTION 15183 EXEMPTIONS

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

15183. Projects Consistent with a Community Plan or Zoning

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

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

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

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

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

(1) The project is consistent with:

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

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

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

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

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

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

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

- (1) Parking ordinances.*
- (2) Public access requirements.*
- (3) Grading ordinances.*
- (4) Hillside development ordinances.*
- (5) Flood plain ordinances.*
- (6) Habitat protection or conservation ordinances.*
- (7) View protection ordinances.*
- (8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.*

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

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

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

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

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

PROJECT-SPECIFIC ENVIRONMENTAL REVIEW

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

CONCLUSION

As described above, the proposed 21323/21235 N. Tracy Boulevard 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 identifies uniformly applied standards and policies that would be applied to the project. The Project Requirements identified in the attached environmental analysis include requirements that must be implemented by the proposed project in order to ensure that any site-specific impacts or construction-related impacts are reduced to a less than significant level. All Project Requirements identified in the attached Environmental Checklist shall be made a condition of project approval and shall be implemented within the timeframes identified.

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Legend

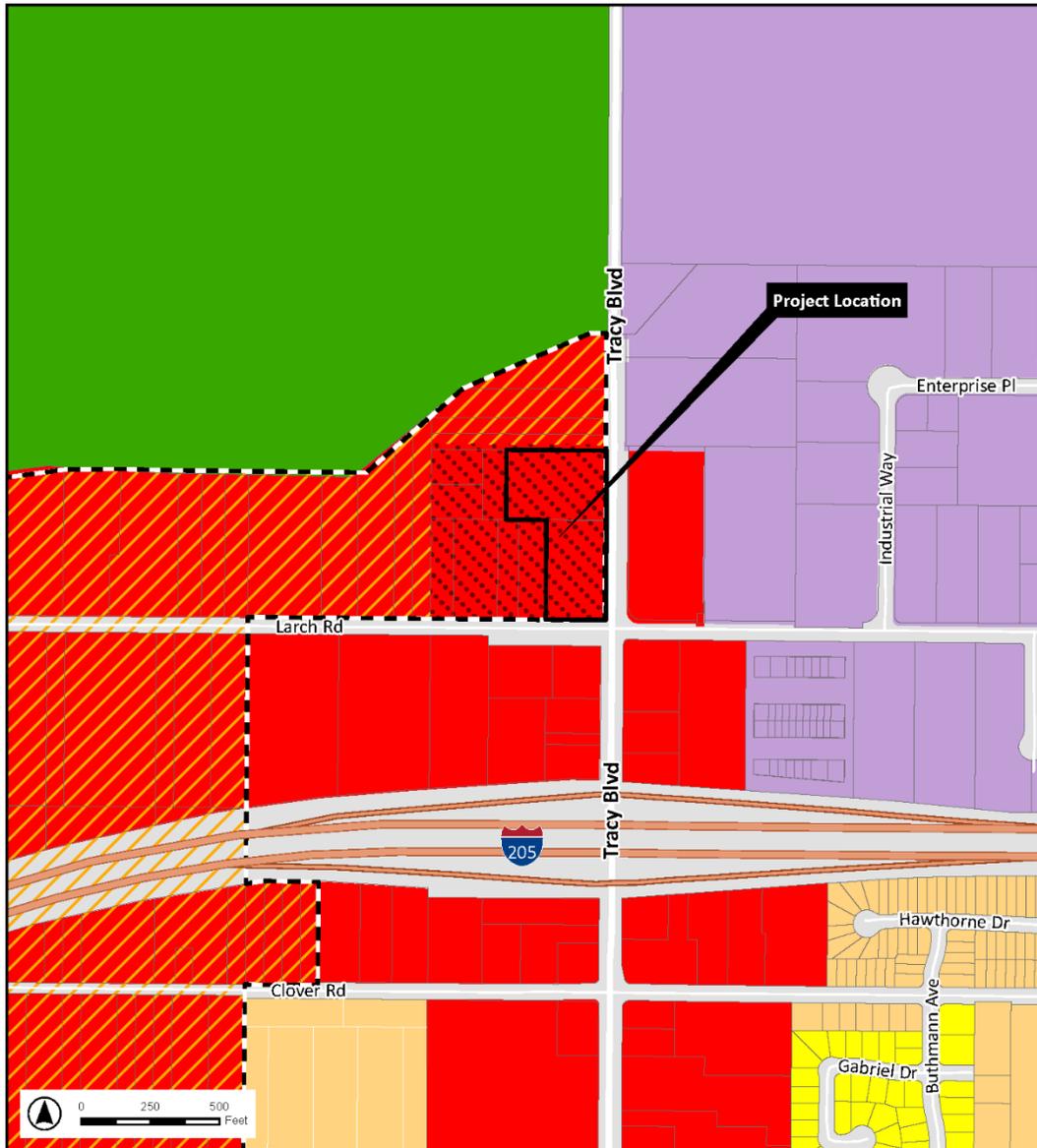
- Project Site
- City of Tracy
- Tracy Sphere of Influence
- City of Tracy Animal Shelter
- Tracy Waste Water Treatment Plant
- Manteca Branch Library
- Tracy Post Office
- South SJCA Fire Authority Fire Station
- Hospital/Medical Center
- Community Park
- Neighborhood Park
- Mini Park
- Public School

21323/21235 N. TRACY BOULEVARD
TRACY, CALIFORNIA

Figure 2. Vicinity Map

Source: San Joaquin County GIS. Map Date: August 14, 2024.

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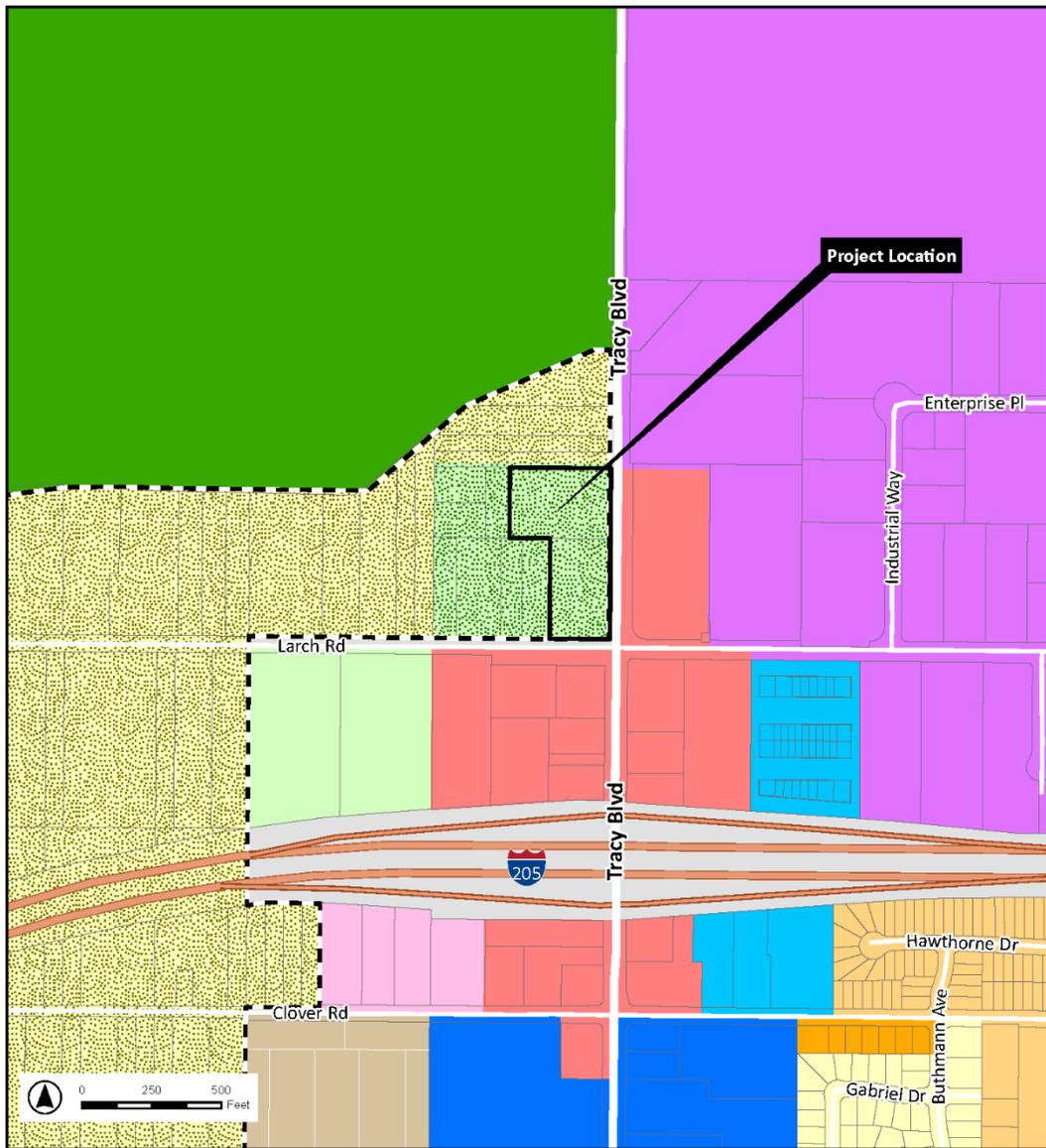
- Legend**
- Project Boundary
 - Tracy City Limits
 - Assessor Parcel Boundary
 - San Joaquin County General Plan Land Use**
 - Residential/Low Density
 - Commercial/Freeway Service
 - City of Tracy General Plan Land Use**
 - Residential Low
 - Residential Medium
 - Commercial
 - Industrial
 - Park

21323/21235 N. TRACY BOULEVARD
TRACY, CALIFORNIA

Figure 3. General Plan Land Use Map

Sources: City of Tracy; San Joaquin County GIS. Map Date: August 14, 2024.

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Legend

- Project Location
- Tracy City Limits
- San Joaquin County Zoning**
- Agriculture Urban Reserve (AU-20)
- Low Density Residential (R-L)
- City of Tracy Zoning**
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Medium Density Cluster (MDC)
- Residential Mobile Home (RMH)
- Community Recreation Support Services (CRS)
- Community Shopping Center (CS)
- General Highway Commercial (GHC)
- Highway Service (HS)
- Light Industrial (M1)
- Park (P)
- Planned Unit Development (PUD)

21323/21235 N. TRACY BOULEVARD
TRACY, CALIFORNIA

Figure 4. Zoning Map

Sources: City of Tracy; San Joaquin County GIS. Map Date: August 14, 2024.

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A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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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. There are no scenic vistas located on or adjacent to the project site. The proposed project uses are consistent and compatible with the surrounding land use designations. The project site is located in a commercial area. The surrounding area adjacent to the project site includes commercial and low-density residential uses to east, north, and west of the project site. The parcel south of the project site is vacant and undeveloped. A AAA truck wash facility is located directly to the east of the project site. The project site and the surrounding uses are designated Commercial by the City’s General Plan.

Implementation of the proposed project would provide for additional commercial development on a project site that is bordered by similarly scaled commercial uses, as described above. 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. Although there are some trees surrounding portions of the perimeter of the project site (such as along the western and southern boundaries), there are no prominent features on the site, such as trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The project site is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed project would not significantly change the existing visual character of the project area, as much of the areas immediately adjacent to the site are used for commercial purposes.

Implementation of the proposed project would introduce commercial development to the project area that would be generally consistent with the surrounding land uses. The proposed project would not have a substantial effect on a scenic vista. Therefore, this impact is considered **less than significant**.

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

The scenic portion of the I-580 highway is approximately 5.8 miles southwest from the project site. The project site is not visible from this highway. Additionally, the project is not at all visible along any scenic section of I-5.

Although some scattered existing trees located within the project site would be removed as part of development of the proposed project, there would not result in the removal of any substantial trees, rock outcroppings, or buildings of historical significance, and would not result in changes to any of the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, there is a **less-than-significant impact**.

