

NOTICE OF A REGULAR MEETING

Pursuant to Section 54954.2 of the Government Code of the State of California, a Regular meeting of the City of Tracy Planning Commission is hereby called for:

Date/Time: Wednesday, September 9, 2020
7:00 P.M. (or as soon thereafter as possible)

Location: City Hall
333 Civic Center Plaza, Tracy

Government Code Section 54954.3 states that every public meeting shall provide an opportunity for the public to address the Planning Commission on any item, before or during consideration of the item, however no action shall be taken on any item not on the agenda.

THIS REGULAR MEETING WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT

RESIDENTS ARE STRONGLY ENCOURAGED TO PARTICIPATE REMOTELY AT THE SEPTEMBER 9, 2020 MEETING

Remote Access to City of Tracy Planning Commission Meeting:

In accordance with the guidelines provided in Executive Order N-29-20 on social distancing measures, the City of Tracy will allow for remote participation at the upcoming Planning Commission meeting on Wednesday, September 9, 2020.

Remote Public Comment:

Public comment via email will only be accepted for agenda items before the start of the Planning Commission meeting at 7:00 p.m. Please send an email to publiccomment@cityoftracy.org. Identify the item you wish to comment on in your email's subject line.

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:**
 - **Phone** by dialing (209) 831-6010, or
 - **Online by visiting** <https://cityoftracyevents.webex.com> and using the following:
Event Number: 126 086 2910 and **Event Password:** Planning1
 - **If you would like to participate in the public comment anonymously**, you may submit your comment via phone or 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.

- **Protocols for submitting comments by phone:**
 - *Identify the item you wish to comment on to staff when calling in. Comments received by phone will be accepted for the "Items from the Audience/Public Comment" and "New Business" portions of the agenda.*
 - *Comments received by phone for the "Items from the Audience/Public Comment" portion of the agenda must be received by the time the Chairperson opens that portion of the agenda for discussion.*
 - *Comments received by phone on each "New Business" will be accepted until the Chairperson announces that public comment for that item is closed.*

- *Protocols for commenting via WebEx:*
 - *If you wish to comment on the “Items from the Audience/Public Comment” or “New Business” portions of the agenda:*
 - *Listen for the Chairperson to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
 - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
 - *Comments for the “Items from the Agenda/Public Comment” or “New Business” portions of the agenda will be accepted until the public comment for that item is closed.*
- *The total allotted time for public comment will be as follows:*
 - *Items from the Audience: 15 minutes*
 - *New Business: 10 minutes*

Comments received by publiccomment@cityoftracy.org, phone call, or on Webex outside of the comment periods outlined above will not be included in the record.

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 7/8/20

DIRECTOR’S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Council Meeting Protocols and Rules of Procedure, adopted by Resolution 2019-240, a five-minute maximum time limit per speaker will apply to all individuals speaking during “Items from the Audience/Public Comment”. For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to the Planning Commission.*

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW PERMIT FOR AN EXTERIOR REMODEL OF ARBY’S RESTAURANT, LOCATED AT 745 W. CLOVER ROAD, ASSESSOR’S PARCEL NUMBER 214-180-18; THE APPLICANT IS HARDEEP SINGH AND THE OWNER IS FAITH WU; APPLICATION NUMBER D19-0038
- B. CONDUCT A SCOPING MEETING TO OBTAIN COMMENTS FROM PUBLIC AGENCIES OR OTHER INTERESTED PARTIES REGARDING ISSUES TO BE ANALYZED IN THE COSTCO DEPOT ANNEXATION PROJECT ENVIRONMENTAL IMPACT REPORT – APPLICATION NUMBERS A/P19-0001, D19-0014, and CUP19-0002
- C. CONDUCT A SCOPING SESSION TO OBTAIN COMMENTS FROM PUBLIC AGENCIES AND OTHER INTERESTED PARTIES REGARDING THE ISSUES

TO BE ANALYZED IN THE TRACY ALLIANCE ENVIRONMENTAL IMPACT
REPORT – APPLICATION NUMBER AP20-0003

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

Posted: September 4, 2020

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6000) at least 24 hours prior to the meeting.

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
JULY 8, 2020, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Francis, Vice Chair Hudson, and Chair Orcutt present. Commissioner Wood was absent. Also present were: Bianca Rodriguez, Assistant City Attorney; Bill Dean, Assistant Development Services Director; Robert Armijo, City Engineer; Al Gali, Associate Civil Engineer; Victoria Lombardo, Senior Planner; Gina Peace, Executive Assistant; and Paula Venegas, Recording Secretary.

MINUTES

Chair Orcutt introduced the Minutes from the June 24, 2020 meeting.

ACTION: It was moved by Vice Chair Hudson and seconded by Chair Orcutt to approve the Planning Commission meeting minutes from June 24, 2020.
A roll call vote found all in favor, passed and so ordered; 4-0-1-0.

DIRECTOR'S REPORT REGARDING THIS AGENDA

Bill Dean, Assistant Development Services Director, thanked the Commission as well as all the staff for their assistance in making these virtual Planning Commission meetings successful.

ITEMS FROM THE AUDIENCE

There were no comments from the Public.

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER A VESTING TENTATIVE SUBDIVISION MAP (LARKSPUR ESTATES UNIT 4) TO DIVIDE ONE PARCEL INTO 13 PARCELS ON 1.89 ACRES LOCATED ON THE SOUTH SIDE OF DE BORD DRIVE AND CAIRO COURT, ASSESSOR'S PARCEL NUMBER 246-330-50, AND A DEVELOPMENT REVIEW APPLICATION FOR THE ARCHITECTURE OF 14 SINGLE FAMILY HOMES TO BE PLACED ON THE NEW SUBDIVISION LOTS AS WELL A LOT FORMERLY USED FOR EMERGENCY VEHICLE ACCESS, ASSESSOR'S PARCEL NUMBER 246-310-08; THE APPLICANT**

**AND PROPERTY OWNER IS BRIGHT DEVELOPMENT, CA CORPORATION;
APPLICATION NUMBERS TSM19-0003 AND D20-0005**

Victoria Lombardo, Senior Planner, delivered the staff report.

In accordance with the Fair Political Practices Commission Regulations regarding conflicts of interest, Chair Orcutt announced he would recuse himself from participating in this item because his property is located within 500 feet of the property line of the parcel subject to the Planning Commission's review.

Vice Chair Hudson opened the Public Hearing at 7:21 p.m.

There were no comments from the Public.

Vice Chair Hudson closed the Public Hearing at 7:25 p.m.

Commission and Staff discussion followed.

ACTION: It was moved by Commissioner Francis and seconded by Commissioner Atwal that the Planning Commission recommends that the City Council approve a 13-lot Vesting Tentative Subdivision Map on 1.89 acres located on the south side of De Bord Drive and Cairo Court, Application Number TSM19-0003, and the proposed floor plans and elevations subject to the conditions and based on the findings contained in the Planning Commission Resolution dated July 8, 2020.

A roll call vote found all in favor; passed and so ordered; 3-0-1-1.

2. ITEMS FROM THE AUDIENCE

There were no comments from the Public.

3. DIRECTOR'S REPORT

Mr. Dean expressed his appreciation for the Commission and stated that information regarding this year's virtual APA Conference will be forwarded soon. Chair Orcutt, Vice Chair Hudson, and Commissioner Atwal raised comments and questions in regards to the APA Conference coming up.

4. ITEMS FROM THE COMMISSION

Chair Orcutt spoke to the fact he was again dressed in military fatigues at a meeting. He was on duty that week and according to his schedule, will be on duty for the next regularly scheduled Planning Commission meeting.

Mr. Dean thanked Chair Orcutt for his service.

5. ADJOURNMENT

ACTION: It was moved by Chair Orcutt and seconded by Vice Chair Hudson to adjourn.

A roll call vote found all in favor; passed and so ordered; 4-0-1-0.

Time: 7:36 p.m.

CHAIR

STAFF LIAISON

AGENDA ITEM 1.A

REQUEST

PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW PERMIT FOR AN EXTERIOR REMODEL OF ARBY'S RESTAURANT, LOCATED AT 745 W. CLOVER ROAD, ASSESSOR'S PARCEL NUMBER 214-180-18; THE APPLICANT IS HARDEEP SINGH AND THE OWNER IS FAITH WU; APPLICATION NUMBER D19-0038

DISCUSSION

Background

The property is located at 745 W. Clover Road, on the north side of Clover Road, approximately 300 feet west of Tracy Boulevard. Attachment A includes a location map.

The drive-through restaurant building was built in 1983 and was later converted to the existing Arby's Restaurant. The existing architecture includes stucco, a decorative wood band, and a mansard parapet wall with tile roof material. The drive-through is screened with a solid, stucco wall and covered with a flat roof. The existing elevations can be seen on sheet A-4, Attachment B.

This development review permit application is being reviewed by the Planning Commission as required for all projects located within 500 feet of the freeway as stated in Section 10.08.3950(b)(2) of the Tracy Municipal Code.

Project Description

The proposal is to remodel the building exterior and includes removing most of the existing materials including the decorative wood band, the mansard parapet wall and tile roof material, and removing the solid wall and flat roof that covers the drive-through window.

The new architecture (Attachment C) includes several decorative materials, including brick composite panels and composite panels with horizontal groove reveals. The parapet wall will be an extension of the existing walls, and will also vary in height to provide horizontal variation along the east and west elevations. A red band, composed of composite material, is proposed to replace the wood band. The drive-through window will have a metal canopy cover that acts as an extension of the decorative metal band. There is also a canopy cover on the southwest corner of the structure that is consistent with Arby's current franchise design.

The proposed improvements are consistent with a new design motif required by the Arby's franchise.

No interior improvements are proposed. An existing floor plan has been included as Attachment D.

Site Plan

Minor alterations are proposed to the site plan. A portion of the parking area will be improved to accommodate new accessible parking spaces along the west property boundary, which includes a striped pathway across the drive aisle. All existing landscape planter areas will remain and an additional planter (approximately five feet by 25 feet) will be added adjacent to the north side of the trash enclosure and the east property line. Finally, four large, canopy shade trees will be added in the vacant area along the north of the site. These improvements can be seen on sheet A-1, Attachment E.

California Environmental Quality Act Documentation

The project is categorically exempt from the California Environmental Quality Act, pursuant to Guidelines Section 15301 pertaining to the minor alteration of existing structures where there is negligible or no expansion of an existing use. In accordance with CEQA Guidelines, no further environmental assessment is required.

RECOMMENDATION

Staff recommends the Planning Commission approve the Development Review Permit as indicated in the attached Planning Commission Resolution (Attachment F).

RECOMENDED MOTION

Move that the Planning Commission approve the Development Review Permit for an exterior remodel of Arby's Restaurant, located at 745 W. Clover Road, Assessor's Parcel Number 214-180-18, subject to conditions and based on findings contained in the Planning Commission Resolution dated September 9, 2020.

Prepared by: Genevieve Federighi, Associate Planner

Reviewed by: Alan Bell, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

Attachment A – Location Map

Attachment B – Existing Elevations

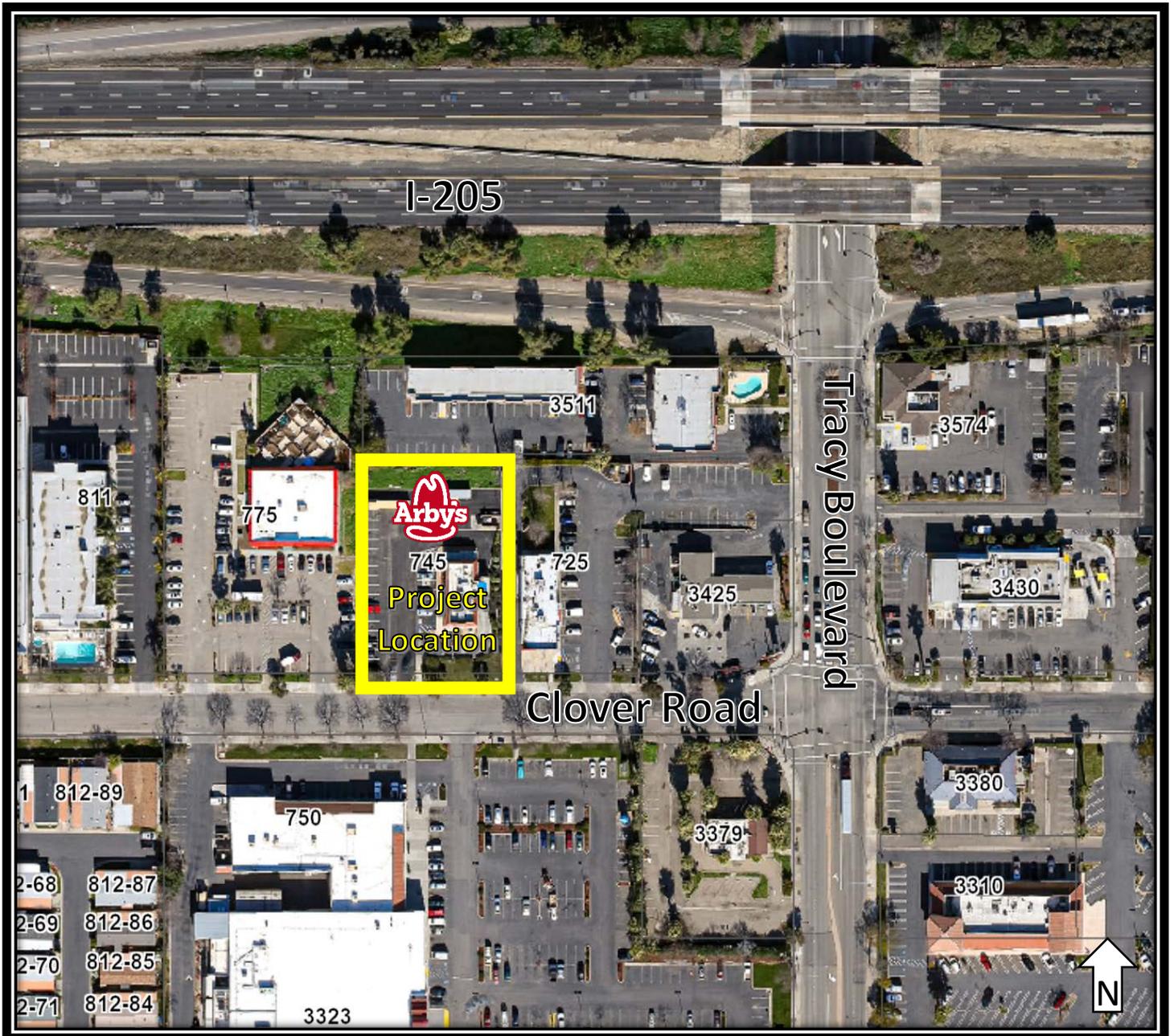
Attachment C – Proposed Elevations

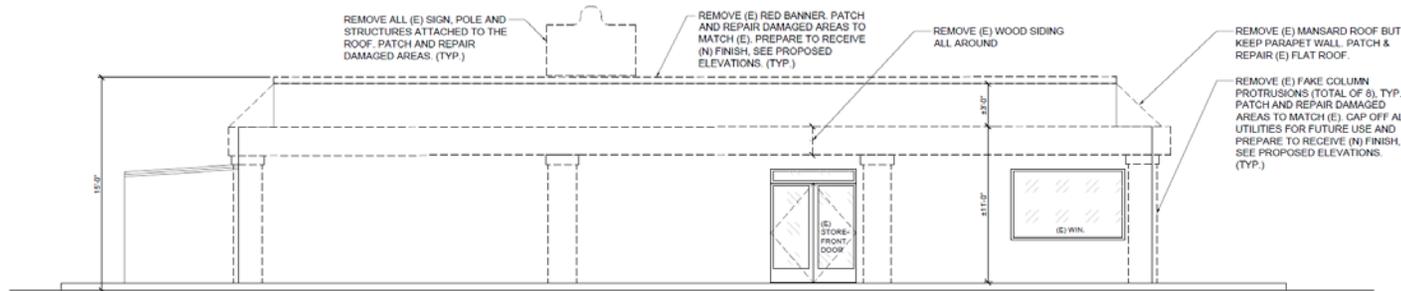
Attachment D – Floor Plan

Attachment E – Site Plan

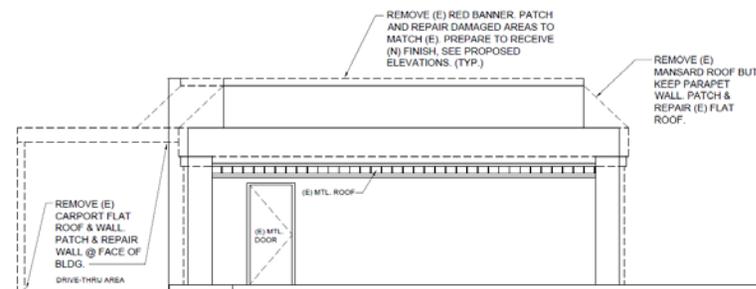
Attachment F – Resolution (including Exhibit 1 – Conditions of Approval)

Project Location Exhibit

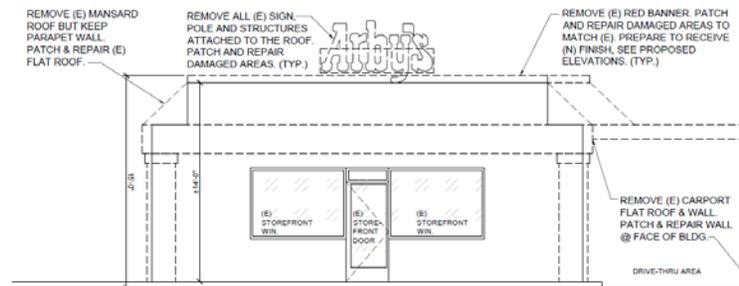




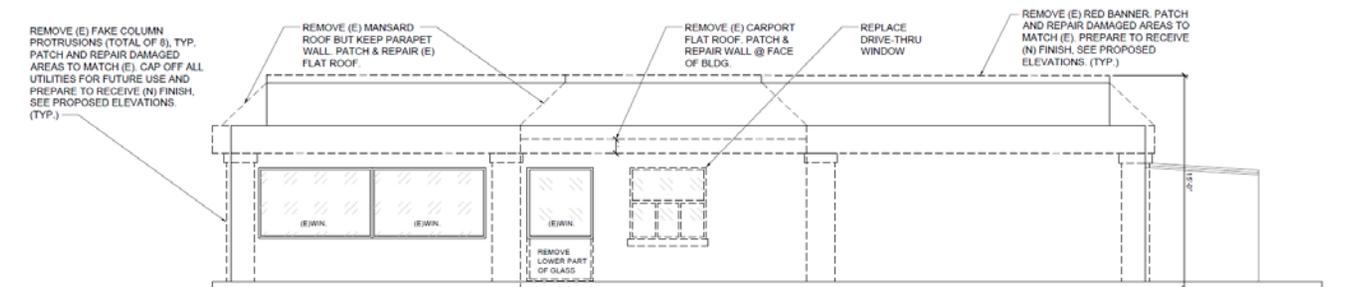
1 EXISTING WEST (PARKING SIDE) ELEVATION
Scale: 1/4" = 1'-0"



3 EXISTING-DEMO NORTH (REAR) ELEVATION
Scale: 1/4" = 1'-0"



2 EXISTING-DEMO SOUTH (FRONT) ELEVATION
Scale: 1/4" = 1'-0"



4 EXISTING EAST (DRIVE-THRU SIDE) ELEVATION
Scale: 1/4" = 1'-0"

DEMOLITION GENERAL NOTES:

- A. CONTRACTORS SHALL VERIFY ALL STRUCTURAL COLUMNS, BEAMS, WALLS AND PROTECT THEM PRIOR TO ANY REMOVAL.
- B. REMOVE ALL ELECTRICAL WIRING DEVICES AND LIGHT FIXTURES FROM DEMOLITION AREAS (REPAIR AND PATCH DAMAGED AREAS AFTER REMOVAL).
- C. GENERAL CONTRACTOR SHALL REMOVE & CAP OFF ALL EXPOSED UTILITIES SUCH AS GAS, WATER AND POWER LINES RELATED TO DEMOLITION AREAS.

| LEGEND: | |
|--|-------------------|
| EXISTING TO REMAIN | --- & SOLID LINE |
| EXISTING TO BE REMOVED | --- & HIDDEN LINE |
| ALL EXISTING TO REMAIN UNLESS NOTED OTHERWISE. | |

| Issued for | Date |
|------------|------|
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| | |
| | |

Owner:
Hardeep Singh
745 W. Clover Rd.,
Tracy, CA 95376

Project site:

Arby's
745 W. CLOVER RD.
TRACY, CA 95376

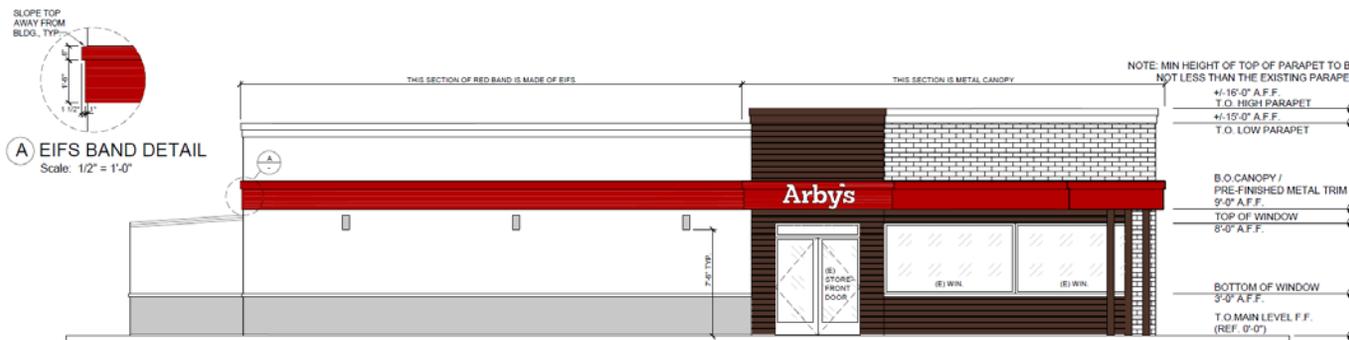
Drawing title:

EXISTING
ELEVATIONS

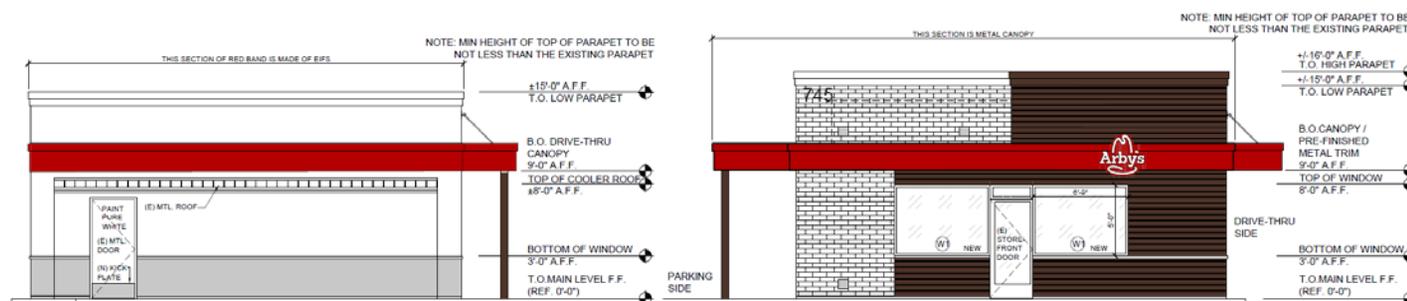
Plot Date: 09-27-2020
Drawn by: G.G.

Engineer Stamp
REGISTERED PROFESSIONAL ENGINEER
No. C24023
ADMAN HINDYCH
Exp. 03/31/21
STATE OF CALIFORNIA

Sheet No.:



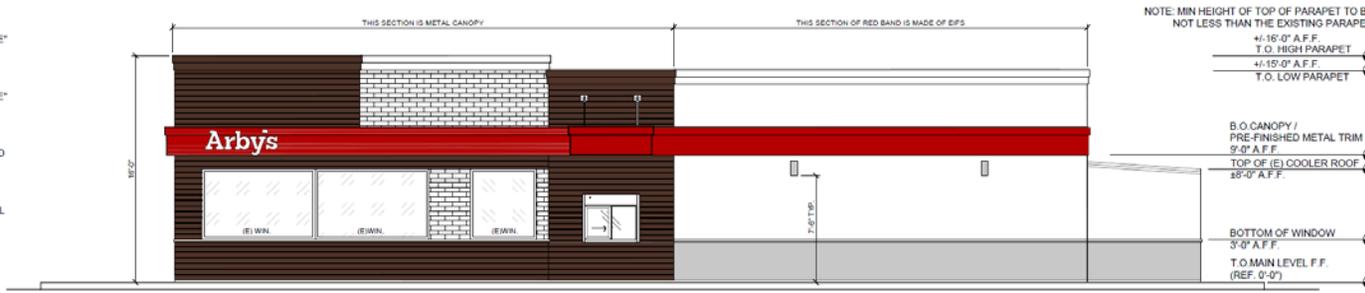
1 PROPOSED WEST (PARKING SIDE) ELEVATION
Scale: 1/4" = 1'-0"



2 PROPOSED SOUTH (FRONT) ELEVATION
Scale: 1/4" = 1'-0"

3 PROPOSED NORTH (REAR) ELEVATION
Scale: 1/4" = 1'-0"

-  SHERWIN WILLIAMS # SW 7005 "PURE WHITE" BRICK PATTERN EIFS / VENEER
-  SHERWIN WILLIAMS # SW 7005 "PURE WHITE" SATIN FINISH
-  SHERWIN WILLIAMS # SW 2908 "ROCK WOOD DARK BROWN" SATIN FINISH
-  SHERWIN WILLIAMS # SW 7024 "FUNCTIONAL GAY" SATIN FINISH
-  SHERWIN WILLIAMS # SW 6869 "STOP RED" SATIN FINISH



4 PROPOSED EAST (DRIVE-THRU SIDE) ELEVATION
Scale: 1/4" = 1'-0"

| Issued for | Date |
|------------|------|
| | |
| | |
| | |

Owner:
Hardeep Singh
745 W. Clover Rd.,
Tracy, CA 95376

Project title:

Arby's
745 W. CLOVER RD.,
TRACY, CA 95376

Drawing title:

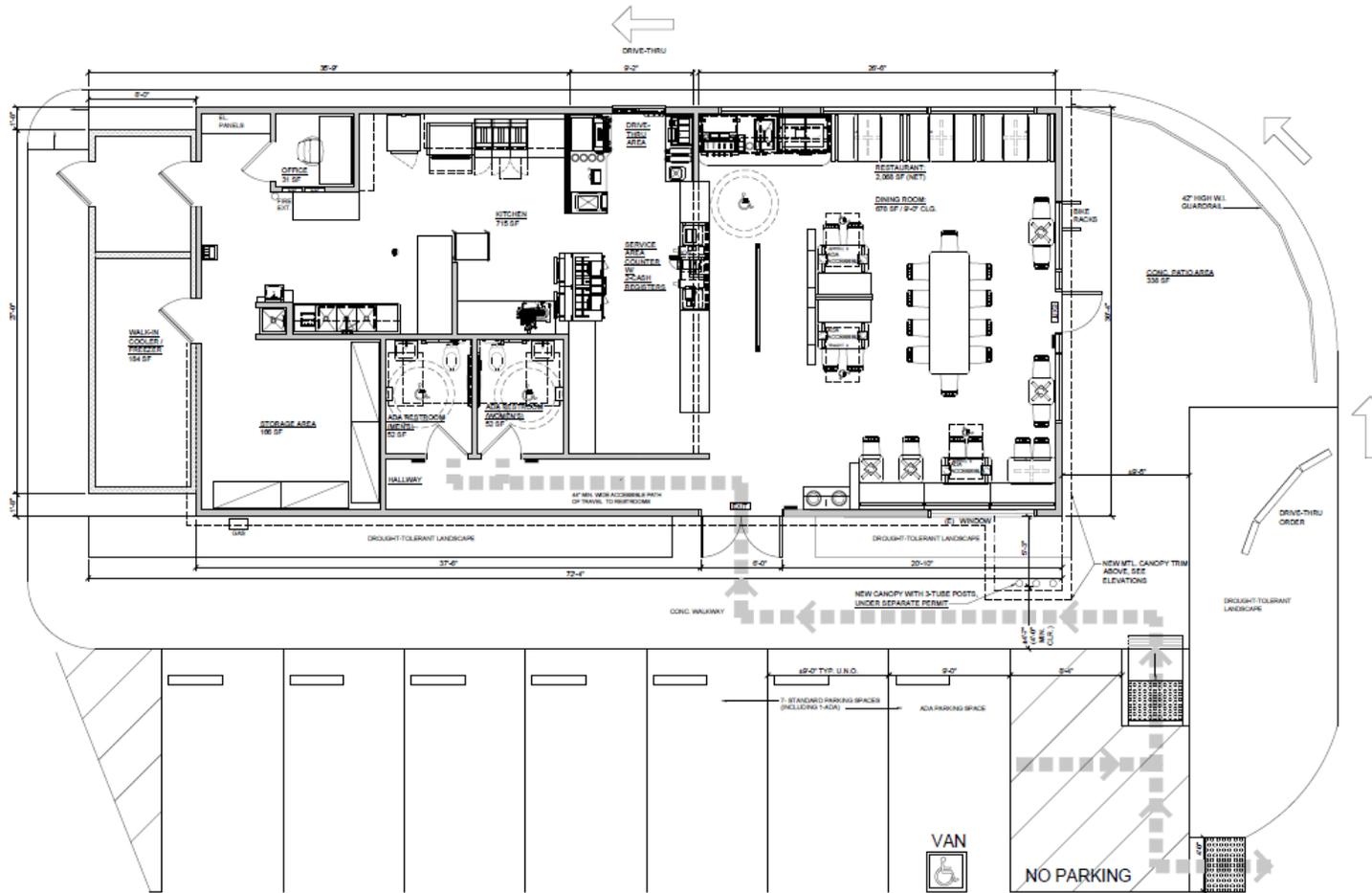
PROPOSED
EXTERIOR
ELEVATIONS

Plot Date: 08-27-2020
Drawn by: G.S.

Engineer Stamp
REGISTERED PROFESSIONAL ENGINEER
No. C240223
ADNAN HADYEV
Exp. 03/31/21
CIVIL
STATE OF CALIFORNIA

Sheet No.:

A-4



NOTE: ALL EXISTING UNLESS NOTED OTHERWISE.

EXISTING FLOOR PLAN

SCALE
1/4" = 1'-0"

| Issued for | Date |
|------------|------|
| | |
| | |
| | |
| | |

Owner:
Hardeep Singh
745 W. Clover Rd.,
Tracy, CA 95376

Project Title:

Arby's
745 W. CLOVER RD.
TRACY, CA 95376

Drawing Title:

EXISTING
FLOOR PLAN

Plot Date: 06-27-2020

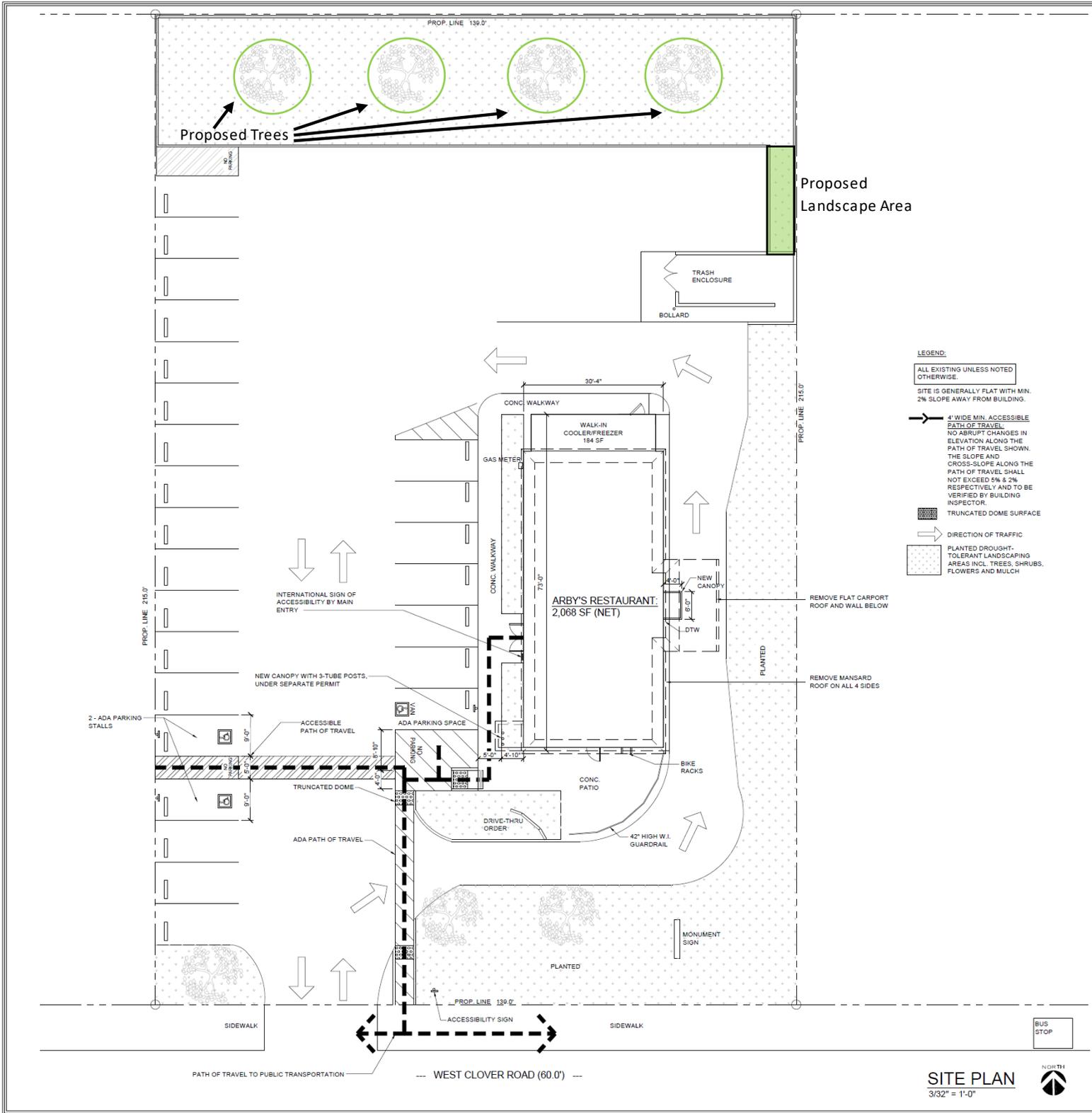
Drawn by: G.D.

Engineer Stamp



Sheet No.:

A-2



SITE PLAN
3/32" = 1'-0"



RESOLUTION 2020-_____

APPROVING A DEVELOPMENT REVIEW PERMIT FOR AN EXTERIOR REMODEL OF ARBY'S RESTAURANT, LOCATED AT 745 W. CLOVER ROAD, ASSESSOR'S PARCEL NUMBER 214-180-18; THE APPLICANT IS HARDEEP SINGH AND THE OWNER IS FAITH WU. APPLICATION NUMBER D19-0038

WHEREAS, Hardeep Singh submitted an application for a Development Review Permit approving an exterior remodel of the Arby's restaurant, located at 745 W. Clover Road on December 2, 2019, and

WHEREAS, The subject property is zoned Highway Services (HS) where eating and/or drinking establishment that do not serve alcohol and provide entertainment after 11:00pm are classified in Use Group 40, pursuant to Tracy Municipal Code Section 10.08.2880(a), such uses are permitted, and

WHEREAS, In accordance with Section 10.08.3950(b) of the Tracy Municipal Code, the Planning Commission is empowered to approve or to deny development review permit applications for sites located within 500 feet of the freeway, and

WHEREAS, The Project is categorically exempt from the California Environmental Quality Act requirements under Guidelines Section 15301 pertaining to the minor alteration of existing structures where there is no expansion of an existing use and therefore, no further environmental assessment is required, and

WHEREAS, The Planning Commission held a public hearing to review and consider the Development Review applications on September 9, 2020;

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission does hereby approve the Development Review Permit for the exterior remodel of the Arby's Restaurant located at 745 W. Clover Road (D19-0038), based on the following findings and subject to the conditions as stated in Exhibit "1" attached and made part hereof:

1. The proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy. The proposed improvements are cosmetic, intended to update the appearance of the restaurant building. No changes to the restaurant operation or its size are proposed. Additionally, new landscaping is proposed to enhance the undeveloped portion of the site and landscape areas that have been removed since the original approval will be re-established to further enhance the quality of the site.
2. The proposal conforms to this chapter, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations. The Arby's Restaurant is consistent with the land uses allowed by the General Plan and zoning of the site, and the proposed improvements are consistent with the Commercial General Plan designation and Highway Service Zoning of the site. No changes are proposed to the restaurant land use or the previously approved site design.

The foregoing Resolution 2020-_____ was adopted by the Planning Commission on the 9th day of September 2020, by the following vote:

| | |
|----------|---------------------|
| AYES: | COMMISSION MEMBERS: |
| NOES: | COMMISSION MEMBERS: |
| ABSENT: | COMMISSION MEMBERS: |
| ABSTAIN: | COMMISSION MEMBERS: |

CHAIR

ATTEST:

STAFF LIAISON

Exhibit 1
Arby's Restaurant Remodel
Conditions of Approval
Application Number D19-0038
September 9, 2020

These Conditions of Approval shall apply to the real property described as the Arby's Restaurant Exterior Remodel Development Review, Application Number D19-0038. The subject property is located at 745 W. Clover Road (APN 214-180-18).

A. The following definitions shall apply to these Conditions of Approval:

1. "Applicant" means any person, or other legal entity, defined as a "Developer."
2. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed engineer designated by the City Manager, or the Development Services Director, or the City Engineer to perform the duties set forth herein.
3. "City Regulations" means all written laws, rules and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, and the City's Design documents (the Streets and Utilities Standard Plans, Design Standards, Parks and Streetscape Standard Plans, Standard Specifications, and Manual of Storm Water Quality Control Standards for New Development and Redevelopment, and Relevant Public Facilities Master Plans).
4. "Conditions of Approval" shall mean the conditions of approval applicable to the real property described as Arby's Restaurant Exterior Remodel Development Review, Application Number D19-0038. The subject property is located at 745 W. Clover Road (APN 214-180-18).
5. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.
6. "Project" means Development Review Application Number D19-0038 located on the real property at 745 W. Clover Road (APN 214-180-18).
7. "Property" means the real property located at 745 W. Clover Road (APN 214-180-18).

B. Conditions of Approval:

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

Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 15000, *et seq.*, "CEQA Guidelines").

2. Unless specifically modified by these Conditions of Approval, the Project shall comply with all City Regulations.
3. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all mitigation measures identified in the General Plan Environmental Impact Report, dated February 1, 2011.
4. 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.
5. Except as otherwise modified herein, all construction shall be consistent with the plans received by the Development Services Department on September 1, 2020.
6. Prior to final inspection, the applicant shall install at least four canopy shade trees, in the undeveloped area on the north side of the site, to the satisfaction of the Development Services Director. The trees shall be minimum 24-inch box, sufficiently watered by the site's on-site automatic irrigation system, and planted in accordance with City standards.
7. Prior to final inspection, the applicant shall install shrubs along the west of the building, in the existing planters and along the proposed landscape strip along the east property boundary, between the trash enclosure and the undeveloped portion of the site. The shrubs shall be installed approximately 5-7 feet apart, as appropriate for the size of shrubs planted, at a minimum size of 5 gallons. Live plant material, including ground cover, shall be used to fill the areas not covered by shrubs.
8. Prior to issuance of a building permit, an Agreement for Maintenance of Landscape and Irrigation Improvements shall be executed and financial security submitted to the Development Services Department. The Agreement shall ensure maintenance of the on-site landscape and irrigation improvements for a period of two years. Said security shall be equal to the actual material and labor costs for installation of the on-site landscape and irrigation improvements, or \$2.50 per square foot of on-site landscape area.
9. Prior to the issuance of a building permit, the applicant shall provide a detailed landscape and irrigation plan consistent with City landscape and irrigation standards, including, but not limited to Tracy Municipal Code TMC Section 10.08.3560 to the satisfaction of the Development Services Director; and consistent with the applicable portions of TMC Chapter 11.2.8, Article 8 Water Efficient Landscape Ordinance to the satisfaction of the Utilities Director.

10. 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 visible from Clover Road, Tracy Boulevard, I-205, or any other public right-of-way. All roof-mounted equipment shall be contained within the roof well or screened from view from public rights-of-way by the roof or building, to the satisfaction of the Development Services Director.
11. All vents, gutters, downspouts, flashing, electrical conduit, gas meters, bollards, electrical panels and doors, and other wall-mounted or building-attached utilities shall be painted to match the color of the adjacent building surface to the satisfaction of the Development Services Director.
12. Prior to final inspection, the storage container located in the parking area must be removed from the site, to the satisfaction of the Development Services Director.
13. No signs are approved as part of this development application. Prior to the installation of any new signs, the applicant shall submit a sign permit application and receive approval from the Development Services Director in accordance with City Regulations.
14. Prior to building permit issuance and construction of the exterior alterations, applicant shall submit construction documents, plans, specifications and/or calculations to the Building Safety Division, which meet all requirements of Title 24 California Code of Regulations and City of Tracy Municipal Codes, as applicable. Based on the total number of parking spaces provided (26 total), a minimum of two accessible parking stalls will be required per CBC 11B-208.2. Plans submitted for review shall demonstrate compliance. An Accessibility Budget Calculation form will be required to accompany the above submittal.

AGENDA ITEM 1.B

REQUEST

CONDUCT A SCOPING MEETING TO OBTAIN COMMENTS FROM PUBLIC AGENCIES OR OTHER INTERESTED PARTIES REGARDING ISSUES TO BE ANALYZED IN THE COSTCO DEPOT ANNEXATION PROJECT ENVIRONMENTAL IMPACT REPORT – APPLICATION NUMBERS A/P19-0001, D19-0014, and CUP19-0002

DISCUSSION

Purpose of Meeting

The purpose of this agenda item is to receive input from public agencies or other interested parties regarding the scope and content of the Environmental Impact Report (EIR) that will be prepared for the Costco Depot Annexation Project. California Environmental Quality Act (CEQA) Guidelines require a scoping meeting for certain projects that include an Environmental Impact Report (EIR).

Project Description

The Project site is approximately 103 acres and located at 16000 W. Schulte Road, on the south side of Schulte Road, approximately 800 feet east of Hansen Road. A vicinity map is contained in the Notice of Preparation, Attachment A.

The proposed Project includes annexation into the City, a Development Review Permit, and a Conditional Use Permit to allow meat processing. The proposal includes the construction and subsequent operation of two Costco warehouse and distribution buildings totaling approximately 1,782,317 square feet. The Project would also include the required circulation, parking, and utility improvements.

The applicant would like to annex into the City, and make improvements to the site to provide two warehouse and distribution buildings, which will be used to support Costco's ongoing distribution and e-commerce facilities in the area.

CEQA Requirements

In accordance with CEQA requirements, an EIR is required to analyze the potential environmental effects of the Project. The Notice of Preparation (NOP) for this Project EIR was published on August 28, 2020 (Attachment A). Through the NOP, public agencies and other parties are asked to provide input with respect to areas or issues that should be analyzed in the EIR.

CEQA Guidelines require a scoping meeting for this EIR project to provide an opportunity for the lead agency (the City of Tracy) to consult directly with public agencies or other interested parties who may be concerned about the environmental effects of a project. Scoping may help identify project alternatives, mitigation measures, or

significant effects to be analyzed in the EIR. A list of probable environmental effects anticipated to be analyzed in the EIR is contained in the attached NOP.

The notice of tonight's scoping meeting, including a link to the NOP on the City's website, was sent to approximately 50 public and private agencies and other interested parties.

Next Steps

A Draft EIR preparation is underway. The Draft EIR is anticipated to examine the environmental factors identified on page 23 of the Initial Study, Attachment A.

RECOMMENDATION

Staff recommends that the Planning Commission receive input from any interested parties regarding issues or alternatives that should be evaluated in the EIR.

RECOMMENDED MOTION

(No action, other than to receive input on issues to be evaluated in the EIR, is necessary by the Planning Commission.)