Response c): Less than Significant. As described under Response a), above, the proposed project would add additional commercial uses to an area that currently contains numerous commercial uses surrounding the project site and some residential uses to the south and west of the project site. The proposed project would be visually compatible with the surrounding land uses and would not significantly degrade the existing visual quality of the site or the surrounding area. Additionally, the project will comply with City standards, including, but not limited to, the City's Design Goals and Standards, which would ensure that the exterior facades of the proposed commercial structures, streetscape improvements, and exterior lighting improvements are compatible with the surrounding land uses. This is a **less-than-significant impact**.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed project would introduce new commercial structures into the project site; however, reflective building materials are not anticipated for use in the project, and as such, the project is not anticipated to result in increases in daytime glare. Further, if reflective building materials are used, they would be limited to glass materials for buildings, which would not generate substantial glare.

The proposed project is anticipated to include exterior lighting around the structures, and also potentially within any future landscaped areas within the site. The City of Tracy Standard Plan #140 establishes street light standards for light illumination. The City addresses light and glare issues on a case-by-case basis during project approval and typically adds requirements as a

condition of project approval to shield and protect against light spillover from one property to the next. The implementation of City standards and the project requirement provided below would reduce any impacts related to light and glare to a **less than significant** level.

Project Requirement(s)

Project Requirement 1: *Prior to the commencement of grading activities, a lighting plan shall be prepared in accordance with the City of Tracy Standard Plan #140 that establishes street light standards. The lighting plan shall include the following:*

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

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

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. The project site is underlain entirely by Capay clay, zero to one percent slopes.³ This soil is considered a Prime Farmland soil, if irrigated. However, the project site is not irrigated.

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

Response b): No Impact. The project site is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the project site under a Williamson Act Contract, or designated for agricultural uses. Therefore, implementation of the proposed project would not

³ See: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning. As such, there is **no impact**.

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

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

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

EXISTING SETTING

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. Air quality emissions would be generated during construction of the proposed project and during operation of the proposed project. Operational emissions would come primarily from vehicle emissions from vehicle trips generated by the proposed project.

Construction-Related Emissions

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

The proposed project is larger in scope and size than the SJVAPCD’s SPAL. Therefore, a quantification of project construction emissions of ROG, NO_x, PM₁₀, and PM_{2.5} has been performed using the California Emissions Estimator Model (CalEEMod™) (v. 2022.1). Although the construction schedule is not currently known, below is a list of model assumptions used in the construction screens of CalEEMod. Table 1 presents the estimated construction phase schedule, which shows the duration of each construction phase. Construction phases were selected to provide a conservative duration for construction activities, to cover the wide range of commercial

uses that could be developed within the project site, up to a maximum of 169,884 square feet of commercial uses.

Table 1: Construction Phase

PHASE #	PHASE NAME	START DATE	END DATE	# DAYS WEEK	# DAYS
2	Site Preparation	1/30/2026	2/6/2026	5	5
3	Grading	2/7/2026	2/18/2026	5	8
4	Building Construction	2/19/2026	1/7/2027	5	230
5	Paving	1/8/2027	2/2/2027	5	18
6	Architectural Coating	2/3/2027	2/28/2027	5	18

SOURCE: CALFEEMOD, v.2022.1

Table 2 shows the construction emissions for the anticipated construction years 2026 and 2027.

Table 2: Construction Emissions in Tons Per Year (Unmitigated)

YEAR	THRESHOLDS			
	ROG	NO _x	PM ₁₀ TOTAL	PM _{2.5} TOTAL
	≤ 10 TONS/YEAR	≤ 10 TONS/YEAR	≤ 15 TONS/YEAR	≤ 15 TONS/YEAR
2026	0.2	1.4	0.1	0.1
2027	0.4	0.1	<0.1	<0.1
Maximum per year	0.4	1.4	0.1	0.1
Threshold exceeded in any year?	No	No	No	No

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

SOURCE: CALFEEMOD, v.2022.1

The SJVAPCD has established construction-related emissions thresholds of significance as follows: 10 tons per year of NO_x, 10 tons per year of ROG, or 15 tons per year of PM₁₀ or PM_{2.5}. If the proposed project’s emissions will exceed the SJVAPCD’s threshold of significance for construction-generated emissions, the proposed project will have a significant impact on air quality and all feasible mitigation are required to be implemented to reduce emissions. As shown in Table 2, annual emissions would not exceed the SJVAPCD thresholds of significance in any given year. However, regardless of emission quantities, the SJVAPCD requires construction-related mitigation in accordance with their rules and regulations. Implementation of the following project requirements will ensure that the proposed project would reduce construction-related emissions to a **less-than-significant impact**.

Project Requirement(s)

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

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

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

Project Requirement 3: *The following requirements, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the project's contractor during all phases of project grading and construction to reduce fugitive dust emissions:*

- *Water previously disturbed exposed surfaces (soil) a minimum of three-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Water all haul roads (unpaved) a minimum of three-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *All access roads and parking areas shall be covered with asphalt-concrete paving or water sprayed regularly.*
- *Dust from all on-site and off-site unpaved access roads shall be effectively stabilized by applying water or using a chemical stabilizer or suppressant.*
- *Reduce speed on unpaved roads to less than 15 miles per hour.*
- *Install and maintain a trackout control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.*

- Stabilize all disturbed areas, including storage piles, which are not being actively utilized for construction purposes using water, chemical stabilizers or by covering with a tarp, other suitable cover or vegetative ground cover.
- Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading or cut and fill operations with application of water or by presoaking.
- When transporting materials offsite, maintain a freeboard limit of at least six inches and over or effectively wet to limit visible dust emissions.
- Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and the use of blowers is expressly forbidden.)
- Remove visible track-out from the site at the end of each workday.
- Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).
- Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.

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

Operational Emissions

As stated previously, the proposed project does not screen out under either criterion used by the SJVAPCD; therefore, the criteria pollutant emissions have been quantified for CEQA purposes.

CalEEMod™ (v.2022.1) was used to estimate emissions for buildout of the proposed project. Table 3 shows the emissions, which include mobile, area source, and energy emissions of criteria pollutants that would result from operations of the proposed project.

Table 3: Operational Buildout Generated Emissions in Tons Per Year (Unmitigated)

POLLUTANT	ROG	NO _x	PM ₁₀	PM _{2.5}
THRESHOLD	≤ 10 TONS/YEAR	≤ 10 TONS/YEAR	≤ 15 TONS/YEAR	≤ 15 TONS/YEAR
CATEGORY				
Mobile	2.9	3.2	5.8	1.5
Area	0.8	<0.1	<0.1	<0.1
Energy	<0.1	0.2	<0.1	<0.1
Water	0	0	0	0
Waste	0	0	0	0
Refrig.	0	0	0	0
Total	3.8	3.5	0	0
Threshold Exceeded?	No	No	No	No

SOURCE: CAL EEMOD, v.2022.1

The SJVAPCD has established thresholds of significance to which proposed project emissions are compared to determine the level of significance. The SJVAPCD has established operations-related emissions thresholds of significance as follows: 10 tons per year of NO_x, 10 tons per year of ROG, 15 tons per year of PM₁₀, and 15 tons per year of PM_{2.5}. If the proposed project's emissions will

exceed the SJVAPCD's threshold of significance for operational-generated emissions, the proposed project will have a significant impact on air quality and all feasible mitigation are required to be implemented to reduce emissions to the extent feasible. As shown in Table 3, annual emissions of ROG, PM₁₀, and PM_{2.5} would not exceed the SJVAPCD thresholds of significance. However, NO_x emissions would exceed the threshold.

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

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

Additionally, the proposed project is subject to the SJVAPCD Rule 9510 (Indirect Source Rule, or ISR), which could result in substantial mitigation of emissions beyond what is reflected in the modeling outputs. The reductions are accomplished by the incorporation of mitigation measures into projects and/or by the payment of an Indirect Source Rule fee for any required reductions that have not been accomplished through project mitigation commitments. The actual calculations will be accomplished by the SJVAPCD and project applicants as the project (or portions of the project) are brought forward for approval under Rule 9510.

District Rule 9510 requires developers of residential, commercial and industrial projects to reduce smog-forming (NO_x) and particulate (PM₁₀ and PM_{2.5}) emissions generated by their projects. The Rule applies to projects which, upon full build-out, will include 50 or more residential units. Project developers are required to reduce the following emissions when compared to unmitigated project baseline emissions:

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

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

Overall, the project would result in **less than significant** air quality impacts. However, regardless of the expected emissions totals, the project is still subject to the requirements of SJVAPCD Rule 9510, which requires developers of large residential, commercial and industrial projects to

reduce smog-forming (NO_x) and particulate (PM₁₀ and PM_{2.5}) emissions generated by their projects.

Project Requirement(s)

Project Requirement 4: *Prior to the issuance of the first building permit, the project applicant shall coordinate with the SJVAPCD to verify that the project meets the requirements of District Rule 9510, which is aimed at reducing the following emissions, as compared to unmitigated project baseline emissions the following reductions:*

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

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

Response c): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The nearest sensitive receptor to the project site are the residences located adjacent to the project site to the west. As described above, the proposed project would not generate significant emissions of criteria air pollutants and would not result in substantial pollutant concentrations. The proposed project would be subject to the SJVAPCD requirements for construction and operational emissions outlined in requirements 2 through 4. Therefore, this is considered a **less-than-significant impact**.

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

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

not propose sensitive receptors that could be exposed to odors in the vicinity. Should any of the commercial uses generate odors during construction, the odors would be contained within the building envelope(s) and proper ventilation would be provided. This is a **less-than-significant impact**.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Special-status invertebrates that occur within the San Joaquin County region include: longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. The biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group’s staff biologist on August 26, 2025.

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

Special-status reptiles and amphibians that occur within the region include: the western pond turtle, which requires aquatic environments located along ponds, marshes, rivers, and ditches; the California tiger salamander, which is found in grassland habitats where there are nearby seasonal wetlands for breeding; the silvery legless lizard, which is found in sandy or loose loamy soils under sparse vegetation with high moisture content; San Joaquin whipsnake, which requires open, dry habitats with little or no tree cover with mammal burrows for refuge; the Alameda whipsnake, which is restricted to valley-foothill hardwood habitat on south-facing slopes; the California horned lizard, which occurs in a variety of habitats including, woodland, forest, riparian, and annual grasslands, usually in open sandy areas; the foothill yellow-legged frog, which occurs in partly shaded and shallow streams with rocky soils; the California red legged frog, which occurs in stream pools and ponds with riparian or emergent marsh vegetation; and the western spadefoot toad, which requires grassland habitats associated with vernal pools. The biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group's staff biologist on August 26, 2025. The project site does not contain essential habitat for these special status reptiles and amphibians. Implementation of the proposed project would have a **less-than-significant impact** on these species.

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present on the project site. The project site is located in an area that was likely valley grassland prior to human settlement, and there are several plant species that are found in valley and foothills grasslands areas. These species include large-flowered fiddleneck, bent-flowered fiddleneck, big-balsamroot, big tarplant, round-leaved filaree, Lemmon's jewelflower, and showy golden madia. Human settlement has involved a high frequency of ground disturbance associated with the historical farming activities in the region, including the project site. The biological site conditions and the potential for the presence of special-status species were assessed by De Novo Planning Group's staff biologist on August 26, 2025. The project site does not contain suitable habitat for special-status plant species. Implementation of the proposed project would have a **less-than-significant impact** on these species.

Special-status birds that occur within the region include: tricolored blackbird, Swainson's hawk, northern harrier, and bald eagle, which are associated with streams, rivers, lakes, wetlands, marshes, and other wet environments; loggerhead shrike, and burrowing owl, which lives in open areas, usually grasslands, with scattered trees and brush; and raptors that are present in varying habitats throughout the region. The biological site conditions and the potential for the presence of special-status species and raptors were assessed by De Novo Planning Group's staff biologist on August 26, 2025.

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA). Additionally, Swainson's hawk foraging habitat is protected by the CDFG. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles

from its nesting location. There are numerous documented occurrences of Swainson's hawk within ten miles of the project site. None of the occurrences are within the project site boundary. Potentially suitable nesting habitat is located in the on-site trees. Swainson's hawks may be present within the vicinity of the project site. The site and the scattered open non-native grassland habitat to the north may provide medium quality foraging opportunities for local Swainson's hawks. Incidental take minimization measures are required for this species due to the fact that there is suitable nesting and foraging habitat on the project site. The implementation of Project Requirement 5 would ensure that Swainson's hawks are not impacted during construction activities. The implementation of Project Requirement 5 would ensure a **less-than-significant impact** to Swainson's hawks.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFG and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. The project site contains suitable, but not high-quality habitat for burrowing owls. The land to the west and south of the project site contains rural residential uses which offers moderate foraging and roosting habitat for wintering or breeding owls. The implementation of Project Requirement 5 would ensure that burrowing owls are not impacted during construction activities. The implementation of Project Requirement 5 would ensure a **less-than-significant impact** to burrowing owls.

Project Requirement(s)

Project Requirement 5: *Prior to the commencement of grading activities or other ground disturbing activities on the project site, the project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements.*

- *Western Burrowing Owl Surveys: No more than 14 days prior to prior to Project activities, a qualified biologist shall conduct at least two surveys following the methods described in CDFW 2012 Staff Report on Burrowing Owl Mitigation, Appendix D (2012), at least seven days apart, with the final survey conducted no more than 48 hours prior to beginning Project activities. Surveys shall encompass the Project site and a sufficient buffer zone to detect owls nearby that may be impacted commensurate with the type of disturbance anticipated, as outlined in the CDFW 2012 Staff Report, and include burrow surrogates such as culverts, piles of concrete or rubble, and other non-natural features, in addition to burrows and mounds. If a lapse in Project-related work of 14 calendar days or longer occurs, additional surveys shall be required. If occupied burrows are detected during surveys, CDFW shall be consulted prior to Project commencement.*

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

- *Western Burrowing Owl No-Disturbance Buffers: A qualified biologist shall clearly delineate a no-disturbance buffer around all western burrowing owl burrows, including nesting, roosting, and satellite burrows, or the entire burrow complex within and adjacent to within*

150 meters of the Project Area with posted markers demarking the area to avoid, using stakes, flags, and/or rope or cord to minimize the disturbance of western burrowing owl habitat. Buffers shall be determined based upon the time of year and level of disturbance as described in the CDFW 2012 Staff Report. If burrows cannot be fully avoided, CDFW shall be consulted.

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

Separately, prior to the commencement of grading activities or other ground disturbing activities on the Project site, to minimize impacts to Swainson's Hawk, the following surveys and avoidance activities shall be implemented, as applicable:

- *Swainson's Hawk Surveys and Avoidance: If Project activities are scheduled during the nesting season for Swainson's hawks (March 1 to September 15), prior to beginning work on this Project, a qualified biologist shall conduct surveys according to the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (TAC, 2000). Survey methods should be closely followed by starting early in the nesting season (late March to early April) to maximize the likelihood of detecting an active nest (nests, adults, and chicks are more difficult to detect later in the growing season because trees become less transparent as vegetation increases). Surveys shall be conducted: 1) within a minimum 0.5-mile radius of the Project site or a larger area if needed to identify potentially impacted active nests, and 2) for at least the two survey periods immediately prior to initiating Project-related construction activities. Surveys shall occur annually for the duration of the Project. The qualified biologist shall have a minimum of two years of experience implementing the survey methodology resulting in detections. If active Swainson's hawk nests are detected, the Project shall implement a 0.5-mile construction avoidance buffer around the nest until the nest is no longer active as determined by a qualified biologist.*

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

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

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

Response c): No Impact A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

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

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

- **Farmed Wetlands:** This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.
- **Lakes, Ponds and Open Water:** This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.
- **Seasonal Wetlands:** This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.
- **Tidal Salt Ponds and Brackish Marsh:** This category of wetlands includes areas affected by irregular tidal flooding with generally poor drainage and standing water. There are minimal occurrences along some of the larger river channels in the northern portion of the Tracy Planning Area.

There are no wetlands located on the project site. As such, the proposed project would have **no impact** on this environmental topic, and no mitigation is required.

Response d): Less than Significant. There are no documented wildlife corridors or wildlife nursery sites on or adjacent to the project site. Implementation of the proposed project would have a **less-than-significant impact**.

Responses e), f): Less than Significant. The project site is located within the jurisdiction of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (“Plan” or

“SJMSCP”) and is located within the Central/Southwest Transition Zone of the SJMSCP. The San Joaquin Council of Governments (SJCOG) prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOG, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the CDFW, Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1994. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOG. The City of Tracy adopted the Plan on November 6, 2001.

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

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

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

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

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

Project Requirement(s)

Project Requirement 6: *Prior to development of the site, including the commencement of grading activities, the City of Tracy and the project applicant shall consult with SJCOG to utilize coverage of the project pursuant to the SJMSCP.*

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a), b), c): Less than Significant. The City of Tracy General Plan and subsequent EIR do not identify the project site as having prehistoric period, or cultural resources. Additionally, there are no known unique cultural, historical, paleontological or archeological resources known to occur on, or within the immediate vicinity of the project site.

Because the site has been previously disturbed by the agricultural operations, it is not anticipated that site grading and preparation activities would result in impacts to cultural, historical, archaeological or paleontological resources. There are no known human remains located on the project site, nor is there evidence to suggest that human remains may be present on the project site. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously unknown cultural and historical resource or human remains.

The implementation of Project Requirement 7 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this requirement would reduce this impact to a **less than significant** level.

Project Requirement(s)

Project Requirement 7: *If any prehistoric or historic artifacts, human remains or other indications of archaeological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

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

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

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

VI. ENERGY

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

The proposed project would comply with all existing energy standards, including those established by the City of Tracy and San Joaquin County. For example, buildings developed as part of the proposed project would be required to comply with the latest version of the California Building Energy Efficiency Standards (Title 24), which require a high degree of energy efficiency for new buildings. Additionally, the project would be required to comply with other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), which improve vehicle fuel economies, thereby conserving gasoline and diesel fuel for any trips that would be generated by the project. These energy savings would continue to accrue over time.

The proposed project is a commercial project totaling a maximum of 169,884 square feet of commercial uses, with limited operational energy requirements. The amount of energy used by the proposed project during operation would include the amount of energy used by the project building and outdoor lighting, the fuel used by vehicle trips generated during operation, and fuel used by project maintenance activities during project operation. For construction, the proposed

project would not require energy consumption that would out of the ordinary for a project of its size and type.

Overall, the proposed project would not violate any state or federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy efficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation. Therefore, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the threshold as described by Appendix G of the CEQA Guidelines. This is a **less-than-significant impact**.

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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.			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. The project site is located in an area of moderate to high seismicity. However, no known active faults cross the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. Nevertheless, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville Fault, located approximately 16 miles to the west of the site. **Figure 5** shows nearby faults in relation to the project site.

Portions of the Great Valley fault are considered seismically active thrust faults; however, since the Great Valley fault segments are not known to extend to the ground surface, the State of California has not defined Earthquake Fault Hazard Zones around the postulated traces. The Great Valley fault is considered capable of causing significant ground shaking at the site, but the recurrence interval is believed longer than for more distant, strike-slip faults. Further seismic activity can be expected to continue along the western margin of the Central Valley, and as with all projects in the area, the project will be designed to accommodate strong earthquake ground shaking, in compliance with the applicable California building code standards.

Other active faults capable of producing significant ground shaking at the site include the Calaveras, 27 miles southwest; the Hayward fault, 26 miles west; the Ortigalita fault, 32 miles southwest; and the San Andreas Fault, 50 miles southwest of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

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

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

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

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

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

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

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

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

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

Consistency with the requirements of the California Building Code and the Tracy General Plan policies identified above would ensure that impacts on humans associated with seismic hazards would be **less than significant**.

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

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

Prior to development of the project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. Adherence to the engineering requirements contained in the subsurface geotechnical report would ensure that this impact is **less than significant**.

Project Requirement(s)

Project Requirement 8: *Prior to development of the project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities.*

Responses a.iv): Less than Significant. The project site is relatively flat and there are no major slopes in the vicinity of the project site. As such, the project site is exposed to little or no risk associated with landslides. This is a **less-than-significant impact**.

Response b): Less than Significant. During the construction preparation process, exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts on water quality and air quality. Exposed soils that are not properly contained or capped increase the potential for increased airborne dust and increased discharge of sediment and other pollutants into nearby stormwater drainage facilities. Risks associated with erosive surface soils can be reduced by using appropriate controls during construction and properly re-vegetating exposed areas. Project Requirements 2 through 4 (Air Quality), require the implementation of various dust control measures during site preparation and construction activities that would reduce the potential for soil erosion and the loss of topsoil. Additionally, Project Requirement 10 (Hydrology and Water Quality) would require the implementation of various best management practices (BMPs) and a SWPPP that would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction activities. The implementation of these requirements would ensure impacts are **less than significant**.

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

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

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

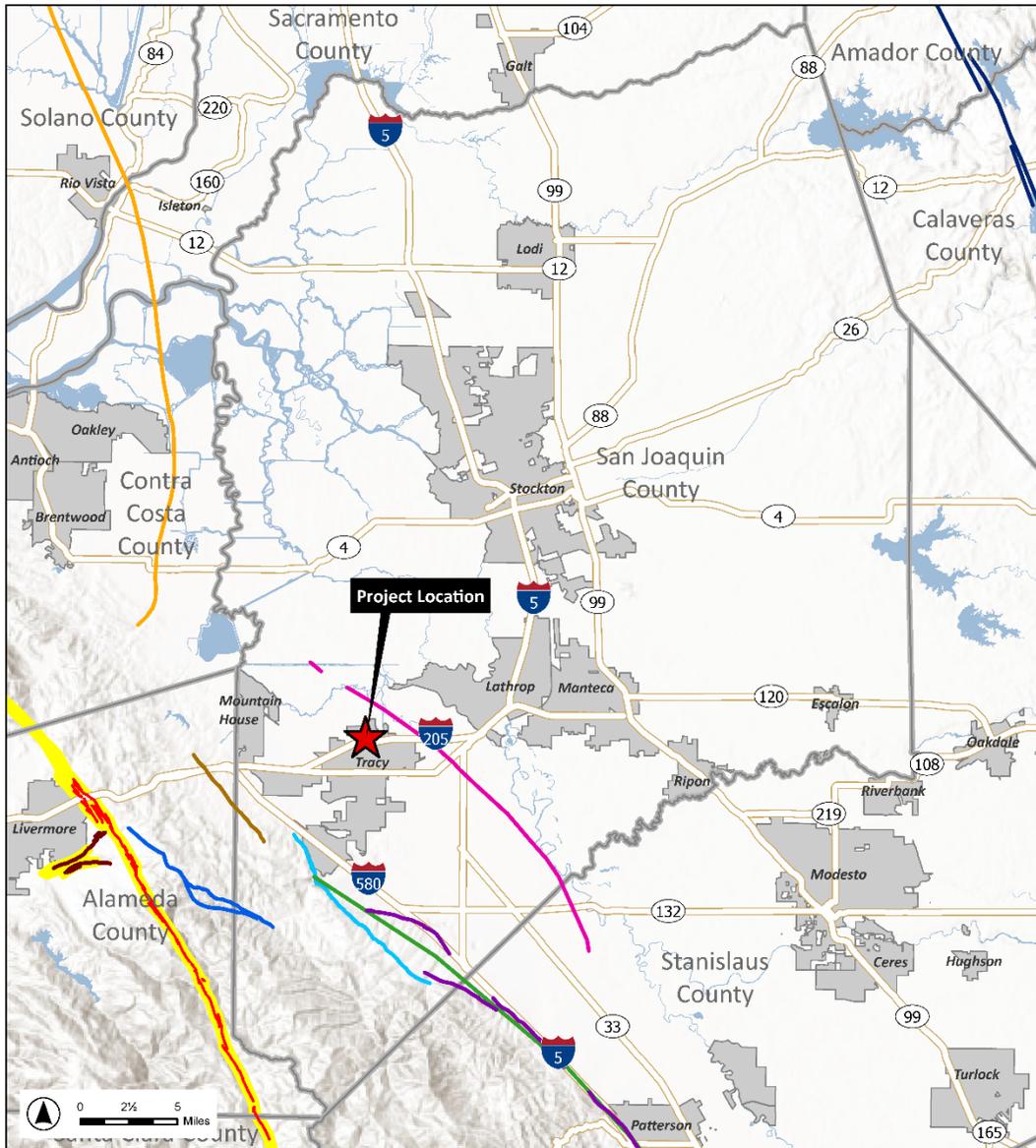
Expansive Soils: Expansive Soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion, and settling can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is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

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. As indicated in the Tracy General Plan EIR, Tracy does have a moderate to high risk for expansive soils, depending on the location and soil type. The Safety Element contains objectives to minimize geologic hazards, and a policy to require geotechnical reports for all development proposed in areas with risk of geological hazard (Objective SA-1.1, P2). Therefore, it was concluded that implementation of the General Plan policy would reduce the potential impact related to the risk of soil expansion to a less-than-significant level. It is noted that the soils that underlay the project are considered to have a moderate potential for expansion.