Prepared by: Genevieve Federighi, Associate Planner

Reviewed by: Alan Bell, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

Attachment A – CEQA Notice of Preparation (with attached Initial Study)



INITIAL STUDY / NOTICE OF PREPARATION

FOR THE

TRACY COSTCO DEPOT PROJECT

AUGUST 2020

Prepared for:

City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376

Prepared by:

De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

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

A Land Use Planning, Design, and Environmental Firm



INITIAL STUDY / NOTICE OF PREPARATION

FOR THE

TRACY COSTCO DEPOT PROJECT

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333 Civic Center Plaza
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(916) 580-9818

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

DATE: August 28, 2020

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

SUBJECT: Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Tracy Costco Depot Project

LEAD AGENCY: City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376

PROJECT PLANNER: Genevieve Federighi, Associate Planner
Genevieve.Federighi@cityoftracy.org
(209) 831-6435

PURPOSE OF NOTICE: This is to notify public agencies and the general public that the City of Tracy, as the Lead Agency, will prepare an Environmental Impact Report (EIR) for the Tracy Costco Depot Project. The City of Tracy is interested in the input and/or comments of public agencies and the public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Responsible/trustee agencies will need to use the EIR prepared by the City of Tracy when considering applicable permits, or other approvals for the proposed project.

COMMENT PERIOD: Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, September 30, 2020.

Please send your comments/input (including the name for a contact person in your agency) to: Attn: Genevieve Federighi at the City of Tracy, 333 Civic Center Plaza, Tracy, CA 95376; or by e-mail to Genevieve.Federighi@cityoftracy.org.

SCOPING MEETING: On Wednesday, September 9, the City of Tracy will conduct a public scoping meeting during the Planning Commission meeting to solicit input and comments from public agencies and the general public on the proposed project and scope of the EIR. Due to COVID-19, this meeting will be held on-line at 7:00 PM.

This meeting will be held on-line via a Webex, and interested parties may join the Webex scoping meeting to review the proposed project exhibits and submit on-line comments beginning at 7:00 PM. Representatives from the City of Tracy and the EIR consultant team will be available via the Webex scoping meeting to address questions regarding the EIR process and scope. All interested persons may submit statements orally during the meeting by visiting the City's WebEx Event at <https://cityoftracyevents.webex.com> and using the following Event Number: 126 086 2910 and Event Password: Planning1; or via phone by dialing (209) 831-6010 during the public comment portion of this item. If you have any questions regarding the scoping meeting, contact Genevieve Federighi, Associate Planner, at (209) 831-6435 or Genevieve.Federighi@cityoftracy.org.

PROJECT LOCATION AND SETTING: The Tracy Costco Depot Project site (project site) is located at 16000 West Schulte Road in unincorporated San Joaquin County, California (Figures 1 and 2). The project site is within the Tracy Sphere of Influence (SOI) and is immediately adjacent to the Tracy city limits to the north of the site. The Assessor's Parcel Number (APN) for the project site is 209-230-02. The project site totals approximately 103 acres of undeveloped land previously used for agricultural purposes (Figure 3 of Initial Study). The elevation of the site ranges from approximately 148 feet to 187 feet above mean sea level.

Surrounding land uses include warehouse distribution and other industrial uses to the north (within the Cordes Ranch Specific Plan Area, located in the City of Tracy), vacant agricultural land within unincorporated San Joaquin County to the east, the Delta Mendota Canal and agricultural land within unincorporated San Joaquin County to the south, and a rural residence, CalFire station, and Delta Mendota Canal to the west (within unincorporated San Joaquin County).

PROJECT DESCRIPTION: The project would include the construction and subsequent operation of two Costco warehouse and distribution buildings (1,264,066 square feet [sf] and 536,251 sf) totaling approximately 1,782,317sf on the 103-acre project site (Figure 4 of the Initial Study). The project would also include the required circulation, parking, and utility improvements. The proposed warehouses will be used to support Costco's ongoing distribution and e-commerce facilities in the area. Additionally, the warehouses may include cold storage for Costco's meat processing plant in Tracy, as well as food processing and canning.

For more details regarding the operations, architecture, energy-efficient project components, landscaping, circulation, and utility improvements, please see the Project Description in the attached Initial Study.

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

If the City Council of the City of Tracy certifies the EIR in accordance with CEQA requirements, the City may use the EIR to support the following actions:

- Pre-zone of the property to the City's M-1 Light Industrial zoning district;
- Annexation of the project site into the City (which requires approval by the San Joaquin County Local Agency Formation Commission [LAFCO]);
- Development review permit for building design, landscaping, and other site features;

- A Conditional Use Permit to allow for food processing and canning in the M-1 Zoning District;
- Building, grading, and other permits as necessary for project construction;
- Adopt a Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may rely on the certified EIR to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin LAFCO – Annexation of the project site would be required.
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction activities would be subject to the SJVAPCD codes and requirements.

AREAS OF POTENTIAL IMPACTS: The Draft EIR will examine most of the environmental areas contained in Appendix G of the State CEQA Guidelines. The topics to be addressed in the Draft EIR include: Aesthetics, Agricultural and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gases and Climate Change, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation, Tribal Cultural Resources, Utilities, Cumulative Impacts, and Growth Inducing Impacts.

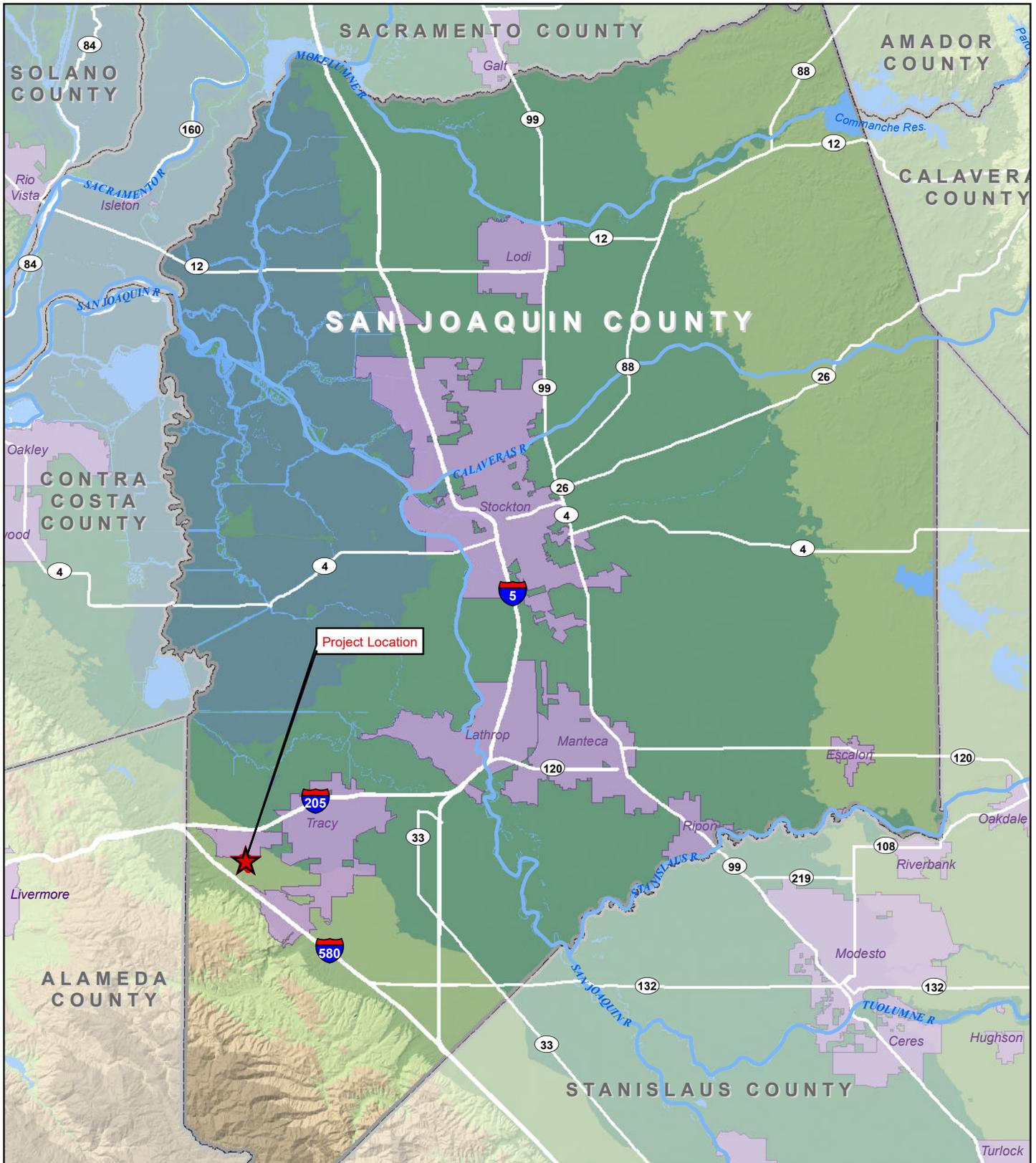
INITIAL STUDY: An Initial Study has been prepared for this project. The Initial Study identifies environmental areas/issues that would result in No Impact or a Less than Significant Impact, and environmental areas/issues that would result in a Potentially Significant Impact. All Potentially Significant Impact areas/issues will be addressed in greater detail in the Draft EIR. Areas/issues that would result in No Impact or a Less than Significant Impact, as identified in the Initial Study, will not be addressed further in the Draft EIR.

ADDITIONAL INFORMATION: A copy of the Initial Study is available on the City’s website at: <https://www.cityoftracy.org/?navid=595>.

Signature: _____  _____ Date: 8/26/20

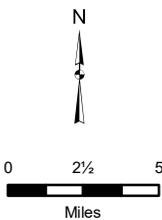
Name/Title: Genevieve Federighi, Associate Planner

Phone/Email: (209)831-6435 Genevieve.Federighi@cityoftracy.org



Legend

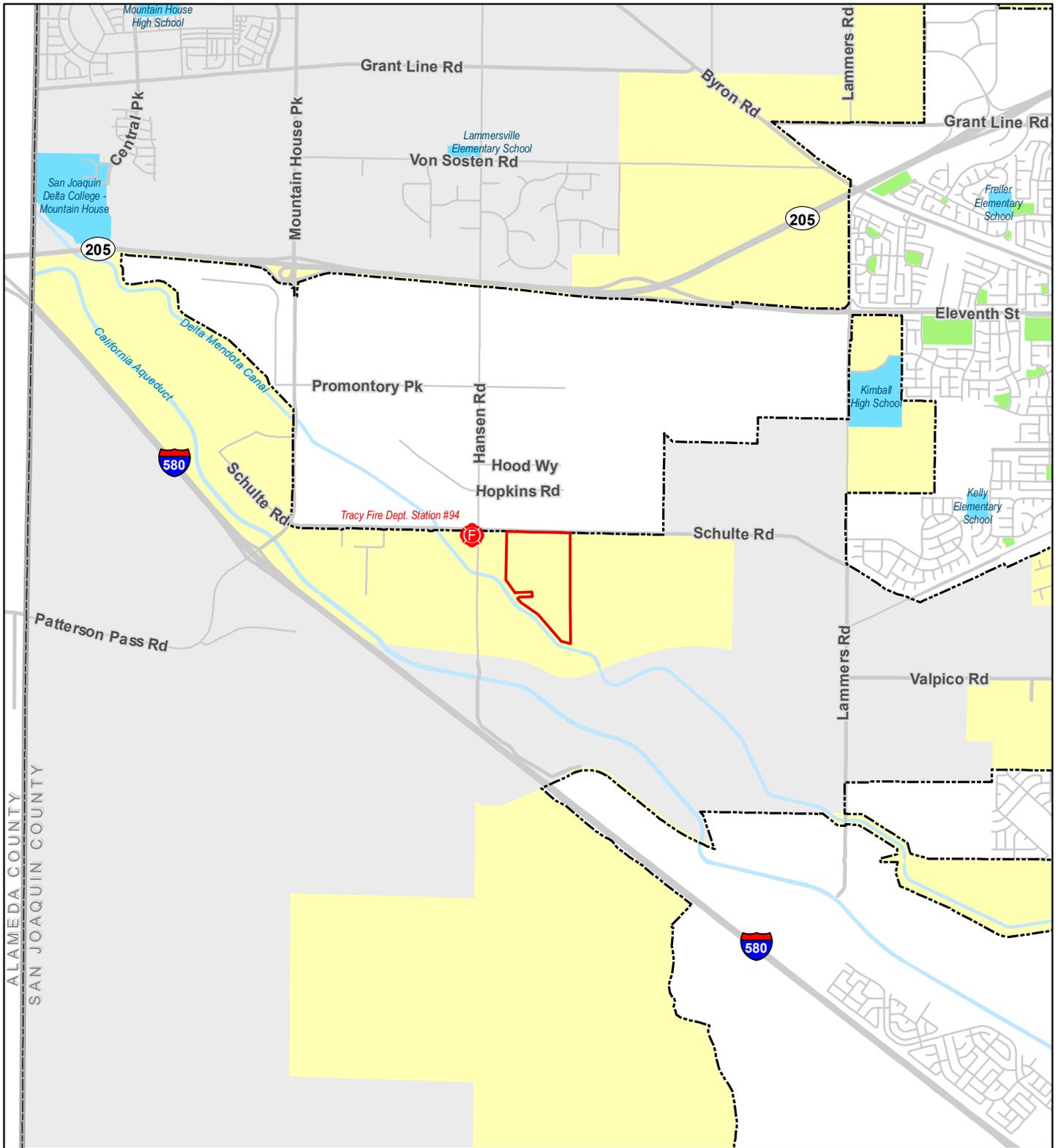
-  Project Location
-  County Boundary
-  City Area



TRACY COSTCO DEPOT PROJECT

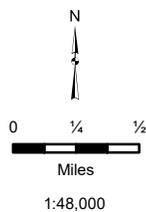
Figure 1. Regional Location Map

Sources: CalAtlas; San Joaquin, Stanislaus, Sacramento, Solano, Contra Costa, and Alameda Counties. Map date: October 22, 2019.



Legend

- Project Boundary
- Tracy City Limits
- Tracy Sphere of Influence
- San Joaquin County
- School
- Park
- F Fire Station



TRACY COSTCO DEPOT PROJECT

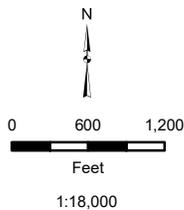
Figure 2. Project Vicinity

Sources: San Joaquin County GIS. Map date: October 25, 2019. Revised: June 2, 2020.



Legend

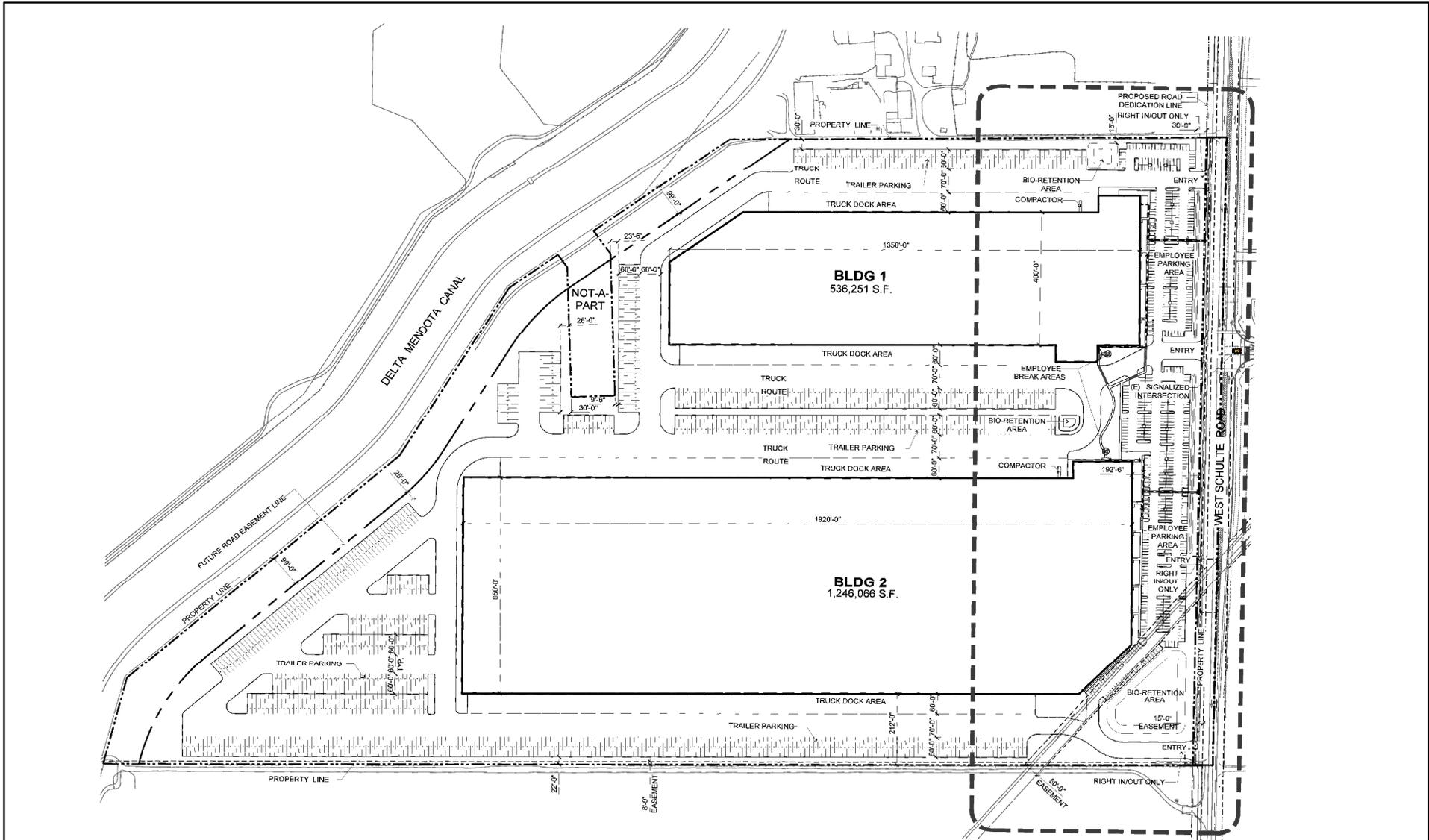
 Project Boundary



TRACY COSTCO DEPOT PROJECT

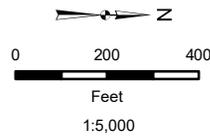
Figure 3. Aerial View of Project Site

Sources: San Joaquin County GIS; ArcGIS Online World Imagery Map Service.
Map date: October 25, 2019. Revised: June 2, 2020.



TRACY COSTCO DEPOT PROJECT

Figure 4. Site Plan



Source: David Babcock + Associates, May 15, 2020. Map date: June 2, 2020.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Tracy Costco Depot Project

LEAD AGENCY NAME AND ADDRESS

City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376

CONTACT PERSON AND PHONE NUMBER

Genevieve Federighi, Associate Planner
City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376
Genevieve.Federighi@cityoftracy.org
(209) 831-6435

PROJECT SPONSOR'S NAME AND ADDRESS

Costco Wholesale
999 Lake Drive
Issaquah, WA 98027

PROJECT LOCATION AND SETTING

The Tracy Costco Depot Project site (project site) is located at 16000 West Schulte Road in unincorporated San Joaquin County, California (Figures 1 and 2). The project site is within the Tracy Sphere of Influence (SOI) and is immediately adjacent to the Tracy city limits to the north of the site. The Assessor's Parcel Number (APN) for the project site is 209-230-02. The project site totals approximately 103 acres of undeveloped land previously used for agricultural purposes (Figure 3). The elevation of the site ranges from approximately 148 feet to 187 feet above mean sea level (MSL).

Surrounding land uses include warehouse distribution and other industrial uses to the north (within the Cordes Ranch Specific Plan Area, located in the City of Tracy), vacant agricultural land within unincorporated San Joaquin County to the east, the Delta Mendota Canal and agricultural land within unincorporated San Joaquin County to the south, and a rural residence, CalFire station, and Delta Mendota Canal to the west (within unincorporated San Joaquin County).

PROJECT DESCRIPTION

The project would include the construction and subsequent operation of two Costco warehouse and distribution buildings (approximately 1,264,066 square feet [sf] and 536,251 sf) totaling approximately 1,782,317 sf on the 103-acre project site. The project would also include the required circulation, parking, and utility improvements.

COSTCO OPERATIONS AND EMPLOYMENT

The proposed warehouses will be used to support Costco's ongoing distribution and e-commerce facilities in the area. Additionally, the warehouses may include cold storage for Costco's meat processing plant in Tracy, as well as food processing and canning.

The project would operate 24 hours a day, seven days a week, to provide support to Costco's retail warehouse facilities in northern California. The project applicant anticipates that an average of about 100 trucks and 300 trailers would be parked on site at any given time, with the typical truck size being approximately 70 feet long for double-axle trailers. The parking demand would fluctuate day-to-day. It is anticipated that the project would employ up to approximately 400 full time employees. The parking that would be provided on-site to support the project operations and employment is discussed further below.

WAREHOUSE ARCHITECTURE

The maximum height of the building components would be 53.5 feet (for the pewter cast vertical metal panels), while the majority of the warehouse would be 48 feet. The proposed warehouse design is contemporary and uses a variety of massing and materials for the scale of the building. Architectural metal with varied textures and horizontal and vertical orientations would be used, while varying parapet cap heights would break up the long elevations both horizontally and vertically in order to conceal rooftop-mounted mechanical equipment. The proposed color palette is composed of warm natural earth tones, which would relate to the adjacent Cordes Ranch Specific Plan development to the north of the project site. These techniques of breaking a long elevation into smaller elements with varied materials and colors would create architecturally interesting warehouse buildings while minimizing the visual impact of the large-scale structures.

ENERGY-EFFICIENT PROJECT COMPONENTS

In an effort to reduce energy consumption and promote sustainability, the proposed project would incorporate many energy saving measures when constructing the facility. Below are some of the significant practices that Costco will incorporate into the proposed project and overall operations that help conserve energy and other natural resources, all of which would be incorporated into the proposed facility:

1. Parking lot light standards are designed to provide even light distribution, and utilize less energy compared to a greater number of fixtures at lower heights. LED lamps provide a higher level of perceived brightness with less energy than other lamps such as high-pressure sodium.
2. New and renewable building materials are typically extracted and manufactured within the region. When masonry and concrete are used, the materials purchased are local to the project, minimizing the transportation and impact to road networks.
3. Main building structures are pre-engineered systems that use 100% recycled steel materials and are designed to minimize the amount of material utilized. The use of these pre-manufactured building components, including structural framing and metal panels, helps to minimize waste during construction.
4. Pre-manufactured metal wall panels with insulation are used which meets or exceeds current energy code requirements. Building heat absorption is further reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.