To reduce the potential for post-construction distress to the proposed structures resulting from swelling and shrinkage of these materials, a geotechnical evaluation is required by Project Requirement 8 in order to reduce the potential for damaging differential settlement of overlying improvements. Additionally, the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 requires specific geotechnical evaluation when a preliminary geotechnical evaluation determines that expansive or other special soil conditions are present, which, if not corrected, would lead to structural defects. As such, this is a **less-than-significant impact**.

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

Response f): Less than Significant. The project site is located in an area known to have paleontological resources. The implementation of Project Requirement 7 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including paleontological resources. As such, this is a **less-than-significant impact**.



Legend

- ★ Project Location
- Incorporated Area
- County Boundary
- Alquist-Priolo Zone of Required Investigation
- Black Butte fault
- Corral Hollow-Carnegie fault zone
- Foothills fault system
- Great Valley thrust fault system
- Greenville fault zone
- Las Positas fault
- Midland fault zone
- Midway fault
- San Joaquin fault
- Vernalis fault

21323/21235 N. TRACY BOULEVARD
TRACY, CALIFORNIA

Figure 5.
Earthquake Fault Map

Sources: USGS Quaternary Faults Database; CGSAP Zones of Required Investigation; California State Geoportal; USGS Transportation Dataset. Map Date: August 27, 2024.

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XIII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

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

BACKGROUND DISCUSSION

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

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively (IPCC, 2023).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Consumption of fossil fuels in the transportation sector was the single largest source of California’s GHG emissions in 2024, accounting for 39% of total GHG emissions in the state. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%) and the agriculture and forestry sector (8%).⁴

⁴ California Energy Commission. 2025. California Greenhouse Gas Emission Inventory – 2025 Edition. Available at: <https://ww2.arb.ca.gov/ghg-inventory-data>

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 371 million gross metric tons of carbon dioxide equivalents (MMTCO_{2e}) in 2022.⁵ Given that worldwide emissions from human activities totaled approximately 53 billion gross metric tons of carbon dioxide equivalents (BMTCO_{2e}) in 2024, California's incremental contribution to global GHGs is approximately 2%.⁶

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Development of the site for urban uses and the corresponding generation of GHG emissions associated with buildout of the Tracy General Plan, including the project site, was taken into consideration in the City of Tracy General Plan and General Plan EIR. As described in Chapter 3 of the 2010 Recirculated 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 CO_{2e}. Although the General Plan and Sustainability Action Plan include many goals, policies, and measures that would reduce GHG emissions from projected BAU levels, the Tracy General Plan would not meet the San Joaquin Valley Air Pollution Control District's threshold of a 29 percent reduction in GHG emissions from BAU projected emissions. Therefore, the General Plan and Sustainability Action Plan would result in a significant GHG emission impact.

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

The proposed project is identified for commercial land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan and the established mitigation measures under that Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the

⁵ California Energy Commission. 2025. California Greenhouse Gas Emission Inventory – 2025 Edition. Available at: <https://ww2.arb.ca.gov/ghg-inventory-data>

⁶ European Commission. 2025. World emissions hit record high, but the EU leads trend reversal. September 9, 2025. Available at: https://joint-research-centre.ec.europa.eu/jrc-news-and-updates/world-emissions-hit-record-high-eu-leads-trend-reversal-2025-09-09_en

General Plan EIR, nor significantly change previously identified impacts. This is a **less-than-significant impact**.

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

- **Measure E-1:** Implement California Green Building Standards, as contained in Title 24, Part 11, CCR.
- **Measure T-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 will require the project to fully implement all applicable requirements of the Sustainability Action Plan. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. This is a **less-than-significant impact**.

Project Requirement(s)

Project Requirement 9: *Prior to construction, the project applicant shall demonstrate compliance of all applicable requirements of the Sustainability Action Plan to the City of Tracy Community and Economic Development Department for review and approval.*

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

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed project would place new commercial uses in an area of the City that currently contains predominantly commercial uses. The proposed commercial land uses would not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household cleaners, paint, etc. The operational phase of the proposed project would not pose a significant hazard to the public or the environment.

Any operations that involve the use of hazardous materials would be required to have the hazardous material transported, stored, used, and disposed of in compliance with local, state, and federal regulations. The San Joaquin County Department of Environmental Health is the Certified Unified Program Agencies (CUPA) for San Joaquin County and is responsible for the

implementation of statewide programs within the city including Hazardous Materials Business Plan (HMBP) requirements, among numerous other programs. Additionally, businesses are regulated by Cal/Occupational Safety and Health Administration (OSHA) and are therefore required to ensure employee safety. Specific requirements include identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. To further ensure the safety of employees, and reduce the potential for accidental release of hazardous materials into the environment, the applicant must submit a HMBP to San Joaquin County Department of Environmental Health for review and approval prior to bringing hazardous materials onsite.

Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, Project Requirement 10 (Hydrology and Water Quality) requires the project applicant to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the project site. Therefore, compliance with applicable federal, state, local statutes and regulations, and the SWPPP provided in Project Requirement 10, the proposed project would have a **less-than-significant impact** relative to this issue.

Response c): Less than Significant. The project site is not located within 1/4-mile of an existing school. The nearest school to the project site is the North Elementary School, located approximately 0.7 miles southeast of the project site. Therefore, this is a **less-than-significant impact**.

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

The nearest site to the proposed project is located approximately 0.35 miles or further south of the project site. Information relating to this site is provided below:

Quality Cleaners, Tracy (site 60002170)

- Cleanup Status: Active as of 3/27/2015
- Site Type: Voluntary Agreement
- National Priorities List: No
- Cleanup Oversight Agency:
 - DTSC (Lead Agency)

As stated in the City's General Plan and General Plan EIR, developers are required to conduct the necessary level of environmental investigation prior to project approval to ensure that

development sites would not affect the environment or the health or safety of future property owners (Objective SA-4.1, P2). The General Plan EIR concluded that this policy would reduce the potential impact to a less-than-significant level.

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

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

The Tracy Municipal Airport is the closest airport to the project site, located approximately 4.8 miles to the south. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

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

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

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

Response f): No Impact. The General Plan includes policies that require the City to maintain emergency access routes that are free of traffic impediments (Objective SA-6.1, P1 and A2). The proposed project does not include any actions that would impair or physically interfere with an

adopted emergency response plan or emergency evacuation plan. The project involves the development of commercial land uses within an urbanized environment and would not interfere with any emergency response or evacuation plans. Implementation of the proposed project would result in **no impact** on this environmental topic.

Response g): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

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

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

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

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

Response a): Less than Significant. Wastewater generated by the proposed project would be conveyed to the Tracy Wastewater Treatment Plan (WWTP) for treatment and disposal. The City’s wastewater collection system consists of gravity sewer lines, pump stations and the WWTP. Wastewater flows toward the northern part of the city where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta. The project’s potential to violate a water quality standard or waste discharge requirement is related to the treatment of wastewater generated by the project, and the quality of stormwater runoff generated at the project site. These two issues are addressed below.

In 2008 the City expanded its wastewater treatment capacity to 10.8 million gallons per day (mgd). The City’s Wastewater Treatment Plant (WWTP) currently treats approximately 9.0 mgd

of wastewater. The City's WWTP provides secondary-level treatment of wastewater followed by disinfection. Treated effluent from the WWTP is conveyed to a submerged diffuser for discharge into the Old River. The WWTP has an NPDES permit for discharge into the Old River from the State Regional Water Quality Control Board.

In order to estimate the wastewater generation for the project, a wastewater flow factor of 750 gallons per acre (gpd) per day of wastewater was used. This flow factor is provided in the City's 2023 Wastewater Master Plan (Table 4.5). Based on this generation factor, it is estimated that the proposed project would generate up to 2,925 gpd, or 0.003 mgd of wastewater. The addition of 0.003 mgd of wastewater would not exceed the treatment capacity of the City's WWTP or violate waste discharge requirements under the City's National Pollutant Discharge Elimination System (NPDES) permit. Additionally, a wastewater analysis for the proposed project would be required to demonstrate that there is sufficient capacity in the existing nearby wastewater gravity sewer lines and pump stations to accommodate the proposed project. As such, the project would not cause, or contribute to, a violation of wastewater quality standards or waste discharge requirements.

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 City requires the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the project. Additionally, projects are required to prepare a Stormwater Pollution Prevention Plan (SWPPP). The final storm drainage infrastructure plan for the project would also be submitted to the City for review and approval.

The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. The payment of applicable development impact fees by the proposed project would ensure that the project pays its fair-share of capital improvement fees towards future system expansions, as identified in the Tracy Wastewater Master Plan. Additionally, through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed project would not result in a violation of any water quality standards or waste discharge requirements. Therefore, through compliance with the NPDES, the SWPPP required by Project Requirement 10, and the final storm drainage infrastructure plan required by Project Requirement 11, impacts are considered **less than significant**.

Project Requirement(s)

Project Requirement 10: *The project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) that includes specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall require treatment BMPs that incorporate, at a minimum, the required hydraulic sizing design criteria for volume and flow to treat projected stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from the City's Manual of Stormwater Quality Control Standards for New Development*

and Redevelopment according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB.

Project Requirement 11: *Prior to approval of the Final Map, the project applicant shall submit a detailed storm drainage infrastructure plan to the City of Tracy Community and Economic Development Department for review and approval. The project's storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts. The project shall also pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the City of Tracy Citywide Storm Drainage Master Plan.*

Response b): Less than Significant. The proposed project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The proposed project would be served by the City's municipal water system. The City of Tracy uses several water sources, including the US Bureau of Reclamation, the South County Water Supply Project (SCWSP), and groundwater.

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

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (such as roads, parking lots, buildings, etc.) can interfere with this natural groundwater recharge process. Upon full project buildout, portions of the project site would be covered in impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. However, given the relatively large size of the groundwater basin in the Tracy area, the areas of impervious surfaces added as a result of project implementation will not adversely affect the recharge capabilities of the local groundwater basin. Additionally, the project would maintain pervious surfaces within the on-site landscaping and retention basins. These pervious areas could maintain opportunities for groundwater recharge.

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

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

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

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

Development of the project site would place impervious surfaces on portions of the 3.9-acre project site. Development of the project site would potentially increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels. Stormwater flows from the project site would be directed to the two proposed retention basins by a new stormwater conveyance 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, Project Requirement 10 requires the preparation of a SWPPP. As described previously, the SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the project.

Additionally, the project is subject to the requirements of Chapter 11.34 of the Tracy Municipal Code – Stormwater Management and Discharge Control. The purpose of this Chapter is to “Protect and promote the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials

other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable.”

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

New development projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the City of Tracy Citywide Storm Drainage Master Plan. The project applicant is required to submit a detailed storm drainage infrastructure plan to the City of Tracy Community and Economic Development Department for review and approval. The project’s storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within the on-site retention facilities to the City’s existing stormwater conveyance system and demonstrate that the project would not result in on- or off-site flooding impacts.

The project is also required to pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the City of Tracy Citywide Storm Drainage Master Plan. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. The payment of applicable development impact fees by the proposed project would ensure that the project pays its fair-share of capital improvement fees towards future system expansions, as identified in the Citywide Storm Drainage Master Plan.

In order to ensure that stormwater runoff from the project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise degrade water quality, Project Requirement 10 requires the preparation of a SWPPP, and structural BMPs. As described above, the SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the project. The implementation of this requirement would reduce this impact to a less than significant level.

Ultimately, in order to ensure that stormwater runoff generated at the project site as a result of new impervious surfaces does not exceed the capacity of the existing or planned stormwater drainage system, Project Requirement 11 above requires the project applicant to submit a detailed storm drainage infrastructure plan to the City of Tracy Community and Economic Development Department for review and approval. The project’s storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite

retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts. The implementation of this requirement would reduce this impact to a less than significant level.

Through the payment of all applicable fees, and the implementation of Project Requirements 10 and 11, would ensure that this impact is **less than significant**.

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

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within 100-year floodplains.

The project site is located within a dam inundation risk area for the Don Pedro Dam. **Figure 6** shows a dam failure inundation map, in comparison to the project site. As shown, the northern portion of the City of Tracy, including the project site, is within this dam inundation risk area.

The safety of dams in California is stringently monitored by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring the dam in perpetuity. The proposed project would not result in actions that could result in a higher likelihood of dam failure. There will always be a remote chance of dam failure that results in flooding of portions of the city.

The proposed project is identified for commercial land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan and the established mitigation measures under that Plan. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan EIR, nor significantly change previously identified impacts, relating to dam inundation.

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

Response e): Less than Significant. The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins and the Tracy Subbasin Groundwater Sustainability Plan are the two guiding documents for water quality and sustainable groundwater management in the project area.

Water Quality Control Plan for the Sacramento River and San Joaquin River Basins

The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The preparation and adoption of water quality

control plans (Basin Plans) is required by the California Water Code (Section 13240) and supported by the Federal Clean Water Act. Section 303 of the Clean Water Act requires states to adopt water quality standards which "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses." The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

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, and structural BMPs 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. Additionally, as described previously, the project will be required to submit a detailed storm drainage infrastructure plan that demonstrates the project incorporates site design measures, landscape features, and engineered treatment facilities (typically bioretention facilities) that will minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. Additionally, the project will be required to comply with Chapter 11.34 of the Tracy Municipal Code, Stormwater Management and Discharge Control, which outlines the City requirements for stormwater management and discharge control, including controlling non-stormwater discharges to the stormwater conveyance system, eliminating discharges to the stormwater conveyance system from spills, dumping or disposal of materials other than stormwater, and reducing pollutants in urban stormwater discharges to the maximum extent practicable.

Tracy Subbasin Groundwater Sustainability Plan

As noted previously, each of the GSAs voted to adopt the Final GSP. The City of Tracy City Council adopted the Final GSP at a public hearing held on November 16. The Final GSP was submitted to DWR ahead of the January 31, 2022 deadline. After the GSP is reviewed, the GSAs will submit annual reports to DWR and update the GSP every five years.

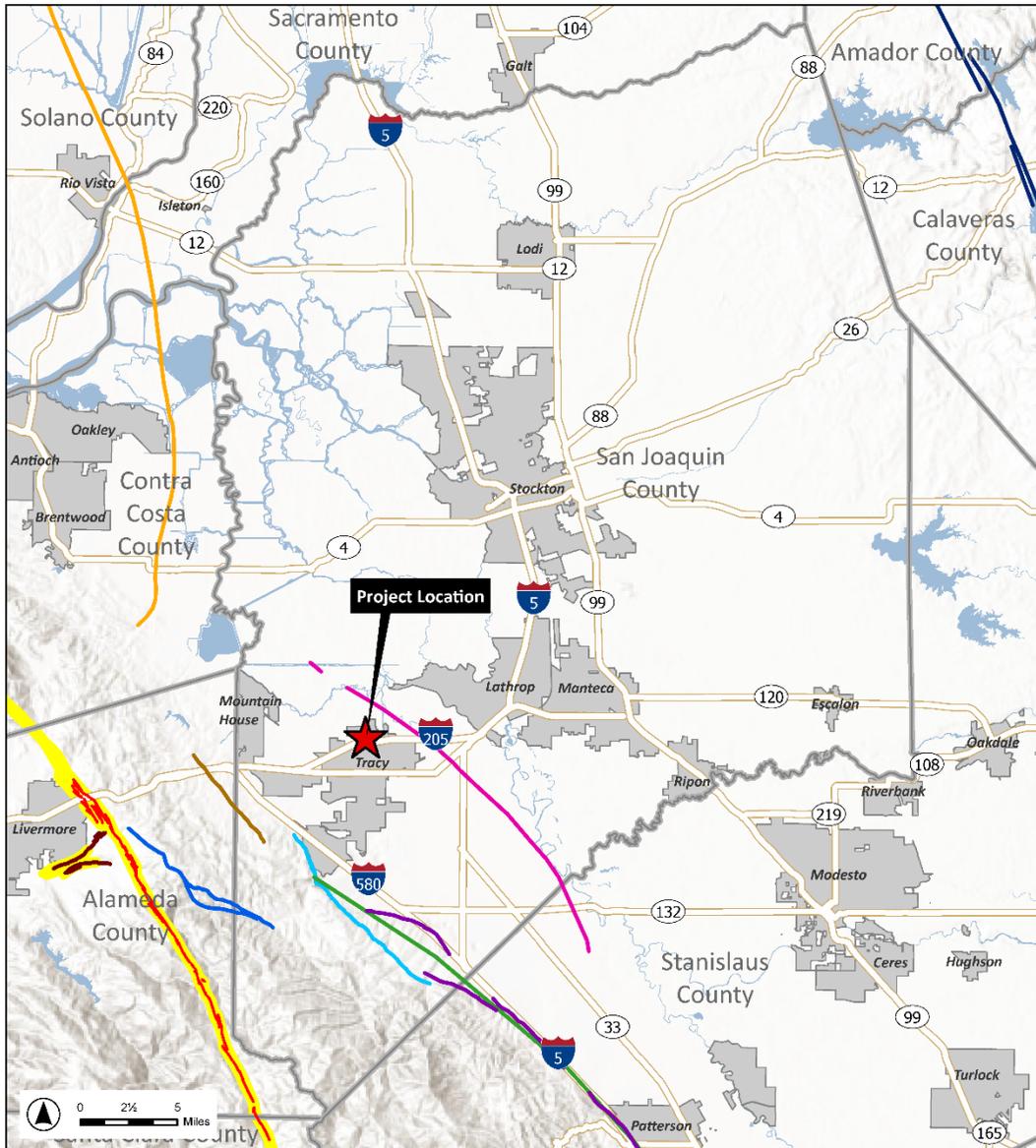
As discussed previously, upon full project buildout, portions of the project site would be covered in impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. However, given the relatively large size of the groundwater basin in the Tracy area, the areas of impervious surfaces added as a result of project implementation will not adversely affect the recharge capabilities of the local groundwater basin. Additionally, the project would maintain pervious surfaces within the on-site landscaping and retention basins. These pervious areas could maintain opportunities for groundwater recharge.

Additionally, Project Requirement 10 requires the preparation of a SWPPP, and structural BMPs. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the project. Additionally, the project will be required to submit a stormwater control plan that demonstrates the project incorporates site design measures, landscape features, and engineered treatment facilities (typically bioretention facilities) that will minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. The project will be required to comply with Chapter 11.34 of the Tracy Municipal Code, Stormwater Management and Discharge Control, which outlines the City requirements for stormwater management and discharge control, including controlling non-stormwater discharges to the stormwater conveyance system, eliminating discharges to the stormwater conveyance system from spills, dumping or disposal of materials other than stormwater, and reducing pollutants in urban stormwater discharges to the maximum extent practicable.

Conclusion

Overall, implementation of the proposed project would have a **less-than-significant impact** related to conflicts with the Basin Plan and the Tracy Subbasin Groundwater Sustainability Plan.

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Legend

- ★ Project Location
- Incorporated Area
- County Boundary
- Alquist-Priolo Zone of Required Investigation
- Black Butte fault
- Corral Hollow-Carnegie fault zone
- Foothills fault system
- Great Valley thrust fault system
- Greenville fault zone
- Las Positas fault
- Midland fault zone
- Midway fault
- San Joaquin fault
- Vernalis fault

21323/21235 N. TRACY BOULEVARD
TRACY, CALIFORNIA

Figure 5.
Earthquake Fault Map

Sources: USGS Quaternary Faults Database; CGSAP Zones of Required Investigation; California State Geoportal; USGS Transportation Dataset. Map Date: August 27, 2024.

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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XI. LAND USE AND PLANNING - WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. The project site is located in a commercial area. The surrounding area adjacent to the project site includes commercial and low-density residential uses to east, north, and west of the project site. The project site and the surrounding uses are designated Commercial by the City’s General Plan. The project would be consistent and compatible with the surrounding land uses, and would not divide an established community. There is **no impact**.

Response b): Less than Significant. The City Tracy General Plan land use designation for the project site is Commercial (consistent with the proposed project). The Commercial land use designation allows for a relatively wide range of uses but focuses primarily on retail and consumer service activities that meet the needs of Tracy residents and employees as well as passthrough travelers. Office uses are also allowed. According to the City of Tracy General Plan Land Use Element,⁷ commercially designated land may have a maximum FAR of 1.0. Based on a FAR of 1.0, the proposed Project could potentially develop the project site with up to approximately 169,884 square feet of commercial uses.⁸

The proposed use and density on the project site is consistent with the General Plan designation of Commercial. 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**.

⁷ See page 2-24 of the City of Tracy General Plan Land Use Element. Available: <https://www.cityoftracy.org/home/showpublisheddocument/904/637451218786230000>

⁸ Based on the total acreage of the project site of 3.9 acres.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

XIII. NOISE -- WOULD THE PROJECT RESULT IN:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

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

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

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

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

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

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

P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3.

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

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

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

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

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

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

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

The proposed project would be subject to these General Plan policies. As described previously, development of the site for urban uses and the subsequent increase in operational noise was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR.

The proposed project would not directly generate increased noise beyond those activities commonly found in commercial uses. The noise directly generated by the project would not differ from the existing ambient noises currently generated by the surrounding commercial and rural residential uses. The commercial component of the project is not anticipated to generate significant noise levels, given that activities would be limited to vehicle traffic, and the loading and unloading of materials.

However, the proposed project is expected to increase ambient noise levels in the project vicinity through the introduction of additional vehicle trips to area roadways, particularly along Tracy Boulevard and W. Larch Road. However, as described above, development of the site for commercial uses and the subsequent increase in vehicle roadway noise was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR.

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

Project Requirement 12 would place restrictions on the time of day that construction activities can occur, and includes additional techniques to reduce noise levels at adjacent residences during construction activities. The implementation of this requirement would reduce this temporary impact to a **less-than-significant** level.

Project Requirement(s)

Project Requirement 12: *The following requirements shall be implemented during all construction phases of the project:*

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

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

Groundborne vibration levels commonly associated with construction equipment are summarized in Table 4. Based on the levels presented in Table 4, groundborne vibration generated by construction equipment would not be anticipated to exceed approximately 0.09 inches per second (in/sec) peak particle velocity (ppv) at 25 feet. Predicted vibration levels would not be anticipated to exceed recommended criteria for structural damage and human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered **less than significant** and no mitigation is required.

Table 4: Representative Vibration Source Levels for Construction Equipment

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

SOURCE: FTA 2006, CALTRANS 2004.

Response c): Less than Significant. The Tracy Municipal Airport is the closest airport to the project site, located approximately 4.8 miles to the south. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

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

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

Response b): Less than Significant. There are no residences located on the project site. As such, the project would not displace any residences. Moreover, the land uses proposed as part of the project were considered in the Tracy General Plan and General Plan EIR. The proposed project is consistent with the land use designation for the site that was addressed in the General Plan EIR, and the environmental effects of the displacement generated by the project was considered in the analysis of buildout of the Tracy General Plan. Therefore, the project would have a **less-than-significant impact**.

XV. PUBLIC SERVICES

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

RESPONSES TO CHECKLIST QUESTIONS

Response a):

i) Fire Protection and Emergency Medical Services: Less than Significant. The Tracy Fire Department, as a member agency of the South County Fire Authority, provides fire protection, life safety, and emergency response services to 167 square miles of the southern part of San Joaquin County. In 1999, the South County Fire Authority was established to more effectively and efficiently serve the City of Tracy, the Tracy Rural Fire Protection District (FPD), and the Mountain House Community Services District (CSD).