5. Roof materials are 100% recycled standing seam metal panel, designed to maximum efficiency for spanning the structure. Reflective cool roof materials are used to produce lower heat absorption and thereby lowering energy requirements during the hot summer months. This roofing material meets the requirements for the U.S. Environmental Protection Agency's (EPA's) Energy Star energy efficiency program. The roof structure is designed to support solar arrays in the event that Costco determines the installation to be practical.
6. A substantial amount of the plant material for new facilities is native and drought tolerant and will use less water than other common species.
7. Irrigation systems for new facilities include the use of deep root watering bubblers for parking lot trees to minimize usage and ensure that water goes directly to the intended planting areas.
8. Storm water management plans are designed to maintain quality control and storm water discharge rates based on the City's requirements.
9. High-efficiency restroom fixtures are used, which achieve a 40% decrease and water savings over U.S. standards.
10. Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to the high efficiency standards.
11. HVAC comfort systems are controlled by a computerized building management system to maximize efficiency. Costco's HVAC units are high efficiency direct ducted units. HVAC units have phased out the use of hydrochlorofluorocarbons completely, long before the Montreal Protocol timeline.
12. Energy efficient Transformers (i.e., Square D Type EE transformers) are used.
13. Variable speed motors are used on make-up air units and booster pumps.
14. Gas water heaters are direct vent and 94% efficient or greater.
15. Reclaim tanks are used to capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.
16. Construction waste is recycled whenever possible.
17. Lighting systems are designed with employee controllability in mind. Lighting is controlled by timers but over-ride switches are provided for employee use.
18. Carbon dioxide (CO₂) levels are monitored throughout warehouses.
19. Extensive recycling/reuse programs are implemented for warehouse and office space, including tires, cardboard, grease, plastics and electronic waste.
20. Suppliers are required to reduce packaging and consider alternative packaging solutions.
21. The expansion by this project to the existing Tracy Depot distribution facilities would allow for increased capacity and storage of products to minimize miles traveled for delivery.
22. Deliveries are made in full trucks whenever feasible.
23. All Costco trucks are equipped with an engine idle shut off timers.

LANDSCAPE PLAN

The landscape plan includes a mix of drought-tolerant shrubs and grasses, and a variety of shade trees would be used throughout the parking field and along the project perimeter that are appropriate for the climate in Tracy. The landscape design and plant palette will complement the existing development and streetscape planting established by the International Park of Commerce within the Cordes Ranch Specific Plan Area to the north. The general pattern of landscape islands in the parking field would be one island per five lineal parking spaces in order to meet shading requirements for the parking lot. Three treatment planters are shown on the site plan located on the northeast and northwest portion of the site to provide for detention and water

quality treatment of the storm water runoff generated by the project. The perimeter of the site, including office break areas, will be landscaped with a variety of grasses and oak trees per the preliminary landscape plan.

PROJECT CONSTRUCTION

Construction will be completed in two separate phases with a portion of the project site developed and made operational prior to the remaining portion. Initial construction may include the cold storage for Costco's meat processing plant in Tracy. Additional warehouse space will be constructed to complement and support Costco's ongoing distribution and e-commerce facilities in the area. Phase 1 is anticipated to be completed within two years after building permits are received and will include construction of the 536,251-sf warehouse in the western half of the site, as well as the associated parking areas and stormwater features along West Schulte Road. Phase 2 construction will commence shortly thereafter, depending on business conditions and business needs, and will include construction of the 1,246,066-sf warehouse building and remaining parking areas. Phase 2 is anticipated to be completed approximately five years later.

Table 1 shows the anticipated off-road construction equipment that will be utilized for the proposed project.

Table 1: Construction Equipment List

| <i>Equipment Type</i> | <i>Unit Amount</i> | <i>Hours/Day</i> | <i>Horsepower</i> | <i>Load Factor</i> |
|------------------------------------|--------------------|------------------|-------------------|--------------------|
| Site Preparation Phase | | | | |
| Rubber Tired Dozers | 2 | 8 | 247 | 0.40 |
| Tractors/Loaders/Backhoes | 6 | 8 | 97 | 0.37 |
| Grading Phase | | | | |
| Excavators | 2 | 8 | 158 | 0.38 |
| Graders | 2 | 8 | 187 | 0.41 |
| Rubber Tired Dozers | 1 | 8 | 247 | 0.40 |
| Scrapers | 4 | 8 | 367 | 0.48 |
| Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| Building Construction Phase | | | | |
| Cranes | 1 | 7 | 231 | 0.29 |
| Forklifts | 3 | 8 | 89 | 0.20 |
| Generator Sets | 1 | 8 | 84 | 0.74 |
| Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| Welders | 1 | 8 | 46 | 0.45 |
| Paving Phase | | | | |
| Pavers | 2 | 8 | 130 | 0.42 |
| Paving Equipment | 2 | 8 | 132 | 0.36 |
| Rollers | 4 | 8 | 80 | 0.38 |
| Architectural Coating Phase | | | | |
| Air Compressors | 1 | 6 | 78 | 0.48 |

SOURCE: DAVIS BABCOCK + ASSOCIATES, JUNE 2020.

A construction staging area will be provided on-site, and the entire project site would be graded as part of the proposed project construction. The project would be constructed in two phases, and both phases would be individually graded before construction of each phase begins. Additionally, Phase 1 would cut approximately 164,000 cubic yards and would fill approximately 6,000 cubic yards. Phase 2 would cut approximately 95,000 cubic yards and would fill approximately 184,000 cubic yards. Therefore, approximately 6,000 cubic yards of material would be cut during overall project construction (as a result of Phase 2 grading). The excess dirt

anticipated to be cut as a result of Phase 1 will be stockpiled on-site for use during Phase 2. The anticipated excess dirt from Phase 2 would be off-hauled in one-way trips or used for landscaped berms.

The construction-related worker and vendor trips are shown in Table 2. These trips would be spread out over the entire construction period for the project.

Table 2: Construction Worker and Vendor Trips

| Phase Name | # of Worker Trips/Day | # of Vendor Trips/Day | TOTAL Construction (Worker and Vendor) Trips |
|-----------------------|------------------------------|------------------------------|---|
| Site Preparation | 18 | 0 | 18 |
| Grading | 20 | 0 | 20 |
| Building Construction | 749 | 292 | 1,041 |
| Paving | 15 | 0 | 15 |
| Architectural Coating | 150 | 0 | 150 |

SOURCE: DAVIS BABCOCK + ASSOCIATES, JUNE 2020.

CIRCULATION, TRANSPORTATION, AND PARKING

The two proposed warehouse buildings would be sited to place administrative and office uses at the north side of the site, along West Schulte Road, with the warehousing, food processing and canning uses, and truck dock doors located at the rear of the building. Entries to the office and administrative uses would be oriented towards the north to provide security for the uses further south on the site, and to also focus the main architectural design elements along the main street (West Schulte Road) frontage.

The parking lot design along West Schulte has incorporated a 30-foot landscape buffer consistent with the Cordes Ranch Specific Plan Area, which abuts the project site to the north. A 20-foot landscape setback has been incorporated around the remainder of the perimeter of the project site to provide screening of the buildings and dock doors by landscaping.

Access to the warehouse and depot would be via three access points along West Schulte Road. The main entry would be located at the center of the site, at the signalized intersection and Bud Lyons Way. This main driveway access would allow for full turning movements in and out of the project. The two remaining access points at the west and east property boundaries would be right in/out and would be mainly for truck access. An Americans with Disabilities Act (ADA)-compliant pedestrian pathway would extend from the new warehouse buildings to the northern property boundary, where it would connect with West Schulte Road.

Additionally, 534 parking stalls would be provided throughout the site, which exceeds the required City of Tracy parking requirement of 434 stalls. The project would provide standard parking stalls of 9-feet by 18-feet that meet the City of Tracy standards. Trailer parking would also be provided at the perimeter of the project site to provide for storage of 837 empty trailers on site. The trailer parking stalls would be 12-feet by 60-feet.

The parking lot and truck and trailer parking areas would be illuminated with standard downward pointing lights, each containing two LED fixtures affixed to a 38-foot light pole. The lighting fixtures would be of a “shoe-box” style. Parking lot light standards would be designed to provide even light distribution for vehicle and pedestrian safety as well as security for the warehouse. Lighting fixtures also would be located on the building approximately every 40 feet around the exterior of the building to provide safety and security. The proposed building lighting fixtures will be downward-focused and will use LED fixtures.

Further, the proposed site plan includes a 99-foot-wide easement for a future roadway along the southern boundary of the site, south of the proposed project and north of the Delta Mendota Canal.

UTILITIES

The proposed project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities. Existing storm drain, sewer, water, and gas lines/pipes are currently located along West Schulte Road.

The project would be served by the following existing service providers:

1. City of Tracy for water;
2. City of Tracy for wastewater collection and treatment;
3. City of Tracy for stormwater collection;
4. Pacific Gas and Electric Company for gas and electricity.

Utility extensions would be installed to provide services to the project. Utility lines within the project site and adjacent roadways would be extended throughout the project site. Wastewater, water, and storm drainage lines would be connected via existing lines along West Schulte Road. Eight-inch sanitary sewer lines are currently located along West Schulte Road. Additionally, 2-inch water lines are currently located along West Schulte Road. Further, storm drainage lines ranging in size from 12 to 24 inches and a six-inch gas line are currently located along West Schulte Road.

Stormwater treatment/detention basins and stormwater bioretention treatment planters would be located throughout the project site, mainly in the proposed landscaped areas and along West Schulte Road. The project site includes four drainage areas: Area 1 (12.67 acres located along the western boundary of the site) Area 2 (77.70 acres which take up the majority of the site), Area 3 (2.38 acres located along the northwestern boundary of the site), and Area 4 (2.60 acres located along the northern central boundary of the site). Stormwater runoff from each of the four drainage areas would be routed to a series of on-site stormwater bioretention treatment planters and treatment/detention basins.

Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the project site would be directed to the proposed stormwater treatment basins, treatment planters, and bioretention areas by a new stormwater conveyance system on the project site. Stormwater runoff would not be allowed to discharge directly to the existing storm drains in West Schulte Road without first discharging to the bioretention areas. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

PROJECT OBJECTIVES

The project has been designed to meet the following project objectives:

- Construct and operate a new state-of-the-art Costco depot and warehouse facility that is centrally located to service Costco's retail warehouse locations within northern California and is of sufficient size to efficiently store and distribute merchandise and food products.
- Annex into the City an area that the City's General Plan already designates for industrial uses and develop that site with permitted and conditionally permitted industrial uses.
- Locate an industrial project in an area with good access to a regional roadway network.

- Create approximately 400 full time jobs within the City of Tracy, thus improving the local jobs/housing balance.
- Ensure that the industrial area along West Schulte Road continues to be developed in a visually pleasing manner.
- Increase contributions to the City's tax base.
- Reduce energy consumption by incorporating sustainable design features and systems with enhanced energy efficiencies meeting State and Federal code requirements.
- Minimize circulation conflicts between pedestrians, automobiles, and truck and trailer traffic, both on-site and off-site.
- Locate a Costco depot warehouse on a site which can be purchased (rather than leased) in order to protect Costco's substantial investment of time, money and goodwill in the proposed location.
- Complete the project on schedule and within budget.

GENERAL PLAN AND ZONING

The project site is designated as Agriculture by the County's General Plan Land Use Map (Figure 5) and is zoned as AG-40 Agriculture (Figure 6) by the County. The site is currently in the City's SOI, but will be annexed into the City limits. The San Joaquin County Local Agency Formation Commission (LAFCO) will require the project site to be pre-zoned by the City of Tracy in conjunction with the proposed annexation. The site currently has a City General Plan land use designation of Industrial and, as part of the project, will be pre-zoned by the City to M-1 Light Industrial. Additionally, the project is requesting a Conditional Use Permit to allow for food processing and canning in the proposed M-1 zoning district.

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, Section 15050.

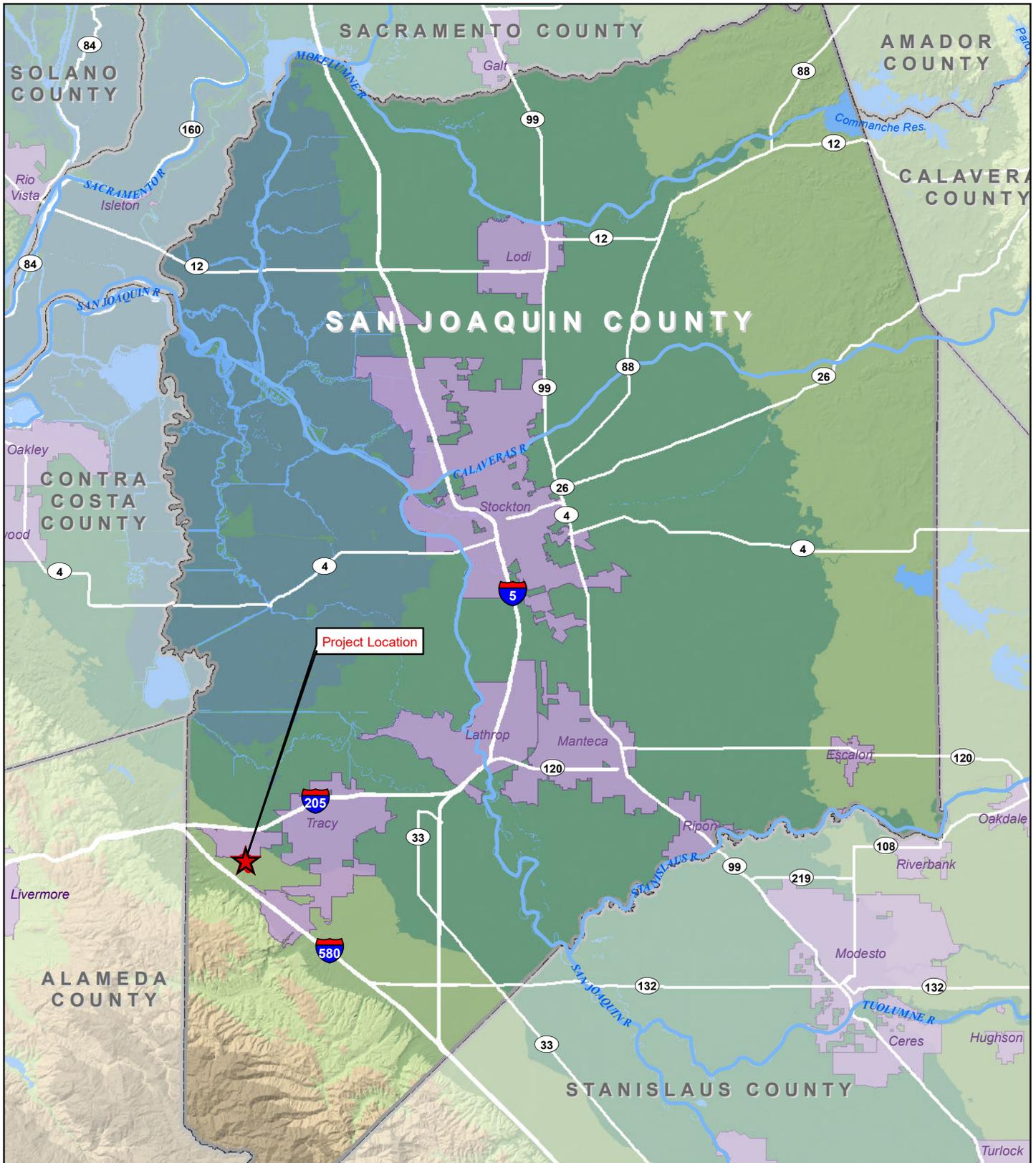
If the City Council certifies the EIR in accordance with CEQA requirements, the City may use the EIR to support the following actions:

- Pre-zone of the property to the City's M-1 zoning district;
- Annexation of the project site into the City (which requires approval by the San Joaquin County LAFCO);
- Development review permit for building design, landscaping, and other site features;
- A Conditional Use Permit to allow for food processing and canning in the M-1 Zoning District;
- Building, grading, and other permits as necessary for project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may rely on the certified EIR to issue permits or approve certain aspects of the proposed project:

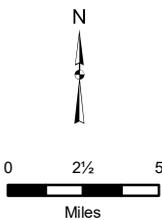
- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin LAFCO – Annexation of the project site would be required.

- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction activities would be subject to the SJVAPCD codes and requirements.



Legend

-  Project Location
-  County Boundary
-  City Area

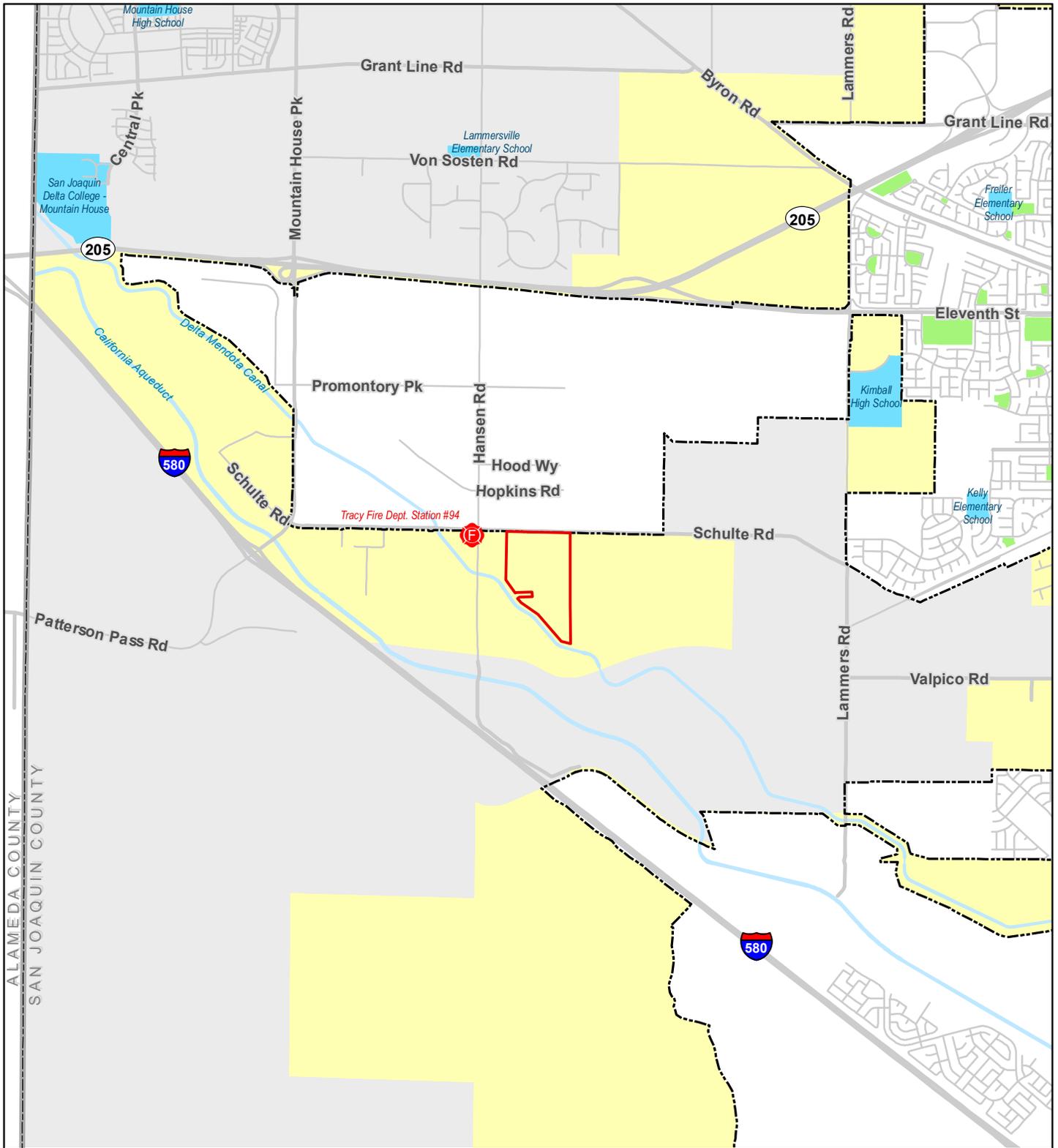


TRACY COSTCO DEPOT PROJECT

Figure 1. Regional Location Map

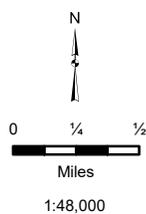
Sources: CalAtlas; San Joaquin, Stanislaus, Sacramento, Solano, Contra Costa, and Alameda Counties. Map date: October 22, 2019.

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Legend

- Project Boundary
- Tracy City Limits
- Tracy Sphere of Influence
- San Joaquin County
- School
- Park
- F Fire Station



TRACY COSTCO DEPOT PROJECT

Figure 2. Project Vicinity

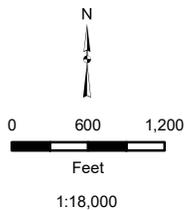
Sources: San Joaquin County GIS. Map date: October 25, 2019. Revised: June 2, 2020.