The Fire Authority currently operates seven fire stations and an administrative office. Twenty-four hour-a-day staffing is provided with five paramedic engine companies, two basic life support engine companies, and one ladder truck company. Three fire stations are within the incorporated area of the City of Tracy, three are in the surrounding rural Tracy area, and one is located in the planned Community of Mountain House.

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

The Tracy Fire Department conducted a Standards of Response Coverage study in late 2007. Findings of the study indicated that the Department had challenges in meeting its established response time objectives in the areas of the West Valley Mall and Downtown Tracy utilizing existing resources. Two new facilities were opened August 5, 2014, to replace Fire Stations 92 and 96. The new facilities allow the fire department to serve the greater community of Tracy more effectively within the established response time standard of 6.5 minutes.

Since November 2008, the Fire Department has expanded its provision of Advanced Life Support Services to all of its fire stations. Emergency medical services in Tracy and the surrounding areas

are reported to be good, as Tracy is one of only three fire departments in San Joaquin County that provide Advanced Life Support services.

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

Implementation of the proposed project would not adversely impact existing fire and emergency services within the city and would not require the construction of new fire protection facilities. Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the project applicant as COAs prior to project approval, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund capital and labor costs associated with fire protection services.

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

ii) Police Protection: Less than Significant. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive, approximately 2.0 miles southeast of the project site. There are no satellite offices or plans to construct any in the near future.

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

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

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

It is not anticipated that implementation of the proposed project would result in significant new demand for police services. Project implementation would not require the construction of new police facilities to serve the project site, nor would it result in impacts to the existing response times and existing police protection service levels. Furthermore, the City's General Plan ensures the City maintains adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth (Goal PF-2, policy P.1). Therefore, this is considered a **less-than-significant impact**.

iii) Schools: Less than Significant. Implementation of the proposed project would result in modest employment growth within the City of Tracy, which may increase enrollment at schools within the Tracy Unified School District incrementally. The Tracy Unified School District collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund improvements associated with school services and would ensure that project impacts to school services are **less than significant**.

iv) Parks: Potential project impacts to parks and recreational facilities are addressed in Section XVI, Recreation, of this document.

v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed project may increase demand on these facilities in a limited capacity. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. Payment of the applicable impact fees by the project applicant, as COAs prior to project approval, and ongoing revenues that would come from taxes, would ensure that project impacts to libraries and public buildings are **less than significant**.

XVI. RECREATION

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed project would not increase demand for parks and recreational facilities within the City of Tracy and would not increase the use of the City’s existing parks and recreation system. The City of Tracy requires the payment of the project’s fair share in-lieu parks fees, as required by the City’s General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new development projects prior to project approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all City residents. As such, this is a **less-than-significant impact**.

XVII. TRANSPORTATION -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The project would not conflict with any existing plans or policies related to alternative transportation. The payment of fair-share traffic impact fees would provide funding for implementation of the Transportation Master Plan, which includes bicycle, pedestrian, and alternative transportation improvements throughout the city.

Development of the proposed project would add vehicle trips to the City’s roadway network. In order to identify roadway facility and intersection improvements needed to accommodate the traffic generated by buildout of the City’s General Plan, the City of Tracy prepared and adopted the 2012 Citywide Roadway and Transportation Master Plan (Transportation Master Plan). The Transportation Master Plan identifies a range of roadway and intersection improvements to be implemented over the next several years in order to maintain acceptable levels of service on City streets. The proposed project is consistent with the General Plan land use designation for the site and is consistent with the assumed density level for development of the site. The generation of vehicle traffic associated with the proposed project was considered during preparation of the Transportation Master Plan. The Transportation Master Plan identifies the roadway and intersection improvements needed in order to maintain acceptable levels of service throughout the city.

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

The proposed project would not induce any additional required improvements. The collection of fees and determined fair share fee amounts are adopted by the City as COAs for all new

development projects prior to project approval. The payment of the required traffic impact fees to the City of Tracy would reduce project-related traffic impacts to a **less than significant** level.

Response b): Less than Significant. As noted previously, the Tracy General Plan land use designation for the project site is Commercial (consistent with the proposed project). An EIR for the City's General Plan was prepared previously, and the proposed project is consistent with the uses assumed for the project site in both documents. The project would not increase transportation-related impacts beyond which were previously analyzed in both the General Plan EIR.

Additionally, the project would be required to implement Travel Demand Management (TDM) measures pursuant to the Citywide Roadway & Transportation Master Plan regulations. This impact would be **less than significant**.

Response c): Less than Significant. Implementation of the proposed project would not result in a geometric design feature that is inconsistent with applicable design standards for the City of Tracy. The project would not result in a significant change to the vehicle mix or speed of traffic that is not compatible with the design of existing or planned facility design.

The project does not propose any new roadways or transportation facilities that would be inconsistent with applicable design standards for the City of Tracy. The project proposes an increased land use density, which would result in increased travel activity, including vehicle (cars and trucks), bicycle, pedestrian, and potentially transit trips. In order to provide access to and from the project site, the accesses the project site would be designed to serve automobiles, bicyclists, pedestrians, and Surface Transportation Assistance Act (STAA) vehicles. The project design would also be subject to the City's Engineering Design & Construction Standards, which includes a section for Street Design Standards. These project-generated trips would be served by existing and planned facilities that are constructed to applicable design standards to serve these travel modes. Therefore, the proposed project would not result in a change to the vehicle mix or speed of traffic that is not compatible with the design of existing or planned roadways and transportation facilities. This impact would be **less than significant**.

Response d): Less than Significant. Implementation of the proposed project would not create roadway and transportation facilities that impede access for emergency response vehicles. The proposed site accessways, improvements to nearby roadways, and internal transportation network is designed to maintain levels of accessibility for police and fire response times, which ensures vehicles have the necessary access when responding to an emergency.

Several emergency (police and fire) services are located near to the project site. The internal circulation is designed to meet City code for emergency vehicle access and would maintain high levels of emergency vehicle accessibility and mobility, which ensures vehicles have the necessary access when responding to an emergency. Emergency vehicles would have unimpeded access to the project site. Therefore, this is considered a **less-than-significant impact**.

XVIII. TRIBAL CULTURAL RESOURCES

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

RESPONSES TO CHECKLIST QUESTIONS

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

Project Requirement 7 in Section V, Cultural Resources, would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this requirement would reduce this impact to a **less than significant** level.

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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater 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 providers existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), c): Less than Significant.

Wastewater

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

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

The Tracy General Plan EIR determined that no significant wastewater-related impacts were identified as a result of buildout of the General Plan. Because the project is consistent with the intended uses allowed under the General Plan no impacts beyond those identified should result from implementation of the proposed project.

In 2008 the City expanded its wastewater treatment capacity to 10.8 mgd. The City's WWTP currently treats approximately 9.0 mgd of wastewater. The City's WWTP provides secondary-level treatment of wastewater followed by disinfection. Treated effluent from the WWTP is conveyed to a submerged diffuser for discharge into the Old River. The WWTP has an NPDES permit for discharge into the Old River from the State Regional Water Quality Control Board.

As noted previously, it is estimated that the proposed project would generate up to 2,925 gpd, or 0.003 mgd of wastewater. The addition of 0.003 mgd of wastewater would not exceed the treatment capacity of the City's WWTP or violate waste discharge requirements under the City's NPDES permit. Additionally, a wastewater analysis for the proposed project would be required to demonstrate that there is sufficient capacity in the existing nearby wastewater gravity sewer lines and pump stations to accommodate the proposed project. As such, the project would not cause, or contribute to, a violation of wastewater quality standards or waste discharge requirements.

The City has adequate capacity to serve the project's projected demand for wastewater treatment services in addition to its existing commitments, and no improvements or expansions to the existing WWTP are required to serve the proposed project. The addition of project-generated wastewater would not result in any PDES/RWQCB violations related to effluent treatment or discharge. Implementation of the proposed project would have a **less-than-significant impact**.

Stormwater

Development of the project site would place impervious surfaces on the majority of the 3.9-acre project site. Development of the project site would potentially increase local runoff production and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

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

Prior to approval of the Final Map, the project applicant is required to submit a detailed storm drainage infrastructure plan to the City of Tracy Community and Economic Development Department for review and approval (Project Requirement 11). The project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the project would not result in on- or off-site flooding impacts.

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

The development of an onsite storm drainage system that is approved by the City engineer (Project Requirement 11), the payment of all applicable fees, and the implementation of a SWPPP that includes specific types and sources of stormwater pollutants, determines the location and nature of potential impacts, and specifies appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff (as required under Project Requirement 10), ensure that impacts to storm water drainage facilities are **less than significant**.

Response b): Less than Significant. Potable water for the proposed project would be supplied from the City's municipal water system. The project site would receive potable water via a connection to existing water mains located along nearby roadways. The proposed project's water demand was included in the demand calculations for the Citywide Water System Master Plan.

According to the City's Water and Recycled Water Impact Fee Nexus Study, the unit water demand factor for commercial land uses is 1,635 gpd/acre. Using this factor and the site acreage (3.9 acres), the proposed project is expected to require an annual potable water demand of 6,377 gpd.

The City of Tracy obtains water from both surface water and groundwater sources. The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources. As described in the 2020 City of Tracy Urban Water Management Plan, Tracy's maximum annual water supply amounts to over 40,168 afy from its various supply sources.

In recent years, demand for potable water in the City of Tracy has been trending downward. The total 2015 water demand in the city was 14,041 afy. The additional water demand (6,377 gpd, or 7 afy) of the proposed project would not exceed the City's available water supply. The City's water treatment and conveyance infrastructure is adequate to serve existing demand, in addition to the demand created by the proposed project. Therefore, this is a **less-than-significant impact**.

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

Approximately 175,000 tons of solid waste is generated in Tracy each year, of which approximately 27 percent is residential garbage.

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

The proposed project would not generate significant volumes of solid waste, beyond levels normally found in commercial developments. Using CalRecycle's commercial use solid waste generation rate of 5 pounds per 1,000 sf per day, the project is expected to produce approximately 849 pounds per day. The addition of the solid waste generated by the project would not exceed the capacity of the local landfills.

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

XX. WILDFIRE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
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

The California Department of Forestry and Fire Protection (Cal Fire) has designated the southern portion of the City along Interstate 580 as a Local Responsibility Area (LRA), which is within the High Fire Hazard Severity Zone (HFHSZ). This rating does not extend to the project site. The project site is also not in or near land classified as a Very High Fire Hazard Severity Zone (VHFHSZ). Additionally, the proposed project is not located within a State Responsibility Area (SRA). Although this CEQA topic only applies to areas within an SRA or VHFHSZ, out of an abundance of caution, these checklist questions are analyzed below.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The project site would connect to an existing network of City streets. The nearest fire station, Tracy Fire Station 92, is located approximately 0.48 miles to the west of the project site. The appropriate turning radiuses have been planned to accommodate fire trucks on-site. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. Moreover, the proposed project would require building construction to meet the fire code requirements, and would have fire hydrants consistent with the standards of the City; such fire hydrants would assist with fire suppression efforts if a fire was to occur on or near the project site. Therefore, impacts from project implementation would be considered **less than significant** relative to adopted emergency response plans or evacuation plans.

Response b): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The project site is located in an area that is predominately commercial, which is not considered at a significant risk of wildfire. There are no steep slopes on or near the project site. Development of the project would not exacerbate fire risks. Therefore, impacts from project implementation would be considered **less than significant** relative to the spread of wildfire.

Response c): Less than Significant. The project includes development of infrastructure (water, sewer, and storm drainage) to serve the proposed commercial use. The project does not include the construction of fuel breaks, emergency water sources, or power lines. As noted above, the proposed project would require fire hydrants consistent with the standards of the City, and such fire hydrants would assist with fire suppression efforts if a fire was to occur. The proposed infrastructure improvements would allow for decreased fire risk relative to existing conditions. Therefore, impacts from project implementation would be considered **less than significant** relative to infrastructure that may exacerbate fire risk.