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Legend

 Project Boundary

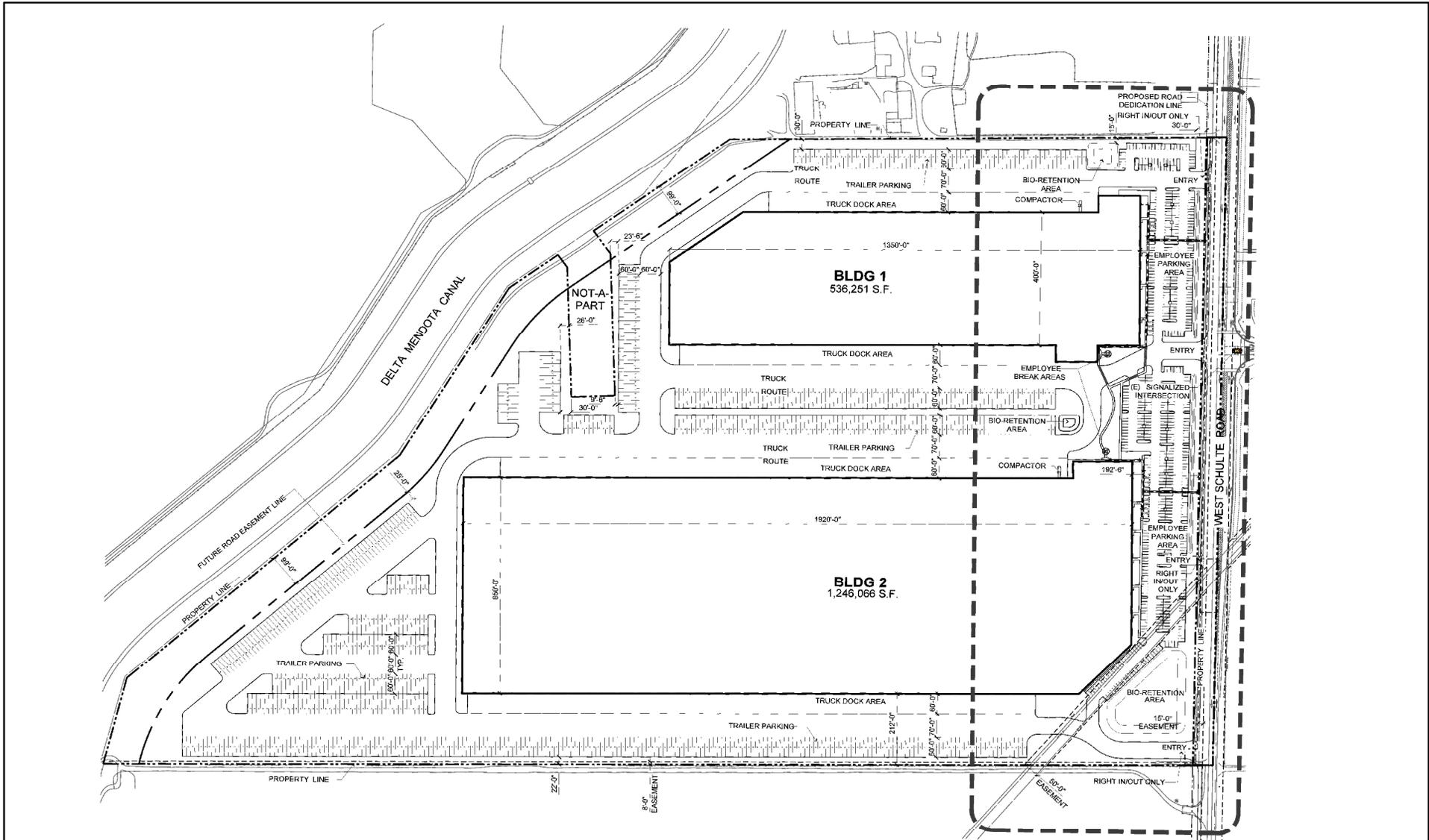


TRACY COSTCO DEPOT PROJECT

Figure 3. Aerial View of Project Site

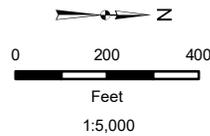
Sources: San Joaquin County GIS; ArcGIS Online World Imagery Map Service.
Map date: October 25, 2019. Revised: June 2, 2020.

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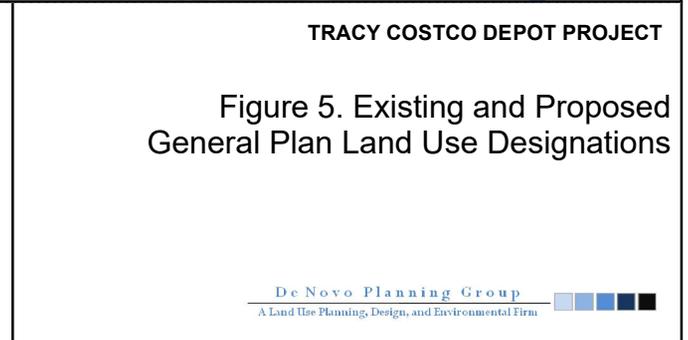
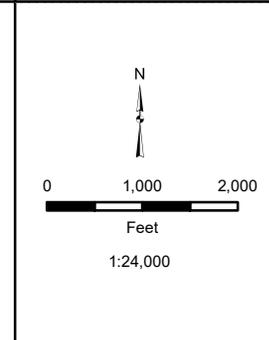
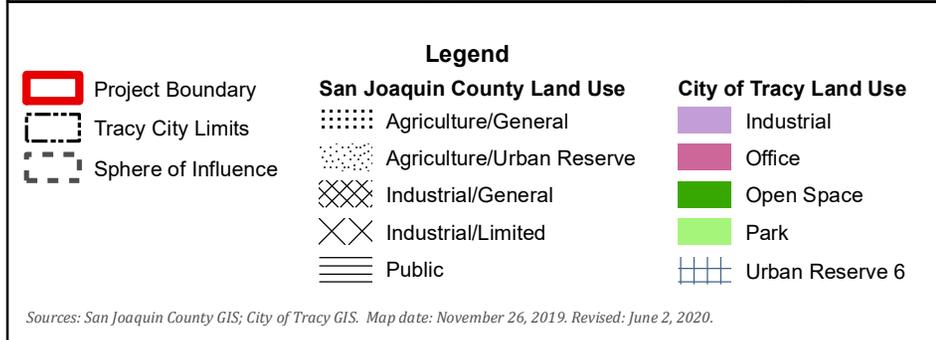
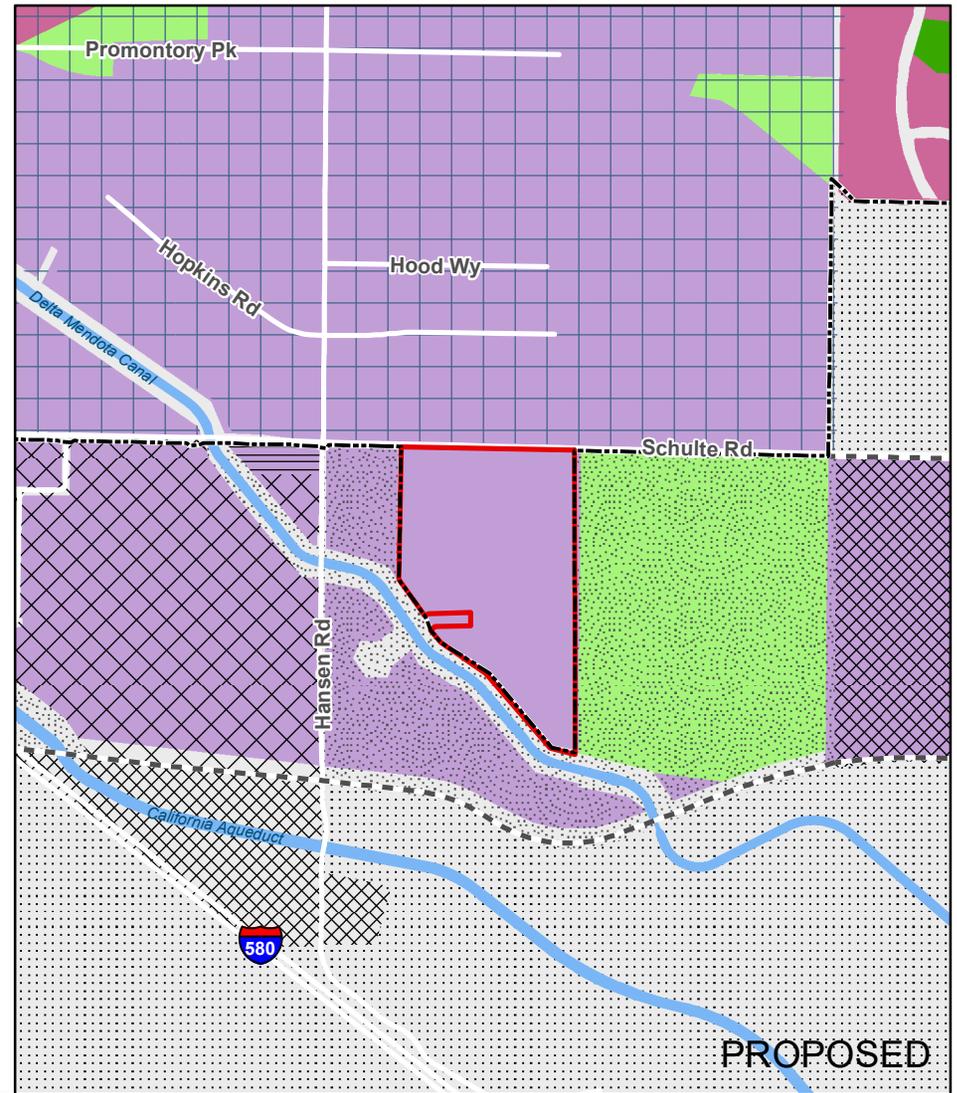
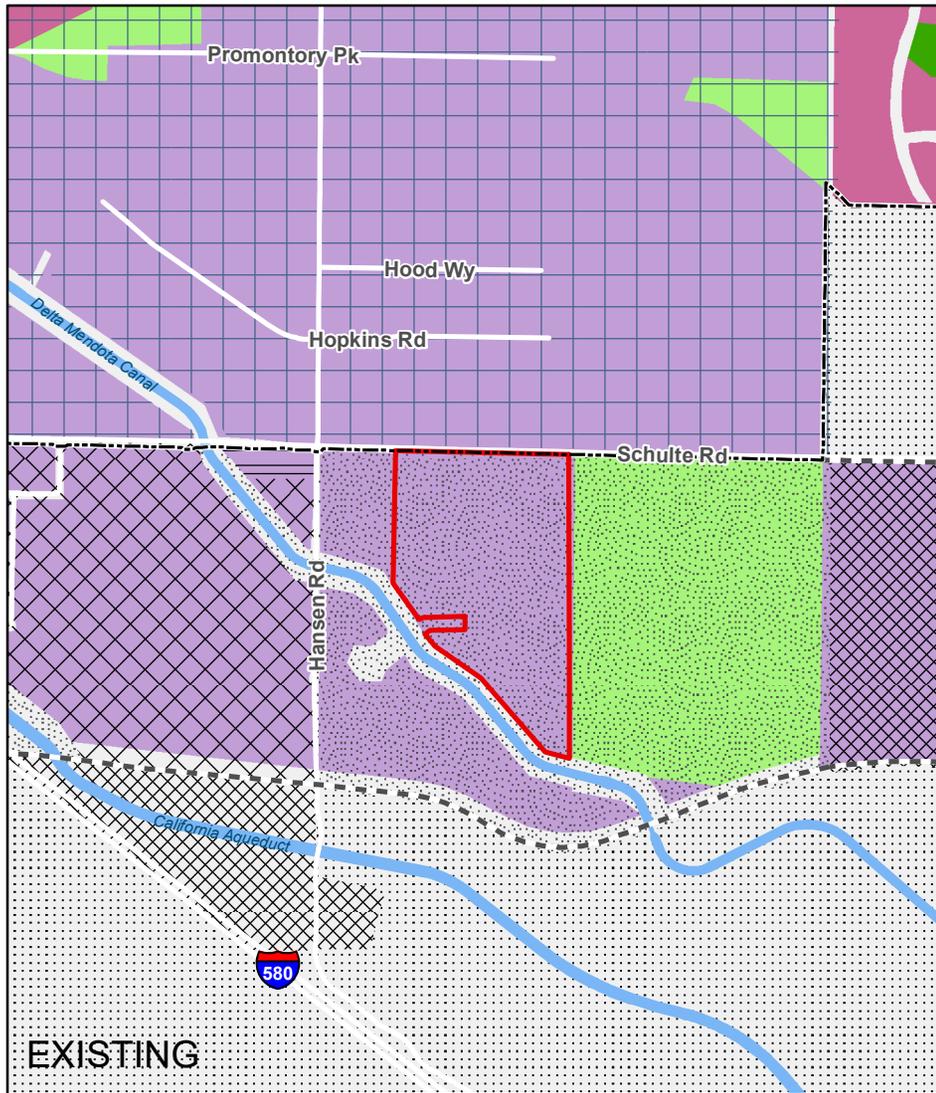
TRACY COSTCO DEPOT PROJECT

Figure 4. Site Plan

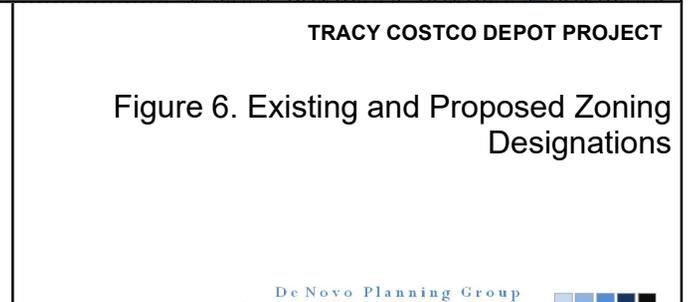
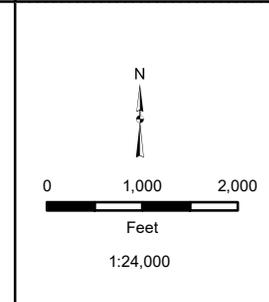
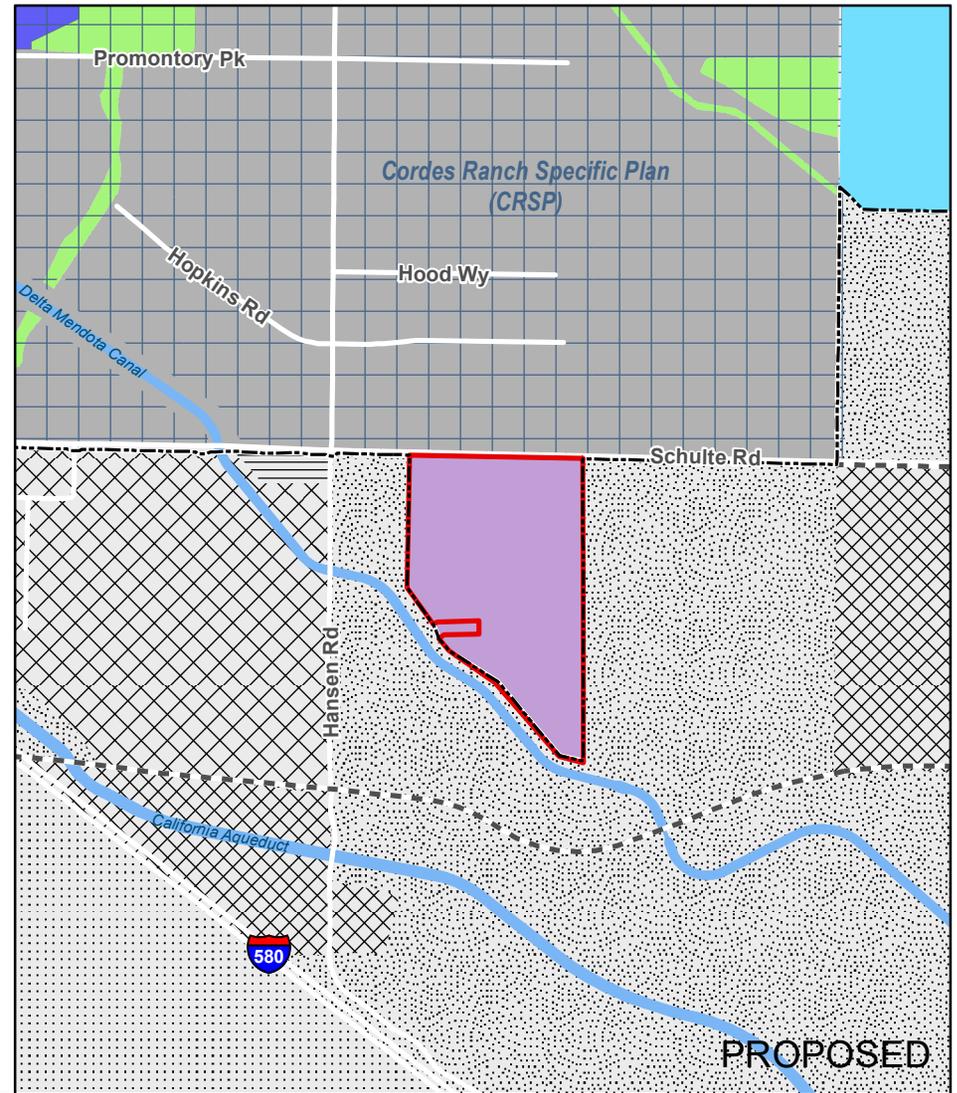
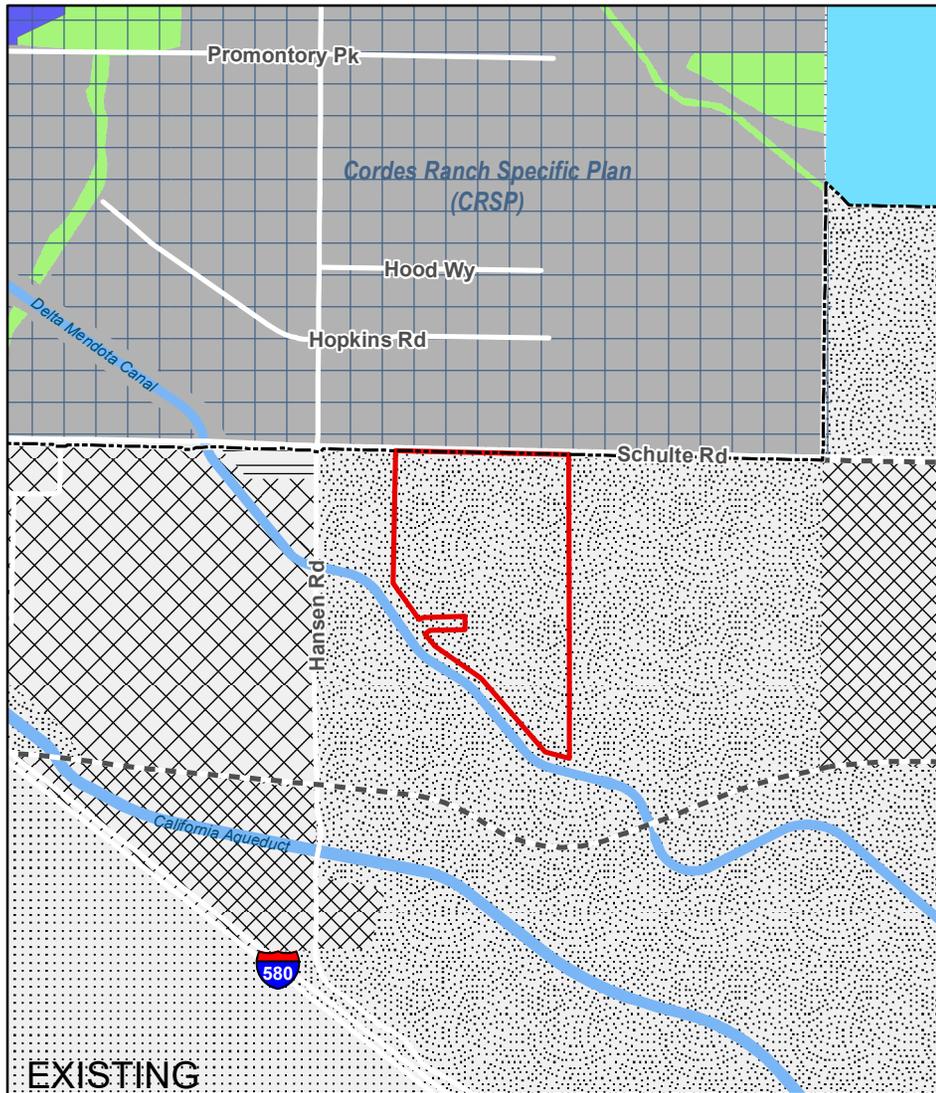


Source: David Babcock + Associates, May 15, 2020. Map date: June 2, 2020.

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Sources: San Joaquin County GIS; City of Tracy GIS. Map date: October 25, 2019. Revised: June 2, 2020.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | | | | |
|---|---------------------------|---|------------------------------------|---|------------------------------------|
| X | Aesthetics | X | Agriculture and Forestry Resources | X | Air Quality |
| X | Biological Resources | X | Cultural Resources | X | Energy |
| X | Geology/Soils | X | Greenhouse Gases | X | Hazards and Hazardous Materials |
| X | Hydrology/Water Quality | X | Land Use/Planning | | Mineral Resources |
| X | Noise | | Population/Housing | X | Public Services |
| | Recreation | X | Transportation | X | Tribal Cultural Resources |
| X | Utilities/Service Systems | | Wildfire | X | Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

| | |
|---|--|
| | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| X | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

| <i>Except as provided in Public Resources Code Section 21099, 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) 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

Responses a-d) The proposed project includes development of two Costco warehouse and distribution buildings (1,264,066 sf and 536,251 sf) totaling 1,782,317 sf, which would alter the existing condition of the undeveloped land previously used for agricultural purposes and introduce new sources of light and glare to the site. A scenic vista is generally described as a clear, expansive public view of significant regional features possessing visual and aesthetic qualities of value to the community. The City's General Plan EIR lists the City's scenic resources and vistas that are considered to be local assets, noting public views of the expansive agricultural lands within the City's SOI (i.e., the project site) and views of the Diablo Mountain Range. Additionally, portions of the project site may be visible from Interstate 580 (between Interstate 205 and Interstate 5), an Officially Designated State Scenic Highway located approximately 3,500 feet southwest of the project site.

It has been determined that the potential impacts on aesthetics caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine all of the environmental issues listed in the checklist above (a – d) in the EIR and will decide whether the proposed project has the potential to have a significant impact on aesthetics. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a visual analysis that presents the methodology, thresholds of significance, a project-level impact analysis, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts on aesthetics. The analysis will look at foreground, middleground, and background views from public vantage points along the perimeter of the project site. The analysis will include photographs from public vantage points, architectural elevations of the buildings, an evaluation of the building materials for reflective values/glare, and an evaluation of the lighting and the potential for light pollution offsite. The EIR will also compare the proposed project to applicable zoning and other regulations related to scenic qualities.

II. AGRICULTURE AND FORESTRY RESOURCES

| <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) 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

Responses a), b), e): According to the California Department of Conservation's Map of the San Joaquin Valley Important Farmland, the project site is designated as Prime Farmland, which will be converted to an industrial use as part of the project. Therefore, it has been determined that the potential impacts on agricultural resources caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project will have a potentially significant impact on agricultural resources. The analysis will include a discussion of potential impacts related to the conversion of the agricultural land to an industrial use, as well as any potential rural-urban agriculture conflicts. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will describe the character of the region's agricultural lands, including maps of prime farmlands, other important farmland classifications, and protected farmland (including Williamson Act contracts). The County Agricultural Commissioner's Office and the State Department of Conservation will be consulted and their respective plans, policies, laws, and regulations affecting agricultural lands will be presented within the analysis.

The EIR will include thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to offset the loss of agricultural lands and/or Williamson Act cancellations as a result of project implementation.

Responses c), d): There are no forest resources or zoning for forest lands located on the project site. This CEQA topic is not relevant to the proposed project and does not require further analysis. Therefore, there would be *no impact* regarding the loss of forest or timber resources.

III. AIR QUALITY

| <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) 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 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.

The SJVAPCD has primary responsibility for compliance with both the federal and state standards and for ensuring that air quality conditions are maintained. They do this through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution (i.e., Authority to Construct and Permit to Operate), inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the Federal Clean Air Act and California Clean Air Act.

The SJVAPCD has prepared the *2007 Ozone Plan* to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone. The *2007 Ozone Plan* provides a comprehensive list of regulatory and incentive-based measures to reduce emissions of ozone and particulate matter precursors throughout the SJVAB. The *2007 Ozone Plan* calls for major advancements in pollution control technologies for mobile and stationary sources of air pollution. The *2007 Ozone Plan* calls for a 75-percent reduction in ozone-forming oxides of nitrogen emissions.

The SJVAPCD has also prepared the *2007 PM₁₀ Maintenance Plan and Request for Redesignation* (2007 PM₁₀ Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM₁₀ Attainment for the Basin to the California Air Resources Board (CARB). CARB concurred with the request and submitted the request to the U.S. EPA on May 8, 2006. On October 30, 2006, the EPA issued a Final Rule determining that the Basin had attained the National Ambient Air Quality Standards (NAAQS) for PM₁₀. However, the EPA noted that the Final Rule did not constitute a

redesignation to attainment until all of the Federal Clean Air Act requirements under Section 107(d)(3) were met.

The SJVAPCD has prepared the *2008 PM_{2.5} Plan* to achieve Federal and State standards for improved air quality in the San Joaquin Valley Air Basin. The *2008 PM_{2.5} Plan* provides a comprehensive list of regulatory and incentive-based measures to reduce PM_{2.5}.

In addition to the *2007 Ozone Plan*, the *2008 PM_{2.5} Plan*, and the *2007 PM₁₀ Plan*, the SJVAPCD prepared the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. An update of the GAMAQI was approved on March 19, 2015, and is used as a guidance document for this analysis.

The GAMAQI notes that, for CEQA purposes, a sensitive receptor is generically defined as a location where human populations, especially children, seniors, and sick persons are found, and there is reasonable expectation of continuous human exposure according to the averaging period for the Ambient Air Quality Standards (e.g., 24-hour, 8-hour, 1-hour). These typically include residences, hospitals, and schools. Locations of sensitive receptors may or may not correspond with the location of the maximum off-site concentration. The sensitive receptors in the vicinity of the project site include single-family residences located west, south, and southeast of the site. Specifically, one single-family residence is located along W. Schulte Road approximately 880 feet west of the western site boundary, a cluster of single-family residences is located adjacent west of the site, another cluster of single-family residences is located along Hansen Road approximately 2,050 feet (0.39 miles) south of the southern site boundary, and one single-family residence is located approximately 990 feet east of the southeastern corner of the project site.

Responses to Checklist Questions

Responses a-d): Based on the current air quality conditions in the SJVAB, as well as the size of the proposed warehouse buildings, it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

The EIR will include an air quality analysis that presents the methodology, thresholds of significance, a project-level impact analysis, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts on air quality. The project may result in toxic air contaminants, short-term construction-related emissions, and long-term operational emissions, primarily attributable to emissions from vehicle trips and from energy consumption by the industrial uses. The air quality analysis will include the following:

- A description of regional and local air quality as well as meteorological conditions that could affect air pollutant dispersal or transport in the vicinity of the project site. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- An analysis of the proposed project's potential to conflict with or obstruct implementation of SJVAPCD's 2015 GAMAQI, and any other applicable air quality plans.
- An analysis of the SJVAPCD Rules and Regulations that are applicable to the proposed project.
- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The latest version of the CARB-approved California Emissions Estimator Model (CalEEMod) computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.
- Long-term (i.e., operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The CARB-approved CalEEMod computer model will be used to estimate emissions associated with the proposed project. Modeling will be provided for the worst-case proposed project land use scenario.
- Exposure to odorous or toxic air contaminants during the project's operational phase will be assessed through an air toxics health risk assessment, utilizing AERMOD and HARP-2 risk modeling software, following guidance as provided by the SJVAPCD and the CARB. Incremental cancer risk for residents and workers, and chronic and acute hazards will be assessed.
- Local mobile-source (carbon monoxide) (CO) concentrations will be assessed through a CO screening method as recommended by the SJVAPCD. If the screening method indicates that modeling is necessary, upon review of the traffic analysis, CO concentrations will be modeled using the California Department of Transportation (Caltrans)-approved CALINE4 computer model.
- The potential for the proposed project to generate objectionable odors on neighboring sensitive receptors will be assessed qualitatively following CARB recommendations.

IV. BIOLOGICAL RESOURCES

| <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) 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

Responses a-f): Based on the documented special status species, sensitive natural communities, wetlands, and other biological resources in the region, it has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on biological resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will provide a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife species, and sensitive biological resources known to occur, or with the potential to occur in the project vicinity. The analysis will conclude with a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented in order to reduce any significant impacts on biological resources.

V. CULTURAL RESOURCES

| <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) 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

Responses a-c): Based on known historical and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce any significant impacts to cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project. The CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Tracy.

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): Appendix F 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 F 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 proposed project includes the construction of two Costco warehouse and distribution buildings (1,264,754 sf and 52,000 sf) totaling 1,817,000 sf. The amount of energy used at the project site would directly correlate to the size of the proposed warehouses, the energy consumption of associated technology, machinery, and appliances, and outdoor lighting. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road construction vehicles during construction.

Due to the size of the proposed warehouse buildings, the potential impacts on energy caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on energy resources. The EIR will include a discussion and analysis that provides calculated levels of energy use expected for the proposed project, based on commonly used modelling software (i.e. CalEEMod v.2016.3.2 and the CARB’s EMFAC2014). At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

VII. GEOLOGY AND SOILS

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

Responses to Checklist Questions

Responses a.i-a.iv, b, c, d, f): It has been determined that the potential impacts from geology and soils will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing geotechnical reports, published documents, aerial photos, geologic maps, and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources and geologic hazards that may be present. The EIR will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the project site, an evaluation of geologic hazards, a description of the nature and general engineering characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards.

This section will provide an analysis including thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any significant impacts associated with geology and soils.

Response e): The proposed project would connect to the municipal sewer system for wastewater disposal. Septic tanks or septic systems are not proposed as part of the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis. Therefore, there would be ***no impact*** regarding septic tanks or alternative waste water disposal systems.

VIII. GREENHOUSE GAS EMISSIONS

| <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) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | X | | | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | X | | | |

Responses to Checklist Questions

Responses a), b): Implementation of the proposed project could generate greenhouse gases (GHGs) from a variety of sources, including but not limited to vehicle trips, electricity consumption, water use, and solid waste generation. There could also be additional GHGs generated from stationary sources, such as industrial processes and/or diesel generators. It has been determined that the potential impacts from GHG emissions by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from GHG emissions. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a GHG emissions analysis pursuant to the requirements of the California Governor's Executive Order S-3-05 and The Global Warming Solutions Act of 2006 (AB 32), Senate Bill 375 (SB 375), and Senate Bill 32 (SB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in "Climate Change and CEQA", which was prepared in coordination with the CARB and the Governor's Office of Planning and Research (OPR) as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. Also, a GHG emissions analysis using the SJVAPCD's two-tiered approach in assessing significance of the project specific GHG emissions increases will be performed. These analyses will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce any potential impacts. The discussion and analysis will include quantification of GHGs generated by the project using the CalEEMod computer model as well as a qualitative discussion of the project's consistency with any applicable state and local plans to reduce the impacts of climate change.

IX. HAZARDS AND HAZARDOUS MATERIALS

| <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) 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): It has been determined that the potential impacts on hazards and hazardous materials caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on hazards and hazardous materials. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will include a hazards and hazardous materials analysis that presents the methodology, thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on hazards and hazardous materials. The hazards and hazardous materials analysis will include the following:

- A description of the applicable hazards-related federal, state, and local statutes, regulations, and programs that the proposed project would be required to comply with (during project construction and operation).
- An assessment of the existing Recognized Environmental Conditions (RECs) identified for the project site.
- A summary of the past uses of the site.
- The potential for soil contamination or unknown underground facilities (i.e., underground wells, septic systems, etc.) in the project site.
- An analysis of the uses that are proposed on the project site, and what hazardous materials could be used by the proposed project.

Response c): The project site is not located within one-quarter-mile of a school. The nearest school, John C. Kimball High School, is located approximately 1.66 miles northeast of the project site. Therefore, **no impact** would occur related to emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response d): The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, **no impact** would occur related to Government Code Section 65962.5. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response e): The project is not 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. The closest airport is the Tracy Municipal Airport, located approximately three and a half miles southeast of the project site. The project site is not within the Tracy Airport zone, nor is it within any area identified as impacted by the Tracy Municipal Airport in the San Joaquin County Airport Land Use Compatibility Plan (i.e. it is not within the Airport Influence Area). Therefore, **no impact** associated with private airstrips and airport land use plans would occur. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response f): The project site would connect to an existing network of City streets. The project includes a 28-foot-wide fire lane around the perimeter of the proposed warehouse buildings. 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response g): 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 proposed project would include two warehouse buildings which would be utilized by Costco employees. The project site is located in an area that is predominately agricultural and industrial,

which is not considered at a significant risk of wildlife. There are no steep slopes on or near the project site. Additionally, the Delta Mendota Canal borders the site to the south, which could function as a firebreak during wildfires. Development of the project would not exacerbate fire risks. Therefore, impacts from project implementation would be considered ***less than significant*** relative to exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. This topic does not warrant additional analysis and will not be addressed further in the EIR.

X. HYDROLOGY AND WATER QUALITY

| <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) 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: | | | | |
| (i) result in substantial erosion or siltation on- or off-site; | X | | | |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | X | | | |
| (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff; or | X | | | |
| (iv) impede or redirect flood flows? | X | | | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | | X |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | X | | | |

Responses to Checklist Questions

Responses a-c) and e): Human activities have an effect on water quality when chemicals, heavy metals, hydrocarbons (auto emissions and car crank case oil), and other materials are transported with storm water into drainage systems. Construction activities can increase sediment runoff, including concrete waste and other pollutants.

It has been determined that the potential impacts on hydrology and water quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on hydrology and water quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

This section of the EIR will provide an analysis including the methodology, thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of

feasible mitigation measures that should be implemented to reduce any potential impacts associated with hydrology and water quality.

The EIR will present the project's hydrology and hydraulic calculations under existing and proposed conditions. Some of the specific items to be reviewed may include: land use classification; acreage calculations; runoff coefficients; time of concentration; and methodology. Calculations will be reviewed for reasonableness and consistency with the site plan and with the City's master plans. This section will describe the surface drainage patterns of the project site and adjoining areas, and identify surface water quality in the project site based on existing and available data. The EIR will also evaluate the potential construction and operational impacts of the proposed project on water quality, including surface water and groundwater. The potential for substantial erosion on-site will be analyzed. The potential for the proposed project to substantially decrease groundwater supplies or interfere with groundwater recharge will also be analyzed. This section will also identify 303(D)-listed impaired water bodies in the vicinity of the project site. Conformity of the proposed project to water quality regulations and the project site's potential to be inundated by seiche or tsunami will also be discussed. Mitigation measures will be developed to incorporate Best Management Practices (BMPs), and any other applicable local, state, and federal requirements to reduce the potential for site runoff.

Response d): Flood hazards can result from intense rain, snowmelt, cloudbursts, or a combination of all three, or from failure of a water impoundment structure, such as a dam. The project site is not located in a flood zone or dam inundation area. The project site is located approximately 36 miles east of the Pacific Ocean and, as such, is not subject to a tsunami or seiche. Therefore, ***no impact*** from project implementation relative to flood hazard, tsunami, or seiche zones would occur. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XI. LAND USE AND PLANNING

| <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) 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): The project site is located in unincorporated San Joaquin County, within the Tracy SOI, immediately adjacent to the Tracy city limits to the north of the site. Surrounding land uses include warehouse distribution and other industrial uses to the north (within the Cordes Ranch Specific Plan Area, located in the City of Tracy), vacant agricultural land within unincorporated San Joaquin County to the east, the Delta Mendota Canal and agricultural land within unincorporated San Joaquin County to the south, and a rural residence, CalFire station, and Delta Mendota Canal to the west (within unincorporated San Joaquin County).

The project would result in an extension of developed uses within an area of the City that currently has approved development plans within the vicinity of the project site. Development of the project site would not result in physical barriers, such as a highway, wall, or other division, that would divide an existing community, but would serve as an orderly extension of existing and planned development. The project would have **no impact** in regards to the physical division of an established community. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response b): It has been determined that the potential impact related to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will analyze this environmental issue in the EIR and will decide whether the proposed project has the potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. At this point, a definitive impact conclusion for this environmental topic will not be made. Rather, this topic is considered **potentially significant** until a detailed analysis is prepared in the EIR.

This section will provide an analysis including the thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any identified significant effects.

XII. MINERAL RESOURCES

| <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 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

Response a-b): 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 such as 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; and
- 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 no substantial aggregate materials located within the project site. Therefore, the project would not result in the loss of availability of a known mineral resource or locally-important mineral resources recovery site. Therefore, there is **no impact** related to mineral resources.

XIII. NOISE

| <i>Would the project result in:</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) 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

Responses a-b): Based on existing and projected noise levels along roadways, and the potential for noise generated during project construction and operational activities, it has been determined that the potential impacts from noise caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the two potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather both are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will identify sensitive receptors, noise impacts, and attenuation of noise related impacts. The noise study will also include an assessment of construction noise and vibration impacts. The noise analysis will identify the noise level standards contained in the City of Tracy General Plan Noise Element and Municipal Code (Noise Control Ordinance, Chapter 4.12 Article 9), as well as any germane state, and federal standards. Continuous (24-hour) and short-term noise measurements will be performed in the project site and in the project vicinity in order to quantify existing ambient noise levels from existing community noise sources.

The EIR will provide an estimate of existing traffic noise levels adjacent to the project site roadways through application of accepted traffic noise prediction methodologies. Noise sources from the project will be quantified through noise level measurements. Proposed on-site mobile and stationary noise sources will be evaluated. This will include noise generating equipment, such as HVAC systems, generators, etc., as well as mobile noise sources such as truck loading/docking/idling. The EIR will include thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts associated with noise.

Response c): The project is not 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. The closest airport is the Tracy Municipal Airport, located approximately three and a half miles southeast of the project site. As such, there is **no impact** related to this topic and it will not be addressed further in the EIR.

XIV. POPULATION AND HOUSING

| <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) 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): According to the 2018 U.S. Census population estimates, the population in Tracy is 91,812 people. The proposed project would result in the construction of two Costco warehouse and distribution buildings that would generate additional employment opportunities. The additional employees may come from Tracy or surrounding communities. The project would not directly introduce new residents to the City as no housing is proposed as part of the project. It is noted, however, that some portion of the proposed project employees would become Tracy residents.

The proposed project would not include upsizing of offsite infrastructure or roadways. The installation and sizing of new infrastructure would be limited to the needs of the proposed use. Additionally, the project site is located in the City of Tracy SOI and has a City land use designation of Industrial; therefore, the employment growth associated with the proposed project was considered as part of the City’s General Plan and associated EIR process. The project does not exceed the employment growth estimates for the site under the City’s Industrial land use designation. The proposed project would not induce substantial population growth in an area, either directly or indirectly. Implementation of the proposed project would have a **less than significant** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response b): The project site is currently undeveloped and does not contain housing. The proposed project would not displace housing or people. Implementation of the proposed project would have **no impact** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

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

Responses a)i, a)ii, a)iii, a)v: The project is located within the Lammersville Unified School District boundary, which is located in San Joaquin County, northwest of Tracy. Development of the project is expected to employ up to 400 full time employees, and is assumed that some portion of these employees would become Tracy residents and have school-aged children attending Tracy Unified School District and/or Lammersville Unified School District schools; therefore, the project has the potential to impact the Lammersville Unified School District and the Tracy Unified School District. Implementation of the proposed project would also result in increased demand for police protection, fire protection, and other public facilities in the area. It has been determined that the potential impacts from increased demands on schools, police protection, fire protection, and other public facilities caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of these potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on police protection, fire protection, and other public facilities. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

During the preparation of the EIR, the public service providers will be consulted in order to determine existing service levels in the project area. This would include documentation regarding existing staff levels and response times, equipment and facilities, current service capacity, existing service boundaries, and planned service expansions. Master plans from such public service providers and City policies, programs, and standards associated with the provision of public services will be described in the EIR.

The EIR will provide an analysis including the thresholds of significance and associated impact discussions, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with police protection, fire protection, and other public facilities.

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

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

Response a): The project would result in the construction of a two industrial warehouse and distribution buildings with no proposed recreational facilities. The project would not directly introduce new residents to the City as no housing is proposed as part of the project; as such, the project would not result in new residents which would utilize nearby neighborhood parks, regional parks, or other recreational facilities. The employees of the warehouse are not anticipated to utilize nearby park areas. The proposed project would not significantly increase the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Implementation of the proposed project would have a **less than significant** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response b): As noted above, the project would not result in new residents which would utilize nearby neighborhood parks, regional parks, or other recreational facilities. The proposed project does not include recreational facilities on-site. According to the City’s Parks Master Plan (2013), the City provides 4.1 acres of parkland per 1,000 residents, which meets their target of 4.0 acres per 1,000 residents. Development of the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Implementation of the proposed project would have a **less than significant** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XVII. TRANSPORTATION

| <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) 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-d): The proposed project includes the development of uses that will increase traffic on existing and planned roadways. Based on existing and projected traffic volume levels along roadways and potential increases in vehicle miles travelled as a result of the project, it has been determined that traffic impacts will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will determine whether the proposed project has the potential to have a significant impact from traffic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is conducted in the EIR.

The EIR will include a Traffic Impact Analysis (TIA) to address the impacts of the proposed project on the surrounding transportation system including the roadways, transit service, pedestrian facilities, and bicycle facilities. The TIA will be conducted to address compliance with the City's General Plan and other requirements under CEQA. It will be prepared following applicable guidelines of the City of Tracy, San Joaquin County, and Caltrans, as applicable. The EIR will analyze total passenger vehicle and heavy-duty truck trips and associated vehicle-miles-traveled (VMT) that are modeled to be generated by the proposed project. Potential impacts associated with site access, on-site circulation, and consistency with CEQA Guidelines section 15064.3, subdivision (b) will also be addressed in the EIR. Significant impacts will be identified in accordance with the established criteria, and mitigation measures will be identified to lessen the significance of any potential impacts.

The EIR will provide an analysis including the thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any significant impacts associated with transportation.

XVIII. TRIBAL CULTURAL RESOURCES

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</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): Based on known historical, cultural, tribal, and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface tribal cultural resources to be found in the area, the types of tribal cultural resources that may be expected to be found, a review of existing regulations and policies that protect tribal cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to tribal cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project, as per the requirements of AB 52. The CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Tracy.

XIX. UTILITIES AND SERVICE SYSTEMS

| <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) 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-e): Implementation of the proposed project would result in increased demands for utilities to serve the project. As such, the EIR will examine each of the environmental issues listed in the checklist above and will decide whether the proposed project has the potential to have a significant impact to utilities and service systems. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will analyze wastewater, water, and storm drainage infrastructure, as well as other utilities (i.e. solid waste, gas, electric, etc.), that are needed to serve the proposed project. The wastewater assessment will include a discussion of the proposed collection and conveyance system, treatment methods and capacity at the treatment plants, disposal location(s) and methods, and the potential for recycled water use for irrigation in the future. The EIR will analyze the impacts associated with on-site construction of the conveyance system, including temporary impacts associated with the construction phase. The proposed infrastructure will be presented. The EIR will provide a discussion of the wastewater treatment plants that are within proximity to the project site, including current demand and capacity at these plants. The analysis will discuss the disposal methods and location, including environmental impacts and permit requirements associated with disposal of treated wastewater.

The storm drainage assessment will include a discussion of the proposed drainage collection system including impacts associated with on-site construction of the storm drainage system. The

EIR will identify permit requirements and mitigation needed to minimize and/or avoid impacts. The proposed infrastructure will be presented.

The EIR will include an assessment for consistency with City Master Plans and Management Plans that are directly related to these utilities.

The EIR will analyze the impacts associated with water supply and on-site and off-site construction of the water system, including temporary impacts associated with the construction phase. The results of a project-specific Water Supply Assessment will be provided. The EIR will also identify permit requirements and mitigation needed to minimize and/or avoid impacts, and will present the proposed infrastructure as provided by the project site engineering reports.

The EIR will also address solid waste collection and disposal services for the proposed project. This will include an assessment of the existing capacity and project demands. The assessment will identify whether there is sufficient capacity to meet the project demands.

The EIR will provide thresholds of significance, a project-level impact analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with utilities and service systems.

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 Moderate Fire Hazard Severity Zone (MFHSZ) with a small portion along the southern most City limits within the High Fire Hazard Severity Zone (HFHSZ). This rating does not extend to the project site; as such, the site is 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): As discussed in Section IX, Hazards and Hazardous Materials, the project site would connect to an existing network of City streets. The nearest Cal Fire Station (Cal Fire Station 26 – Castle Rock) is located approximately 850 feet to the west of the project site and the nearest Tracy Fire Station (Tracy Fire Station 91) is located approximately 3.35 miles northeast of the project site. The project includes a 28-foot-wide fire lane around the perimeter of the proposed warehouse buildings. 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response b): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The project site is located in an area that is predominately agricultural and industrial, which is not considered a significant risk of wildfire. There are no steep slopes on or near the project site. Additionally, the Delta Mendota Canal borders the site to the south, which could function as a firebreak during wildfires. 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response c): The project includes development of infrastructure (water, sewer, and storm drainage) to serve the proposed warehouse buildings. 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response d): 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. Stormwater treatment/detention basins and stormwater bioretention treatment planters would be located throughout the project site, mainly in the proposed landscaped areas and along West Schulte Road. The project site includes four drainage areas: Area 1 (12.67 acres located along the western boundary of the site) Area 2 (77.70 acres which take up the majority of the site), Area 3 (2.38 acres located along the northwestern boundary of the site), and Area 4 (2.60 acres located along the northern central boundary of the site). Stormwater runoff from each of the four drainage areas would be routed to a series of on-site stormwater bioretention treatment planters and treatment/detention basins. The storm drainage plan was designed and engineered to ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

Best management practices (BMPs) will be applied to the proposed development to limit the concentrations of constituents in any site runoff to acceptable levels. Stormwater flows from the project site would be directed to the proposed stormwater treatment basins, treatment planters, and bioretention areas by a new stormwater conveyance system on the project site. Stormwater runoff would not be allowed to discharge directly to the existing storm drains in West Schulte Road without first discharging to the bioretention areas. The landscaping plan includes stormwater treatment plantings in the treatment/detention basins. Additionally, erosion and sediment control measures would be implemented during construction.