Response d): Less than Significant. The proposed project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the project site and does not result in downstream flooding or major drainage changes. The storm drainage plan would be designed and engineered to ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. The project site is relatively flat. The project would also be required to comply with the provisions of the California Building Standard's Code, which requires development projects to perform geotechnical investigations in accordance with State law, which include general engineering characteristics of the subsurface conditions within the project site and potential mitigation strategies to address any geotechnical concerns or potential hazards (such as slope failure). Therefore, the potential for a landslide (including rockfalls, deep slope failure, and shallow slope failure) on the project site is low.

Overall, impacts from project implementation would be considered **less than significant** relative to risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment.

All potentially significant impacts related to plant and animal species would be reduced to a less-than-significant level through the application of uniformly applied development policies and/or standards. The proposed project is required to implement a range of standard and uniformly applied development policies and standards, most of which are identified in the Tracy General Plan or various infrastructure master plans, which would reduce any potentially significant impacts to a less than significant level. The cumulative impacts associated with development of the project were considered, analyzed and disclosed in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for all significant impacts associated with buildout of the Tracy General Plan. The project would not result in any cumulative impacts that were not contemplated in the General Plan EIR. The project would not result in any peculiar site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources.

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

adaptive management, Project Requirement 6 ensures the project proponent seeks coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Through the application of uniformly applied development policies and/or standards, the project would not result in any cumulative impacts related to biological resources. Therefore, these are **less-than-significant impacts**.

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

Response c): Less than Significant. As described throughout the analysis above, the proposed project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. The analysis in the relevant sections above provides the application of uniformly applied development policies and/or standards reduce any potentially significant impacts on humans to less than significant levels. A variety of requirements including those related to aesthetics and light and glare, GHG and air quality, cultural resources, hazardous materials, seismic hazards, water pollution and water quality, and noise, ensure any adverse effects on humans are reduce to an acceptable standard. Therefore, this is considered a **less-than-significant impact**.

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21323/21235 N. TRACY BOULEVARD PROJECT Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	21323/21235 N. TRACY BOULEVARD PROJECT
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	21323 N Tracy Blvd, Tracy, CA 95304, USA
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2139
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Medical Office Building	170	1000sqft	3.90	169,884	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.31	10.9	15.9	0.03	0.39	0.67	1.06	0.36	0.17	0.53	—	3,664	3,664	0.12	0.15	3.59	3,716
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	43.9	29.2	29.5	0.05	1.24	7.81	9.06	1.14	3.97	5.12	—	5,441	5,441	0.22	0.16	0.09	5,461
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.22	7.52	10.3	0.02	0.27	0.58	0.85	0.25	0.19	0.44	—	2,386	2,386	0.08	0.10	0.97	2,418
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	1.37	1.88	< 0.005	0.05	0.11	0.16	0.05	0.03	0.08	—	395	395	0.01	0.02	0.16	400

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.31	10.9	15.9	0.03	0.39	0.67	1.06	0.36	0.17	0.53	—	3,664	3,664	0.12	0.15	3.59	3,716

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.21	29.2	29.5	0.05	1.24	7.81	9.06	1.14	3.97	5.12	—	5,441	5,441	0.22	0.16	0.09	5,461
2027	43.9	10.5	15.2	0.03	0.35	0.67	1.02	0.32	0.17	0.49	—	3,594	3,594	0.12	0.16	0.08	3,643
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.88	7.52	10.3	0.02	0.27	0.58	0.85	0.25	0.19	0.44	—	2,386	2,386	0.08	0.10	0.97	2,418
2027	2.22	0.49	0.75	< 0.005	0.02	0.02	0.04	0.02	0.01	0.02	—	135	135	< 0.005	< 0.005	0.04	136
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16	1.37	1.88	< 0.005	0.05	0.11	0.16	0.05	0.03	0.08	—	395	395	0.01	0.02	0.16	400
2027	0.40	0.09	0.14	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.01	22.6

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	28.2	22.7	211	0.50	0.50	41.9	42.4	0.48	10.7	11.1	1,030	53,655	54,685	105	2.33	162	58,176
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.2	26.0	176	0.46	0.49	41.9	42.4	0.47	10.7	11.1	1,030	50,008	51,038	106	2.51	8.44	54,433
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	20.7	18.9	137	0.36	0.40	31.5	31.9	0.38	8.01	8.40	1,030	39,307	40,336	105	1.87	55.9	43,573
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.77	3.45	25.0	0.07	0.07	5.75	5.82	0.07	1.46	1.53	170	6,508	6,678	17.4	0.31	9.26	7,214

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	23.1	21.4	202	0.49	0.39	41.9	42.3	0.37	10.7	11.0	—	50,027	50,027	1.83	2.19	158	50,884
Area	5.06	0.06	7.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.4	30.4	< 0.005	< 0.005	—	30.5
Energy	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	3,559	3,559	0.46	0.04	—	3,583
Water	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Waste	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Total	28.2	22.7	211	0.50	0.50	41.9	42.4	0.48	10.7	11.1	1,030	53,655	54,685	105	2.33	162	58,176
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	21.3	24.7	175	0.45	0.39	41.9	42.3	0.37	10.7	11.0	—	46,411	46,411	2.06	2.37	4.10	47,172
Area	3.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	3,559	3,559	0.46	0.04	—	3,583
Water	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Waste	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Total	25.2	26.0	176	0.46	0.49	41.9	42.4	0.47	10.7	11.1	1,030	50,008	51,038	106	2.51	8.44	54,433
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.1	17.6	132	0.35	0.30	31.5	31.8	0.28	8.01	8.29	—	35,694	35,694	1.47	1.73	51.6	36,297
Area	4.45	0.03	3.64	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	15.0	15.0	< 0.005	< 0.005	—	15.0
Energy	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	3,559	3,559	0.46	0.04	—	3,583
Water	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Waste	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Total	20.7	18.9	137	0.36	0.40	31.5	31.9	0.38	8.01	8.40	1,030	39,307	40,336	105	1.87	55.9	43,573
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.94	3.21	24.1	0.06	0.05	5.75	5.80	0.05	1.46	1.51	—	5,910	5,910	0.24	0.29	8.54	6,009
Area	0.81	0.01	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.48	2.48	< 0.005	< 0.005	—	2.49
Energy	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	589	589	0.08	0.01	—	593
Water	—	—	—	—	—	—	—	—	—	—	6.76	6.43	13.2	0.69	0.02	—	35.5
Waste	—	—	—	—	—	—	—	—	—	—	164	0.00	164	16.4	0.00	—	573
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.72	0.72
Total	3.77	3.45	25.0	0.07	0.07	5.75	5.82	0.07	1.46	1.53	170	6,508	6,678	17.4	0.31	9.26	7,214

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.40	0.39	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.6	72.6	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.67	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	143	143	< 0.005	0.01	0.01	145
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.01	2.01	< 0.005	< 0.005	< 0.005	2.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.33	0.33	< 0.005	< 0.005	< 0.005	0.34
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.33	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	64.9	64.9	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.57	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	123	123	< 0.005	0.01	0.01	124
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	6.09	8.02	0.01	0.23	—	0.23	0.22	—	0.22	—	1,482	1,482	0.06	0.01	—	1,488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.11	1.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	245	245	0.01	< 0.005	—	246
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.14	2.62	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	492	492	0.01	0.02	1.69	500
Vendor	0.02	0.94	0.32	0.01	0.01	0.21	0.22	0.01	0.06	0.07	—	774	774	0.01	0.12	1.90	811
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.20	0.17	2.07	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	445	445	0.01	0.02	0.04	451
Vendor	0.02	1.00	0.33	0.01	0.01	0.21	0.22	0.01	0.06	0.07	—	775	775	0.01	0.12	0.05	810
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	1.31	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	282	282	0.01	0.01	0.45	286
Vendor	0.02	0.60	0.20	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	479	479	0.01	0.07	0.51	501
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	46.7	46.7	< 0.005	< 0.005	0.07	47.4
Vendor	< 0.005	0.11	0.04	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	79.3	79.3	< 0.005	0.01	0.08	83.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.8	32.8	< 0.005	< 0.005	—	32.9

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.44	5.44	< 0.005	< 0.005	—	5.46
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.16	1.92	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	438	438	0.01	0.02	0.04	444
Vendor	0.02	0.96	0.31	0.01	0.01	0.21	0.22	0.01	0.06	0.07	—	759	759	0.01	0.12	0.04	794
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.15	6.15	< 0.005	< 0.005	0.01	6.24
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.02	1.02	< 0.005	< 0.005	< 0.005	1.03
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.80
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	6.09	8.83	0.01	0.24	—	0.24	0.22	—	0.22	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.30	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.70	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	161	161	< 0.005	0.01	0.01	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.15	8.15	< 0.005	< 0.005	0.01	8.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	43.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.58	6.58	< 0.005	< 0.005	—	6.61

Architectural	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Architectural Coatings	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.38	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	87.6	87.6	< 0.005	< 0.005	0.01	88.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.43	4.43	< 0.005	< 0.005	0.01	4.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.73	0.73	< 0.005	< 0.005	< 0.005	0.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	23.1	21.4	202	0.49	0.39	41.9	42.3	0.37	10.7	11.0	—	50,027	50,027	1.83	2.19	158	50,884
Total	23.1	21.4	202	0.49	0.39	41.9	42.3	0.37	10.7	11.0	—	50,027	50,027	1.83	2.19	158	50,884
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	21.3	24.7	175	0.45	0.39	41.9	42.3	0.37	10.7	11.0	—	46,411	46,411	2.06	2.37	4.10	47,172
Total	21.3	24.7	175	0.45	0.39	41.9	42.3	0.37	10.7	11.0	—	46,411	46,411	2.06	2.37	4.10	47,172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	2.94	3.21	24.1	0.06	0.05	5.75	5.80	0.05	1.46	1.51	—	5,910	5,910	0.24	0.29	8.54	6,009
Total	2.94	3.21	24.1	0.06	0.05	5.75	5.80	0.05	1.46	1.51	—	5,910	5,910	0.24	0.29	8.54	6,009

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1,987	1,987	0.32	0.04	—	2,007
Total	—	—	—	—	—	—	—	—	—	—	—	1,987	1,987	0.32	0.04	—	2,007
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1,987	1,987	0.32	0.04	—	2,007
Total	—	—	—	—	—	—	—	—	—	—	—	1,987	1,987	0.32	0.04	—	2,007
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	329	329	0.05	0.01	—	332
Total	—	—	—	—	—	—	—	—	—	—	—	329	329	0.05	0.01	—	332

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	1,572	1,572	0.14	< 0.005	—	1,576
Total	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	1,572	1,572	0.14	< 0.005	—	1,576

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	1,572	1,572	0.14	< 0.005	—	1,576
Total	0.07	1.32	1.11	0.01	0.10	—	0.10	0.10	—	0.10	—	1,572	1,572	0.14	< 0.005	—	1,576
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	260	260	0.02	< 0.005	—	261
Total	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	260	260	0.02	< 0.005	—	261

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.21	0.06	7.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.4	30.4	< 0.005	< 0.005	—	30.5
Total	5.06	0.06	7.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.4	30.4	< 0.005	< 0.005	—	30.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	3.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	0.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.11	0.01	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.48	2.48	< 0.005	< 0.005	—	2.49
Total	0.81	0.01	0.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.48	2.48	< 0.005	< 0.005	—	2.49

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Total	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Medical Office Building	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Total	—	—	—	—	—	—	—	—	—	—	40.8	38.8	79.7	4.19	0.10	—	214
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	6.76	6.43	13.2	0.69	0.02	—	35.5
Total	—	—	—	—	—	—	—	—	—	—	6.76	6.43	13.2	0.69	0.02	—	35.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Total	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Total	—	—	—	—	—	—	—	—	—	—	989	0.00	989	98.8	0.00	—	3,460
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	164	0.00	164	16.4	0.00	—	573

Total	—	—	—	—	—	—	—	—	—	—	164	0.00	164	16.4	0.00	—	573
-------	---	---	---	---	---	---	---	---	---	---	-----	------	-----	------	------	---	-----

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.34	4.34
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.72	0.72
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.72	0.72

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/30/2026	2/6/2026	5.00	5.00	—
Grading	Grading	2/7/2026	2/18/2026	5.00	8.00	—
Building Construction	Building Construction	2/19/2026	1/7/2027	5.00	230	—