Runoff from the project site currently flows to the existing City storm drains located in Schulte Road. Upon development of the site, stormwater would flow to the on-site retention basins and/or the existing storm drains in the adjacent roadways. Additionally, the project site is located within FEMA Zone X (un-shaded), indicating that the site is located outside of the 100-year flood hazard zone.

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 elevation of the site ranges from approximately 90 feet to 220 feet above MSL. Upon development of the project, the site would be graded to eliminate significant slopes on the project site. 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | X | | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | X | | | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | X | | | |

Responses to Checklist Questions

Responses a-c): It has been determined that the potential for the proposed project to: substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; degrade the quality of the environment; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an EIR. As such, the City of Tracy will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have significant impacts on these environmental issues. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

REFERENCES

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AGENDA ITEM 1.C

REQUEST

CONDUCT A SCOPING SESSION TO OBTAIN COMMENTS FROM PUBLIC AGENCIES AND OTHER INTERESTED PARTIES REGARDING THE ISSUES TO BE ANALYZED IN THE TRACY ALLIANCE ENVIRONMENTAL IMPACT REPORT – APPLICATION NUMBER AP20-0003

DISCUSSION

Purpose

The purpose of this agenda item is to receive input from public agencies and other interested parties regarding the scope and content of the Environmental Impact Report (EIR) that will be prepared for the Tracy Alliance Project. California Environmental Quality Act (CEQA) Guidelines require a scoping meeting for certain projects that include an EIR.

Background

The proposed Tracy Alliance project is composed of a group of property owners seeking annexation for the future development of approximately 191 acres of land, comprised of six parcels that would facilitate the development of up to 3,352,320 square feet of industrial warehouse buildings, located at the northeast corner of Grant Line and Paradise Roads.

CEQA Requirements

In accordance with CEQA requirements, an EIR is required to analyze the potential environmental effects of the Project. A Notice of Preparation (NOP) (Attachment A) for this project was published on August 28, 2020. Through the NOP, public agencies and other interested parties are asked to provide input with respect to any potential issues or areas of concern that should be analyzed in the EIR.

CEQA Guidelines require a scoping meeting for this EIR project to provide an opportunity for the lead agency (the City of Tracy) to consult directly with public agencies or other interested parties who may be concerned about the environmental effects of a project. Scoping may help identify project alternatives, mitigation measures, or significant effects to be analyzed in the EIR. A list of probable environmental effects anticipated to be analyzed in the EIR is contained in the attached NOP. Notification of this scoping meeting was provided with the NOP as published in the Tracy Press and posted at the San Joaquin County Clerk's office, along with direct mailers to various responsible agencies, interested parties, and neighboring property owners.

Next Steps

Preparation of the Draft EIR is underway. Additional requirements of the project prior to any proposed development would be annexation, incorporation of the project site into the Northeast Industrial Areas Specific Plan, and Development Review permits. All of these actions would not occur until after the EIR is completed.

RECOMMENDATION

Staff recommends that the Planning Commission receive input from any interested parties regarding information that should be included in the Tracy Alliance EIR.

MOTION

No motion is prepared because no action is necessary by the Planning Commission.

Prepared by: Victoria Lombardo, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

Attachment A – Tracy Alliance EIR Notice of Preparation

City of Tracy, California
Notice of Preparation and Notice of Public Scoping Meeting
Tracy Alliance Project

Date: August 28, 2020

To: Public Agencies and Interested Parties

From: Bill Dean, Assistant Development Services Director
Victoria Lombardo, Senior Planner

Subject: **Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the Tracy Alliance Project**

The City of Tracy (City) is the Lead Agency and will prepare a Draft Environmental Impact Report (Draft EIR) for the Tracy Alliance Project (proposed project) identified herein.

The City is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the Draft EIR, and environmental issues and alternatives to the proposed project to be addressed in the Draft EIR. The City requests that interested parties provide comments on the proposed project's scope and the content of descriptions of significant environmental issues, reasonable alternatives, and mitigation measures to be explored in the Draft EIR. Public agencies may need to use the EIR when considering permitting or other approvals that are relevant to the agencies' statutory responsibilities in connection with the proposed project.

Because of time limits mandated by State law, public agencies must submit any comments in response to this notice at the earliest possible date, but not later than 30 days after receipt of this notice. The City of Tracy will also accept comments from other interested parties regarding this notice during this period.

Public agencies providing comments are requested to include a contact person for the respective agency. Please send written responses to Victoria Lombardo at the address shown below by September 30, 2020.

Victoria Lombardo, Senior Planner
City of Tracy, Development Services
333 Civic Center Plaza
Tracy, CA 95376
Phone: 209.831.6428
Email: Victoria.Lombardo@cityoftracy.org

Public Scoping Meeting

A public scoping meeting, convened by the City of Tracy Planning Commission, will be held on **September 9, 2020**, starting at **7:00 p.m.** as a Teleconference Meeting, using Webex.

In response to the COVID-19 crisis and Governor's Executive Order N-29-20, this hearing will be conducted utilizing teleconferencing technology. Participants can join the scoping meeting by viewing the City's WebEx Event at <https://cityoftracyevents.webex.com> and using the following Event

Number: **126 086 2910** and Event Password: **Planning1**; or via phone by dialing (209) 831-6010 during the public comment portion of this item.

At this meeting public agencies, organizations, and members of the public will be able to review the proposed project application materials and provide comments on the scope of the environmental review process.

TRACY ALLIANCE PROJECT

The project site is located on approximately 191 acres at the northeast corner of Grant Line Road and Paradise Road, in unincorporated San Joaquin County, adjacent to the northeastern boundary of the City of Tracy city limits and the Northeast Industrial (NEI) Specific Plan boundary, but within the City's Sphere of Influence (SOI) (Exhibits 1 and 2). The unincorporated community of Banta lies southeast of the project site. The proposed project is on the United States Geological Survey (USGS) *Union Island* 7.5-minute topographic quadrangle Section 22, 23, and 24 (and El Pescadero Land Grant), Township 2 South, Range 5 East (Assessor's Parcel Numbers [APNs] 213-170-14, -24, -25, -26, -27, and -48).

1.1 - Overview

The Tracy Alliance Group, Suvik Farms, LLC., and Zuriakat (co-applicants) are proposing the Tracy Alliance Project (proposed project), which consists of the development of up to 3,352,320 square feet of warehouse development on approximately 191 acres comprising six parcels. The six parcels consist of two Tracy Alliance parcels (totaling 122.44 acres), three Suvik Farms, LLC., parcels (totaling 46.61 acres), and one Zuriakat parcel (22.17 acres).

The project site is within unincorporated San Joaquin County adjacent to the City of Tracy's northeastern city limits and adjacent to the City of Tracy NEI Specific Plan area. The proposed project would require approval of annexation into the City of Tracy, pre-zoning, an amendment to the NEI Specific Plan, and a Tentative Parcel Maps or Lot Line Adjustment to create final development lots.

Development on the two Tracy Alliance parcels, as proposed by co-applicant, Tracy Alliance Group, would consist of 1,849,500 square feet of warehouse space located in three buildings, as well as a stormwater detention basin with a pump station (that would be City-owned and managed). Approximately 13.36 acres of the Tracy Alliance land would be reserved to accommodate a portion of a planned interchange at Paradise Road and Interstate 205 (I-205). The future design of the interchange would undergo a separate environmental review process pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) once funding is programmed and available.

Development plans for the Suvik Farms, LLC., parcels (identified as Suvik Farms parcels) and the Zuriakat parcel are not specified at this time. For the purposes of analysis in the Draft Environmental Impact Report (Draft EIR), buildout of these parcels is estimated to consist of 1,502,820 square feet of warehouse development, consistent with the maximum allowable density per acre identified in the NEI Specific Plan.

The proposed project also includes demolition of existing residential and agricultural buildings, removal of existing trees and crops, road improvements, and grading of approximately 500,000 cubic yards, which would be balanced on-site. Of the 500,000 cubic yards of material graded, approximately 300,000 cubic yards would occur on the Tracy Alliance parcels, approximately 150,000 cubic yards would occur in development of the Suvik Farms parcels, and approximately 50,000 cubic yards would occur in development of the Zuriakat parcel.

1.1.1 - Surrounding Land Uses

The area surrounding the project site has both an agricultural and industrial character. Land uses north of the project site consist of single-family homes north of California Avenue; there is a cell tower just east of the terminus of California Avenue. A vehicle dealership and agricultural lands are also to the north (north of I-205). East of the project site is agricultural land with associated single-family homes and agricultural structures and outbuildings. Neighboring properties south and west of the project site consist of agricultural lands and industrial warehouses, which are part of the NEI Specific Plan area, with vacant lots interspersed among the agricultural and industrial lands to the west.

Existing Conditions

The project site consists of six parcels, as shown in Exhibit 3 and listed in Table 1.

Table 1: Existing Parcels

| Assessor's Parcel Number | Parcel Naming Convention | Address | Ownership/Applicant | Acreage |
|--------------------------|--------------------------|------------------------------------|--|---------------|
| 213-170-14 | Zuriakat Parcel | 6050 California Avenue | Zuriakat/ Not Applicable | 22.17 |
| 213-170-24 | Suvik Farms | 6103 Grant Line Road | Suvik Farms/Souza Realty & Development | 31.67 |
| 213-170-25 | Farms | 6281 Grant Line Road | | 11.70 |
| 213-170-26 | Parcels | 6301 Grant Line Road | | 3.24 |
| 213-170-27 | Tracy Alliance | 6599 Grant Line Road | Tracy Alliance /Tracy Alliance Group Pacific T & T Company/Tracy Alliance Group | 122.39 |
| 213-170-48 | Parcels | Grant Line Road (no street number) | | 0.05 |
| Total | | | | 191.22 |

Source: San Joaquin County. no date. Assessor's Map. Book 213. Page 17.

The project site is relatively flat and low in elevation (15-30 feet above mean sea level) with a gentle topographic slope in the north-northeast direction.^{1,2} There are two existing residences (one occupied and one vacant) and nine agricultural structures on-site in the southwest corner of the Tracy Alliance parcels. The Suvik and Zuriakat parcels do not contain any structures, only row crops. Approximately 118-acres of the Tracy Alliance parcels are currently used for row crop production, including alfalfa, winter wheat, and almonds, with a small cattail marsh in a drainage ditch along the southern side of California Avenue.

Several private dirt roads provide access within the project site; irrigation/ drainage canals run along several of these roads. There is also a paved irrigation/drainage canal between the Tracy Alliance parcels and Zuriakat parcel. In addition, there are streetlights and power and telecommunication lines in various locations surrounding the project site.

¹ Terracon Consultants, Inc. 2018. Phase I Environmental Site Assessment: Tracy Ridge. December 21.

² Environmental Assessment Specialists, Inc. 2020. Phase I Environmental Site Assessment: Suvik and Zuriakat Properties, page 5.

The site provides suitable foraging habitat with potential to support birds of prey, including Swainson's hawk. Northern portions of the site are within a 100-year floodplain as designated by the Federal Emergency Management Agency (FEMA).³ The project site consists of mostly Prime Farmland as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program. Prime Farmland has the best combination of features able to sustain long-term agricultural production with sustained high yields.⁴ The Suvik Farm parcels are bound by a Williamson Act contract.⁵ The contract is set to expire in 2026. Should development of the Suvik parcels be pursued prior to the Williamson Act contract expiration date, the Suvik landowner will be required to petition the City Council for cancellation.

The Tracy Municipal Airport is approximately 5.82 miles southwest of the project site; the site is not within the Airport Influence Area. The Altamont Corridor Express (ACE) runs trains east from Stockton to San Jose in the morning and back west in the evening; the Tracy Station is located 5.05 miles southwest of the project site. The closest bus stop to the project site is 1.59 miles west at the Shops at Northgate Village. The stop is served by the City of Tracy TRACER bus service Route E, connecting to the Tracy Transit Station, and San Joaquin Regional Transit District bus routes 90 and 97, connecting to Lathrop and Stockton.^{6,7,8}

Land Use Designations

The San Joaquin County General Plan (County General Plan) designates the site Agriculture-Urban Reserve (A/UR) (Exhibit 4) which allows for agricultural uses, farm-related residential use, and open space and parks.⁹ The A/UR designation reserves areas for urban development if the area is designated for urban development in a city's general plan, and the County determines the area is a reasonable future expansion for the city.

The City of Tracy General Plan (General Plan) designates the project site Industrial (I) (Exhibit 5). Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs (e.g. restaurants, parks, consumers services, etc.). The maximum floor area ratio (FAR) is 0.5.¹⁰

Zoning

The site is located within the General Agriculture Zoning District with a minimum parcel size of 40 acres (AG-40) on the County's Zoning Map (Exhibit 4). The AG zoning preserves agricultural lands for

³ Federal Emergency Management Agency. 2019. National Flood Hazard Layer FIRMette. April 6. Website: <https://msc.fema.gov/portal/search?AddressQuery=6281%20Grant%20Line%20Road%20Tracy%2C%20CA#searchresultsanchor>. Accessed April 6, 2020

⁴ California Department of Conservation, Division of Land Resource Protection. 2018. San Joaquin County Important Farmland 2016. May.

⁵ The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels to agricultural or related open space use. In return, landowners receive lower property tax assessments.

⁶ City of Tracy. 2019. TRACER Route Map. October.

⁷ San Joaquin Regional Transit District. 2014. Route 90 Map. August 10.

⁸ San Joaquin Regional Transit District. 2013. Route 97 Map. August 11.

⁹ Mintier Harnish Planning Consultants (prepared for San Joaquin County). 2016. San Joaquin County General Plan: Policy Document. December.

¹⁰ Design, Community & Environment (prepared for the City of Tracy). 2011. City of Tracy General Plan. February 1.

continuation of commercial agricultural enterprises.¹¹ The project site is not within city limits, accordingly, the City of Tracy does not currently provide a zoning designation for the project site; the applicant has requested pre-zoning to a designation of NEI Specific Plan (and annexation into the boundaries of the NEI Specific Plan) as part of the application for development.

Project Description

1.1.2 - Land Uses

The proposed project includes demolition of 11 existing residential and agricultural structures on 4 acres located at the southwestern corner of the Tracy Alliance parcels, removal of all crops, and construction of the following primary components:

- Multiple warehouse buildings totaling up to 3,352,320 square feet that support industrial uses and associated offices;
- A 13.01-acre City-owned and managed stormwater detention basin with pump station;
- Approximately 110,000 square feet of landscaped areas associated with the site plan for the Tracy Alliance parcels; and
- Approximately 948 automobile parking spaces and approximately 572 trailer parking spaces provided within the site plan for the Tracy Alliance parcels.

Although development plans for the Suvik and Zuriakat parcels are not specified, these properties will be required to meet the minimum standards for landscaping and parking when a specific Site Plan is processed for those parcels. Based on the site acreage, the City has estimated the theoretical maximum square footage for development and has identified a minimum number of required parking spaces for the based on City code requirements.

The proposed site plan for all parcels is shown on Exhibit 6a and Exhibit 6b depicts a detailed site plan for the Tracy Alliance parcels. Table 2 summarizes locations and square footage for each project component.

¹¹ San Joaquin County. 2001. Ordinance Code of San Joaquin County. Section 9-600.1.

Table 2: Proposed Development Summary

| Tracy Alliance Parcels (APN 213-170-27, -48) | | | | |
|--|-----------|---|-------------------------|--------------|
| Land Use (NEI Specific Plan) | | Area (square feet) | Total gross square feet | Total acres |
| Light Industrial (LI) | | | | |
| Building A | Warehouse | 948,500 | 978,500 | 22.46 |
| | Office | 30,000 | | |
| Building B | Warehouse | 62,000 | 64,000 | 1.47 |
| | Office | 2,000 | | |
| Building C | Warehouse | 782,000 | 807,000 | 18.52 |
| | Office | 25,000 | | |
| Total | | 1,849,500 | - | |
| Basin Area | | - | - | 13.01 |
| | | | | Total |
| 55.46 | | | | |
| Suvik Farms Parcels (APNs 213-170-24, -25, -26) | | | | |
| Land Use (NEI Specific Plan) | | Maximum Building (gross square feet) ¹ | | |
| Light Industrial (LI) | | 1,023,660 | | |
| Zuriakat Parcel (APN 213-170-14) | | | | |
| Land Use (NEI Specific Plan) | | Maximum Building (gross square feet) ² | | |
| Light Industrial (LI) | | 479,160 | | |
| Total Maximum Building Gross Square Footage = 3,352,320 | | | | |
| Notes: | | | | |
| ¹ The maximum building square footage is calculated from the maximum allowable FAR (50 percent) as set forth in the NEI Specific Plan. The total land area is approximately 2,047,320 square feet (47 acres). | | | | |
| ² The maximum building square footage is calculated from the maximum allowable FAR (50 percent) as set forth in the NEI Specific Plan. The total land area is approximately 958,320 square feet (22 acres). | | | | |
| Source: Tracy Alliance Group. 2020. | | | | |

Light Industrial

The buildings would support warehouse and office uses. Based on the proposed uses described below, it is expected that approximately 1,871 employees would work on-site.¹²

Warehouse

Multiple warehouse buildings are proposed, totaling up to 3,352,320 square feet. Three warehouse buildings are proposed on the Tracy Alliance parcels, totaling 1,849,500 square feet. The number of buildings to be constructed on the Suvik Farms parcels and Zuriakat parcel is not specified at this time. For purposes of analysis in the Draft EIR, it is assumed that buildout on the Suvik Farms parcels

¹² Conversation between Victoria Lombardo, Senior Planner and with Barbara Harb, Economic Development Analyst, City of Tracy in May 2020. Employment data collected by conversations with business owners for various industrial businesses, including warehousing, manufacturing, and employee-intensive (Amazon) warehousing, and existing building square footage data, averaged.

and Zuriakat parcel would be to the maximum allowable FAR of 0.5, which provides the most conservative impact estimates. Although future occupants are unknown at this time, the buildings would be utilized for light industrial uses as defined by the NEI Specific Plan, which is most commonly warehouse and distribution operations with low employee densities. Using the maximum FAR allowed, and accounting for setbacks, parking, access, circulation, and landscaping requirements, the Suvik Farms parcels could support up to 1,023,660 square feet, while the Zuriakat parcel could support up to 479,160 square feet.

Office

Office use is permitted within the Light Industrial (LI) designation under the NEI Specific Plan. Each warehouse would include office space for the purpose of facilitating and administering operations of each building and their company occupants. It is assumed that the buildings on the Suvik Farms and Zuriakat parcels would also include office space.

Parking

Parking would be provided pursuant to parking requirements of Tracy Municipal Code Chapter 10.08 Article 26. The required automobile and bicycle parking per parcel are shown in Table 3.

Table 3: Required Parking

| Tracy Alliance Parcels (APN 213-170-27, -48) | | | | |
|--|-----------------|----------------|--|--|
| Site Area | Building A | Building B | Building C | Total |
| AUTO PARKING REQUIRED | 377 | 44 | 316 | 737 |
| AUTO PARKING PROVIDED | 470 | 57 | 421 | 948 |
| TRAILER PARKING PROVIDED | 319 | 0 | 253 | 572 |
| MINIMUM BICYCLE PARKING REQUIRED | 19 ¹ | 3 ¹ | 16 ¹ | 38 |
| Suvik Farms Parcels (APNs 213-170-24, -25, -26) | | | | |
| AUTO PARKING REQUIRED | | | | 276 |
| MINIMUM BICYCLE PARKING REQUIRED | | | | 14 ¹ |
| Zuriakat Parcel (APN 213-170-14) | | | | |
| MINIMUM AUTO PARKING TO BE REQUIRED | | | | 140 |
| MINIMUM BICYCLE PARKING REQUIRED | | | | 7 ¹ |
| TOTAL AUTO PARKING REQUIRED = 1,153 | | | TOTAL AUTO PARKING PROVIDED = 1,364 | TOTAL BICYCLE PARKING REQUIRED = 59¹ |
| Notes: 1. Number of spaces is rounded up. Source: Tracy Alliance Group, 2020. | | | | |

There will be trailer parking provided on the Suvik Farms and Zuriakat parcels, but the count and location of these spaces is not known at this time.

1.1.3 - Proposed Land Use Designation and Zoning

Land Use Designation

General Plan

As described above and shown on Exhibit 5, the City of Tracy General Plan designates the site Industrial. The project site would be annexed into the City of Tracy (as shown in Exhibit 7a) and the current San Joaquin County General Plan designation (A/UR) would no longer apply to the site. Because the proposed project is already designated Industrial by the City of Tracy General Plan, no land use redesignation would be required. Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs (e.g. restaurants, parks, consumers services, etc.). The maximum FAR is 0.5.¹³

Northeast Industrial Specific Plan

The project site would be annexed into the NEI Specific Plan area, and the NEI Specific Plan would be amended to designate the site LI. Primary land uses allowed within this designation include warehouse and distribution operations with low employee densities. The LI designation also allows for general commercial uses such as automotive supply or plumbing stores.¹⁴ The proposed NEI Specific Plan land use designation is shown in Exhibit 7b.

Zoning

The project site is currently zoned General Agriculture with a minimum parcel size of 40 acres (AG-40) by the Ordinance Code of San Joaquin County. The San Joaquin County Local Agency Formation Commission (LAFCo) will require the City to pre-zone the site in conjunction with the proposed annexation. The project site would be pre-zoned NEI Specific Plan, which would take effect upon annexation into the City. Allowable uses within this zoning district are governed by the NEI Specific Plan and light industrial uses, as described in the NEI Specific Plan, would be allowed.¹⁵ The proposed zoning is shown in Exhibit 7c.