Paving	Paving	1/8/2027	2/2/2027	5.00	18.0	—
Architectural Coating	Architectural Coating	2/3/2027	2/28/2027	5.00	18.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	54.4	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	27.8	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.9	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT
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5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	254,826	84,942	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	7.50	0.00	—
Grading	—	—	8.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Medical Office Building	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Medical Office Building	5,912	1,456	241	1,629,827	58,811	14,483	2,400	16,213,059

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	254,826	84,942	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Medical Office Building	3,555,559	204	0.0330	0.0040	4,904,385

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Medical Office Building	21,317,136	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Medical Office Building	1,835	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.3	annual days of extreme heat
Extreme Precipitation	0.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	58.2
AQ-PM	40.2
AQ-DPM	45.3
Drinking Water	76.7
Lead Risk Housing	6.24
Pesticides	79.6
Toxic Releases	26.7
Traffic	55.0
Effect Indicators	—
CleanUp Sites	71.8
Groundwater	92.4
Haz Waste Facilities/Generators	78.4
Impaired Water Bodies	87.0
Solid Waste	35.7
Sensitive Population	—
Asthma	39.2
Cardio-vascular	72.1
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	39.2
Housing	25.7
Linguistic	31.3
Poverty	13.3
Unemployment	33.6

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	70.97395098
Employed	41.16514821
Median HI	82.7665854
Education	—
Bachelor's or higher	63.35172591
High school enrollment	100
Preschool enrollment	50.64801745
Transportation	—
Auto Access	65.16104196
Active commuting	33.22212242
Social	—
2-parent households	93.40433723
Voting	72.64211472
Neighborhood	—
Alcohol availability	73.15539587
Park access	46.65725651
Retail density	17.92634416
Supermarket access	27.17823688
Tree canopy	61.04196073
Housing	—
Homeownership	69.22879507
Housing habitability	74.41293468
Low-inc homeowner severe housing cost burden	76.83818812
Low-inc renter severe housing cost burden	89.38791223

Uncrowded housing	52.3675093
Health Outcomes	—
Insured adults	66.95752598
Arthritis	85.3
Asthma ER Admissions	43.4
High Blood Pressure	64.8
Cancer (excluding skin)	66.1
Asthma	61.7
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	87.3
Life Expectancy at Birth	61.2
Cognitively Disabled	58.3
Physically Disabled	92.6
Heart Attack ER Admissions	27.3
Mental Health Not Good	64.8
Chronic Kidney Disease	90.3
Obesity	52.9
Pedestrian Injuries	19.6
Physical Health Not Good	78.6
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	18.0
Current Smoker	62.2
No Leisure Time for Physical Activity	62.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	8.5
Elderly	88.2
English Speaking	40.2
Foreign-born	73.1
Outdoor Workers	54.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.8
Traffic Density	61.5
Traffic Access	0.0
Other Indices	—
Hardship	46.1
Other Decision Support	—
2016 Voting	58.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0
Healthy Places Index Score for Project Location (b)	72.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No demolition.

APPROVED AS TO FORM

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE PREZONING OF APPROXIMATELY 3.9 ACRES CONSISTING OF TWO PARCELS LOCATED AT 21323 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-26, AND 21235 S. TRACY BLVD., ASSESSOR'S PARCEL NUMBER 212-170-19 ("PROPERTY") TO COMMUNITY RECREATION SUPPORT SERVICES (CRS) ZONE IS CONSISTENT WITH THE CITY'S GENERAL PLAN, INCLUDING THE GENERAL PLAN LAND USE DESIGNATION OF COMMERCIAL, FOR WHICH AN ENVIRONMENTAL IMPACT REPORT (EIR) WAS CERTIFIED ON FEBRUARY 1, 2011, IN COMPLIANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE CEQA GUIDELINES, AND THEREFORE, PURSUANT TO CEQA GUIDELINES SECTION 15183, NO FURTHER ENVIRONMENTAL REVIEW IS NECESSARY; AND 2) APPROVING THE PRE-ZONING OF THE PROPERTY TO COMMUNITY RECREATION SUPPORT SERVICES (CRS) ZONE.

WHEREAS, On July 22, 2025, the City received an application from property owner asking the City to submit a petition to LAFCO to annex the 3.9-acre site consisting of two parcels located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 ("Property") to the City of Tracy, and to pre-zone the Property to Community Recreation Support Services (CRS) Zone pursuant to Tracy Municipal Code ("**TMC**") Section 10.08.970 (collectively, the "**Project**"); and

WHEREAS, the Property is located within the City's Sphere of Influence ("**SOI**") and is designated for Commercial uses in the City's General Plan; and

WHEREAS, the CRS Zone is intended to provide support services for users of nearby community and/or regional recreational and entertainment facilities through provision for a range of focused retail uses, restaurants, traveler's accommodations, and similar uses and services; and

WHEREAS, The Project is consistent with General Plan Commercial land use

designation and applicable Goals and Policies; and

WHEREAS, The subject property is well suited for commercial development because of its close proximity to recreational uses at Legacy Fields and convenient access to Interstate-205 travelers; and

WHEREAS, The project has been evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 17, 2025, and recommended that the City Council introduce and adopt the ordinance; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on January 20, 2026.

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

SECTION 1. Incorporation of Recitals/Findings. 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 Determination. The City Council hereby finds that the actions authorized by this Ordinance were adequately evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and determines that the rezoning of the Property to the Community Recreation Support Services (CRS) Zone is consistent with the City's General Plan for which an Environmental Impact Report (EIR) was certified on February 1, 2011, and therefore, pursuant to CEQA Guidelines Section 15183, no further environmental review is necessary.

SECTION 3. Pre-zoning. Based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the pre-zoning of the Property located at 21323 S. Tracy Blvd., Assessor's Parcel Number 212-170-26, and 21235 S. Tracy Blvd., Assessor's Parcel Number 212-170-19 as Community Recreation Support Services (CRS) Zone, as set forth in Article 17.5 of Chapter 10.08 of the TMC. The City's zoning map is hereby amended to show the Property designated as Community Recreation Support Services (CRS) Zone, as shown in **Exhibit 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. 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. Codification. This Ordinance shall not be codified in the Tracy Municipal Code.

SECTION 8. Typographical or Clerical (Scrivenor's) Error. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

* * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 20th day of January, 2026, and finally adopted on the 3rd day of February, 2026, 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

Date of Attestation: _____

Exhibit A – Findings to Support Pre-zoning (TMC 10.08.970)
Exhibit B – Zoning Map

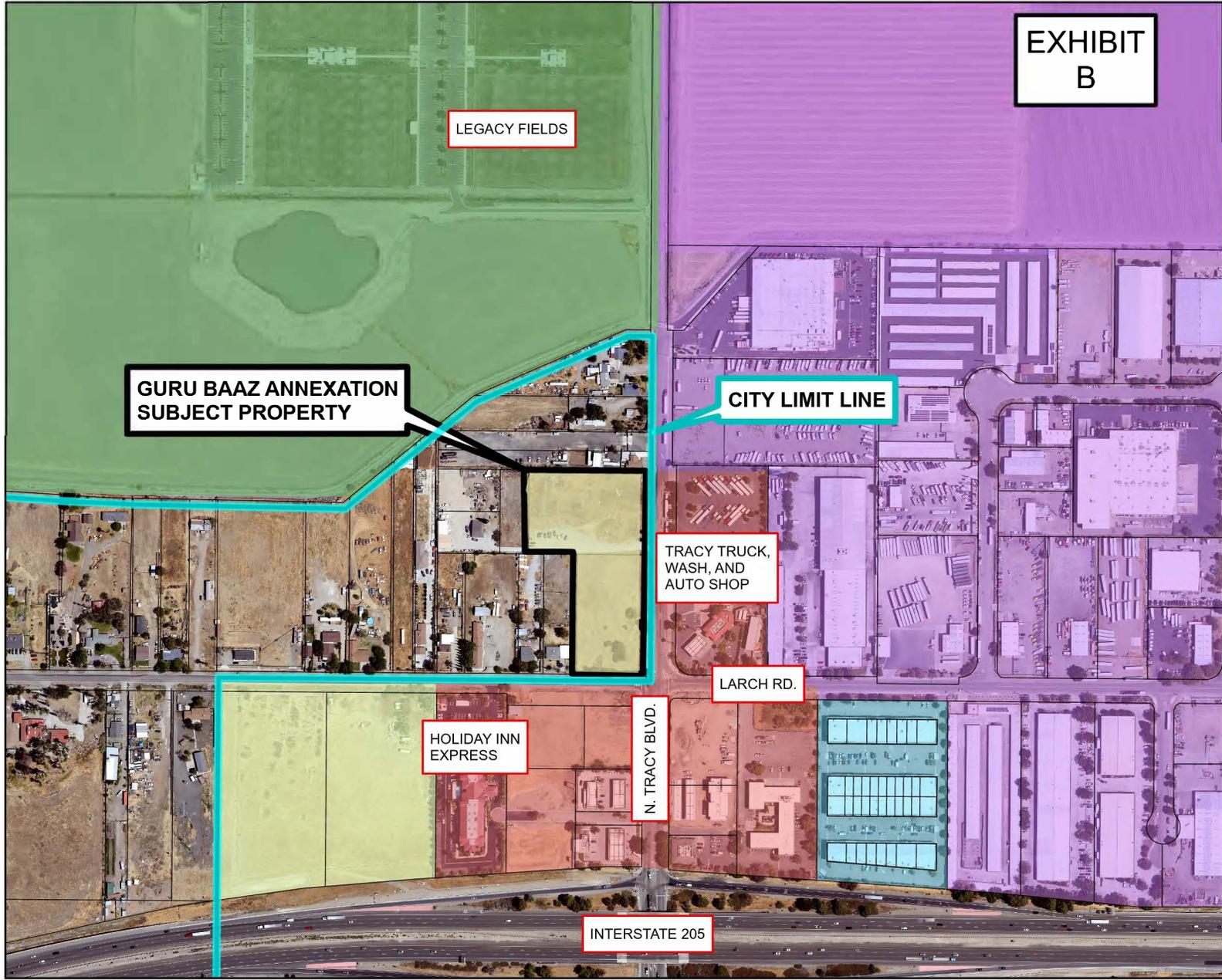
City of Tracy
Pre-zoning Findings
Application Number AP25-0001
City Council - January 20, 2026

Tracy Municipal Code (“TMC”) Section 10.08.970 (Classification of newly annexed territory) provides that territory proposed for annexation to the City be pre-zoned in accordance with Article 29 (Amendments) of the TMC. Article 29 of the TMC, Section 10.08.3840, states that the Planning Commission must find that the approval or denial of an application to amend the zoning ordinance (such as the instant application for pre-zoning) is “necessary to carry out the general purposes” of the zoning ordinance, and state the “facts and reasons” that support this finding. The Planning Commission considered this matter on December 17, 2025, and recommended that the City Council make the following finding:

The approval of the pre-zoning of the Property to Community Recreation Support Services as set forth in Article 17.5 of the Tracy Municipal Code is necessary to carry out the City’s General Plan policies and Zoning regulations, because adding the property to the Community Recreation Support Services zone will allow for its annexation and development consistent with the City’s General Plan Commercial Designation, the Sphere of Influence Plan approved by the San Joaquin County LAFCo, and the City of Tracy’s Infrastructure Master Plans.

The City Council conducted a duly noticed public hearing on January 20, 2026, and upon its conclusion, after considering all evidence in the record, makes the following finding:

The approval of the pre-zoning of the Property to Community Recreation Support Services as set forth in Article 17.5 of the Tracy Municipal Code is necessary to carry out the City’s General Plan policies and Zoning regulations, because adding the property to the Community Recreation Support Services will allow for its annexation and development consistent with the City’s General Plan Industrial Designation, the Sphere of Influence Plan approved by the San Joaquin County LAFCo, and the City of Tracy’s Infrastructure Master Plans.



Legend

- ZONING DISTRICTS**
- Community Recreation Support Services
 - Park (P)
 - Planned Unit Development (PUD)
 - Light Industrial (M-1)
 - Highway Service (HS)