1.1.4 - Circulation and Access

Vehicle

Primary vehicle access to the project site would be provided from four access points on Grant Line Road and four access points on Paradise Road; the northerly access point along Paradise Road would be for Emergency Vehicle Access (EVA) only. Once the future I-205 Interchange at Paradise Road is complete, the two northmost access points along Paradise Road (including the EVA) would be slightly modified to accommodate the interchange. A second EVA may be added along California Avenue to provide emergency access to the Zuriakat parcel. The decision to include or not include this EVA would occur during site plan review for any future development on the Zuriakat parcel.

A new signalized intersection on Grant Line Road would provide access to a New Private Drive that would facilitate on-site circulation for the warehouses on the Tracy Alliance parcels as well as access to the Suvik Farms and Zuriakat parcels as shown in Exhibit 6a. The New Private Drive, located along

¹³ Design, Community & Environment (prepared for the City of Tracy). 2011. City of Tracy General Plan. February 1.

¹⁴ City of Tracy. 2012. Northeast Industrial Specific Plan. Pages 10-11. July 17.

¹⁵ City of Tracy. 2016. Tracy Municipal Code Section 10.08.3022 – Northeast Industrial Specific Plan. October 18.

the Tracy Alliance parcels' eastern boundary, would also provide access to the detention basin area. Since no site plan is being processed on the Suvik Farms and Zuriakat parcels, the exact location(s) of access points from the New Private Drive to the Suvik and Zuriakat parcels have not been identified at this time.

Future Interchange

The City of Tracy Transportation Master Plan includes improvements to Chrisman Road, which are planned as part of improvements to the City's expressway system, as well as a future I-205/Paradise/Chrisman interchange. The schedule for implementation of the improvements is not known as this time. The proposed project would set aside 13.36 acres in the northwest corner of the project site, which would be sufficient to accommodate the future interchange. The proposed project includes annexation of this land into the city, but does not include any design, analysis, or construction of the future interchange. Therefore, the Draft EIR includes an evaluation of potential impacts of annexing the future interchange area into the City but does not include evaluation of any future construction.

Future design of the interchange would undergo a separate environmental review process pursuant to CEQA and NEPA once funding is programmed and available.

1.1.5 - Design, Landscaping, and Lighting

The NEI Specific Plan includes design guidelines and development standards that regulate site planning and architecture within the NEI Specific Plan area. Specific design details are not known at this time, but the proposed project would be required to conform to the design guidelines set forth in the NEI Specific Plan, subject to review and approval by the City's Development Services Director.

Building Design and Height

The NEI Specific Plan requires that attention be given to parts of any buildings visible from adjacent roadways or public parking. Large buildings should have facades that include variations in massing, form, and texture. Continuous surface treatments of a single material should be minimized. Architecture should be used to highlight building entries. Any accessory buildings and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.¹⁶

The maximum height for LI uses under the NEI Specific Plan is 60 feet. Buildings would not exceed this height.

Landscaping

Within parking areas on-site, landscaping would conform to the requirements for Off-Street Parking established by Municipal Code Chapter 10.08, Article 26, except where modified by the NEI Specific Plan. Landscaping requirements as set forth in the NEI Specific Plan are summarized in Table 4. Table 4 assumes parking lot landscaping would be decreased by 50 percent, and that a corresponding increase in perimeter landscaping of 50 percent would be provided to compensate, as allowed in the

¹⁶ City of Tracy. 2012. Northeast Industrial Specific Plan. Page 32. July 17.

Municipal Code.¹⁷ These requirements include designing landscapes as extensions of adjacent public right-of-way landscaping as applicable and completing on-site landscaping simultaneous to completion of buildings and other improvements. Additionally, landscaping shall not obstruct sight lines at street or driveway intersections, and parking areas and project frontages shall be screened from public rights-of-way.¹⁸ Additional landscaping guidelines are available in the NEI Specific Plan.

Table 4: Summary of City Landscaping Requirements

| Landscaping Requirement | Industrial Use |
|---|---------------------|
| Landscaped frontage setback | 10 feet |
| Minimum number of trees in parking area | 1 tree per 5 spaces |
| Percentage of landscaping in parking areas for over: | |
| 0-15 cars | 5 percent |
| 16-30 cars | 5 percent |
| 31-60 cars | 7.5 percent |
| Over 60 cars | 10 percent |
| Source: City of Tracy. 2012. Northeast Industrial Specific Plan. July 17. | |

Lighting and Signage

Light fixtures would meet all safety standards pursuant to the latest adopted edition of the California Building Code and would be installed throughout the length of the New Private Drive pursuant to the Municipal Code. The NEI Specific Plan recommends that one lighting fixture style be used on all streets. Where possible, light standards would be located in roadway medians.¹⁹

Signage would be required to conform to the requirements of Municipal Code Chapter 10.08, Article 35, except as modified by the NEI Specific Plan. A site sign program would be prepared and integrated into the total design concept for the proposed project, and all signs would be approved prior to installation. Project signage may be illuminated provided that no flashing, traveling, animated, or intermittent illumination would be used. Such illumination would be confined to the area of the sign except when such illumination is back lighting for an otherwise non-illuminated sign. No sign illumination would cast a glare which is visible from any street.

1.1.6 - Infrastructure Improvements

Domestic Water

The City's Public Works Department would supply potable water to the project. In the City's 2012 Water System Master Plan, 12-inch water lines were proposed for continuation north on Paradise Road until West Arbor Avenue, and within the project site along the perimeter of the Suvik Farms parcels.²⁰

¹⁷ City of Tracy. 2019. Tracy Municipal Code Section 10.08.3560(g).

¹⁸ City of Tracy. 2012. Northeast Industrial Specific Plan. Pages 33 and 34. July 17.

¹⁹ City of Tracy. 2012. Northeast Industrial Specific Plan. Page 24. July 17.

²⁰ West Yost Associates. 2012. City of Tracy Citywide Water System Master Plan, Figure 8-2 on Page 8-25. December.

The 12-inch water line in Paradise Road has been extended as planned; planned water lines that would traverse through the project site have not yet been installed.

The project proposes to install 10-inch lines to accommodate the level of development proposed on the Tracy Alliance parcels. These lines would connect to the buildings on the Tracy Alliance parcels at several locations (as shown in Exhibit 8). Several fire hydrants would be installed surrounding the buildings on the Tracy Alliance parcels and would connect to the 10-inch water lines. Since no site plan is being processed for either the Suvik Farms or Zuriakat parcels at this time, the location and sizing of water lines will be identified and reviewed by the City as part of subsequent engineering plans when development applications are submitted for these parcels.

Stormwater Drainage

The project site drains generally toward the northeast and has its own sub-basin (E65) within the Eastside Industrial future service area, one of the future development areas where the City anticipates new development. There are no existing stormwater drainage facilities near the project site.²¹

The proposed project includes construction of a stormwater detention basin on-site as identified in the City of Tracy Citywide Storm Drainage Master Plan.²² The proposed 13.01-acre stormwater detention basin with a pump station would be located along the northeast site boundary. Following its construction, the basin would be dedicated to and managed by the City. Construction of this stormwater detention basin would also support future development within the Eastside Industrial service area and the applicant would be awarded a fee credit against the stormwater impact fee required for the project.

The proposed project would construct a 12-inch forced main storm drain line along the corner of I-205 east and Paradise Road (see Exhibits 8, 9a, and 9b) to connect the proposed on-site detention basin to the City's NEI detention basin adjacent to the western boundary of the project site. Project discharge into the on-site detention basin would be held until the NEI detention basin is drained enough to accept inflow; all stormwater would eventually discharge into the Eastside Channel.

Bio-retention treatment areas would intermittently surround the buildings on the Tracy Alliance parcels and be interspersed throughout the parking lots (Exhibit 9b). On-site storm drain lines within the Tracy Alliance parcels would be 12 inches and would connect bio-retention treatment areas to the proposed on-site detention basin.

Should the NEI detention basin not be finished by the time the proposed project is operational and not able to accommodate flow from the proposed project, the applicant would work with the City to modify the proposed on-site detention basin to ensure stormwater drainage for the project site would be sufficient.

Since no site plans are being processed for the Suvik Farms or Zuriakat parcels at this time, the exact location and sizing of on-site stormwater drainage facilities and how they connect to the on-site

²¹ Stantec. 2012. City of Tracy Citywide Storm Drainage Master Plan. November.

²² Stantec. 2012. City of Tracy Citywide Storm Drainage Master Plan. Figure 5-1a. November.

stormwater detention basin will be identified and reviewed as part of subsequent engineering plans when development applications are submitted for these parcels.

Sanitary Sewer

The proposed project is anticipated to include connections to the existing City sanitary sewer system operated by the Public Works Department via the existing wastewater line beneath Paradise Road (see Exhibit 8).²³ An existing 15-inch sanitary sewer line is located within the Paradise Road right-of-way and an existing 10-inch sanitary sewer line is located within Grant Line Road and have sufficient capacity to accommodate the development as proposed. The development of the Tracy Alliance parcels would be served as follows:

- **Building A:** would be served via two proposed 8-inch sanitary sewer lines that would each connect to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building B:** would be served by a proposed 6-inch sanitary sewer line that would traverse the northern side of Building A, connecting to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building C:** would be served by two sanitary sewer lines: (1) a proposed 6-inch sanitary sewer line that would connect to an existing 10-inch sanitary sewer line in Grant Line Road, and (2) a proposed 8-inch sanitary sewer line that would connect to the existing 15-inch sanitary sewer line in Paradise Road.

Since no site plans are being processed for the Suvik Farms and Zuriakat parcels, the exact location and sizing of an on-site sanitary sewer system will be identified and reviewed by the City of Tracy as part of subsequent engineering plans when development applications are submitted for these parcels.

Solid Waste and Recycling Collection

The City Public Works Department provides solid waste and recycling services for areas within city limits and certain surrounding County areas. The Public Works Department has a partnership with Tracy Disposal Service Company to provide residential and commercial solid waste collection and disposal, including recycling and organics services.^{24,25} Garbage is collected once a week, and recycling and yard waste are collected on alternating weeks.²⁶

Solid waste generated by the proposed project would be accommodated at the Tracy Material Recovery Facility & Solid Waste Transfer (MRF), and then hauled to the Foothill Sanitary Landfill on North Waverly Road east of Tracy. On a designated day, Tracy Disposal Service Company collects and transports solid waste to the MRF.

²³ De Novo Planning Group. 2019. Tracy Municipal Services Review. July.

²⁴ City of Tracy. 2020. Recycling & Solid Waste. Website: <https://www.ci.tracy.ca.us/?navId=688>. Accessed April 9, 2020.

²⁵ Tracy Delta Solid Waste Management, Inc. Website: <https://www.tdswm.com/>. Accessed April 9, 2020.

²⁶ City of Tracy. 2020. Garbage & Recycling Schedule. Website: <https://www.ci.tracy.ca.us/?navId=700>. Accessed April 16, 2020.

Power and Telecommunications

Electricity and natural gas services for the proposed project would be provided by Pacific Gas and Electric Company (PG&E). There is a natural gas pipeline under Grant Line Road (the southern project site boundary), as well as an electric transmission line above ground.^{27,28}

Phone and internet services could be provided by various private companies, including AT&T, Xfinity, Comcast, and Verizon.

1.1.7 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City for implementation of the proposed project. The project application would require the following discretionary approvals and actions:

- EIR certification;
- Annexation and Rezoning; final approval action for annexation would be required by San Joaquin Local Agency Formation Commission;
- Northeast Industrial Specific Plan Amendment;
- Development review permit;
- Tentative Parcel Maps or Lot Line Adjustment as needed to create final development lots; and
- Cancellation of the Williamson Act contract on the Suvik Farms parcels (if required).

Subsequent ministerial actions would be required for implementation of the proposed project, including issuance of demolition, grading, and building permits.

1.1.8 - Responsible and Trustee Agencies

Several other agencies in addition to the City of Tracy will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. The Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- United States Army Corps of Engineers
- United States Fish and Wildlife Service
- California Department of Fish and Wildlife
- California Department of Transportation (Caltrans)
- California Public Utilities Commission
- Central Valley Regional Water Quality Control Board (Central Valley RWQCB)
- County of San Joaquin
- San Joaquin Local Agency Formation Commission (San Joaquin LAFCo)

²⁷ Pacific Gas and Electric Company (PG&E). 2020. Gas Transmission Pipelines. Website: https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page. Accessed April 9, 2020.

²⁸ California Energy Commission. California Electric Infrastructure App. Website: <https://cecgis-caenergy.opendata.arcgis.com/app/ad8323410d9b47c1b1a9f751d62fe495>. Accessed April 9, 2020.

- San Joaquin County Airport Land Use Commission
- San Joaquin Valley Air Pollution Control District (Valley Air District)

Actions that are necessary to implement the project that must be taken by other agencies are:

- Annexation, with Prezoning, of the Project into the City of Tracy (San Joaquin LAFCo)
- Detachment from Tracy Rural Fire District (San Joaquin LAFCo)
- Coverage under General Construction Stormwater Permit (California State Water Resources Control Board/Central Valley RWQCB)
- Approval of Indirect Source Review (Valley Air District)

Issuance of Encroachment Permits for roadway, trail, or utility improvements within facilities under the jurisdiction of Caltrans or the County of San Joaquin may also be necessary.

Environmental Review

1.1.9 - Potential Environmental Effects

The Draft EIR will evaluate potentially significant environmental impacts associated with the approval and implementation of the proposed project. Consistent with the CEQA Guidelines (Appendix G), the following environmental resource categories will be analyzed in relation to the Project:

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

- **Aesthetics**—The Draft EIR will include an evaluation of aesthetic impacts related to the conversion of the site from agricultural to industrial uses.
- **Agriculture and Forestry Resources**—There are three active Williamson Act contract parcels within the project site. The Draft EIR will include an evaluation of converting the project site from active agriculture to industrial uses.
- **Air Quality**—The Draft EIR will include an evaluation of construction-period toxic air contaminants to assess potential construction health risks for area employees. The Draft EIR will also include an evaluation of operational air quality effects.
- **Biological Resources**—There is potential for special-status species on the project site including song sparrow, tricolored blackbird, burrowing owl, San Joaquin kit fox, Swainson’s hawk, and

roosting bats. The site contains aquatic features, potentially qualifying as jurisdictional waters of the United States and/or waters of the State. The Draft EIR will include analysis of potential impacts on relevant special-status species and sensitive habitats, including a project specific Biological Resources Assessment.

- **Cultural and Resources**—The Draft EIR will include a summary of a Phase I Cultural Resources Assessment to confirm whether the implementation of the project would result in impacts to cultural resources. The Draft EIR will include mitigation, where needed, to reduce potential impacts.
- **Energy**—The Draft EIR will include an evaluation of energy use to assess consistency with the City’s Sustainability Action Plan.
- **Geology and Soils**—The project site is not located within in an Alquist-Priolo Earthquake Fault Zone. However, the applicant-prepared geotechnical report includes several recommendations. The Draft EIR will include an evaluation of site soils and geology and recommendations from the geotechnical report will be included as mitigation measures.
- **Greenhouse Gas Emissions**—The Draft EIR will include an evaluation of construction-period greenhouse gas emissions to assess consistency with the City’s Sustainability Action Plan. The Draft EIR will also include an evaluation of operational-period emissions to assess compliance with Valley Air District thresholds.
- **Hazards and Hazardous Materials**—The Draft EIR will identify impacts and mitigation for hazards and hazardous materials. The Draft EIR will summarize the applicant-prepared Phase I and Phase II ESAs for the Tracy Alliance parcels as well as the Phase I for the Suvik Farms and Zuriakat parcels and include recommendations provided in those reports. Emergency response and evacuation impacts will be reviewed, including the proposed emergency vehicle access road off Paradise Road.
- **Hydrology and Water Quality**—The proposed project would involve grading and creation of new impervious surfaces that have potential to create runoff. The Draft EIR will include an evaluation of increased development and impervious surfaces on water quality, stormwater drainage, and other hydrology issues. The Draft EIR will also include an evaluation of constructing and dedicating a new on-site detention basin to the City.
- **Land Use and Planning**—As previously described, the proposed project would include annexation of land into the City and a NEI Specific Plan amendment. Conformity with City policies will be evaluated as part of the analysis.
- **Noise**—The Draft EIR will include an evaluation of construction-period noise based on the estimated equipment list and duration of construction activities. Operational traffic noise impacts will also be evaluated.
- **Public Services**—The proposed project would include development of new warehouse and office buildings that would increase demand for public services, including police and fire services. The Draft EIR will include an evaluation of public service impacts related to the new industrial operations.

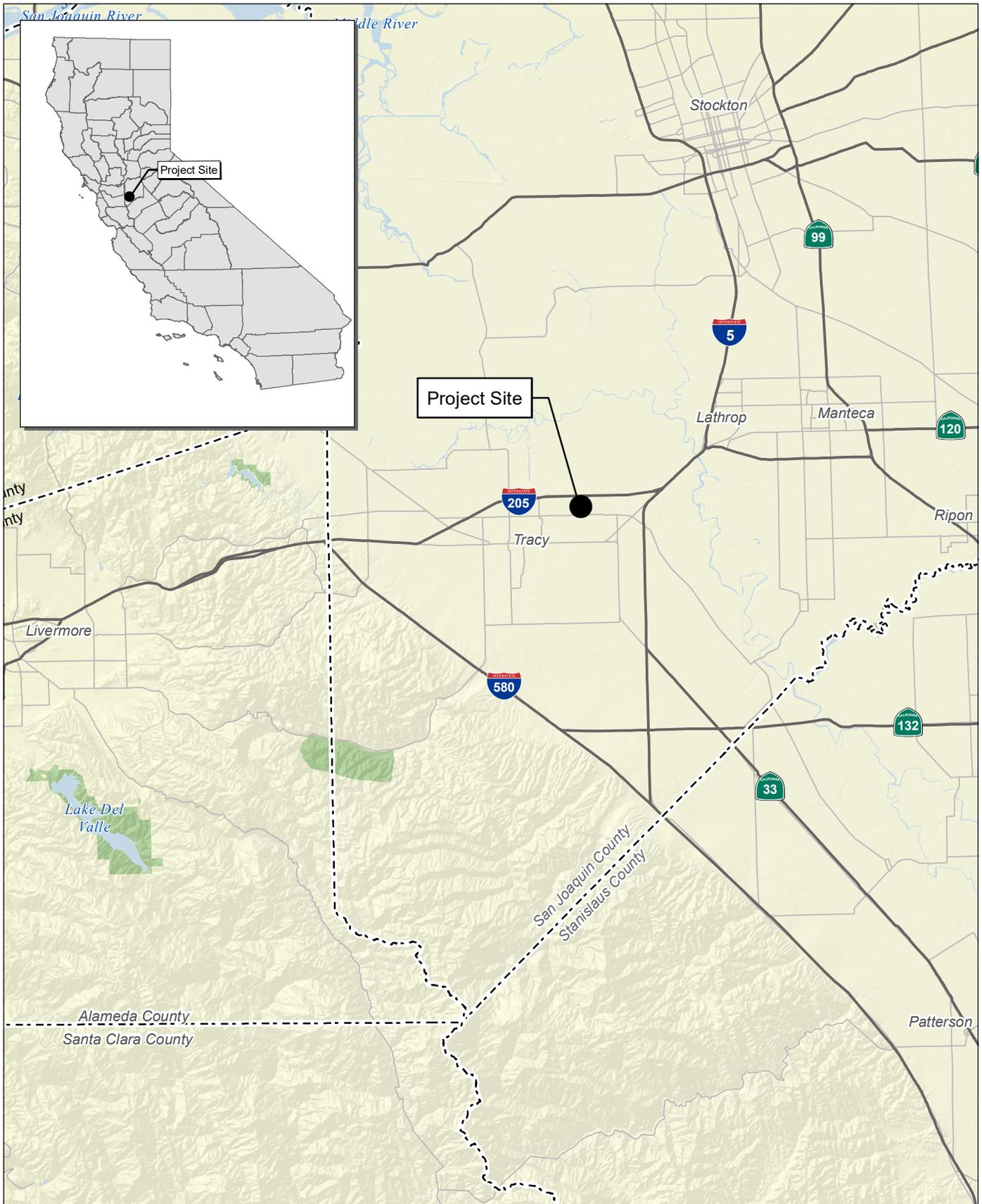
- **Transportation**—The CEQA analysis will include a comprehensive traffic analysis that considers aspects such as roadway design and safety, effects on increased traffic volumes on Grant Line Road and Paradise Road as well as other roadways, and analysis of proposed improvements. A vehicle miles traveled analysis will also be provided.
- **Tribal Cultural Resources**—The Draft EIR will include analysis of tribal cultural resources and a summary of tribal coordination to confirm whether the proposed project would potentially affect any resources of importance to local tribes.
- **Utilities and Service Systems**—The proposed project would require extension of public water and wastewater systems on-site. The Draft EIR will evaluate potential impacts associated with construction of the proposed utility extensions, as well as operational components of the City water supply, stormwater, wastewater, solid waste collection systems, and private power and telecommunications provision.
- **Wildfire**—The Draft EIR will include an evaluation of wildfire risk in the City and identify impacts, if any, associated with implementation of the proposed project, including mitigation, if required.

It is anticipated that the following environmental topics will not require detailed analysis, and instead will be addressed under an Effects Found not to be Significant chapter of the Draft EIR:

- **Mineral Resources**—There are no known mineral resources located on or adjacent to the project site. As such, the proposed project would not result in significant effects related to mineral resources.
- **Population and Housing**—The proposed project would require removal of one occupied residential structure and rezoning of agricultural land. Although the project would displace the existing occupied residence and associated structures, the proposed project would not necessitate construction of replacement housing elsewhere not already anticipated by the City.

It is expected that employees from the local labor force would be the primary source for workers, however, the possibility exists for individuals to relocate to the City to work at the proposed warehouses. Based on the light industrial nature of the proposed project, it is expected that approximately 1,871 employees would work on-site. Because the population of the City is currently estimated at 95,931, the total number of employees that may work at the project site represents approximately 2 percent of the current population of the City. Therefore, proposed project implementation would not displace any individuals or significantly increase population, and less than significant impacts related to population and housing would occur.

- **Recreation**—Because the proposed project is not located within or adjacent to any designated natural or open space areas and would not significantly increase City population, the project would not impact park usage. Furthermore, because the proposed project is not expected to result in a significant increase in population, the ratio of parks to residents would be unchanged by the project. As such, the proposed project would not result in significant effects related to recreation.

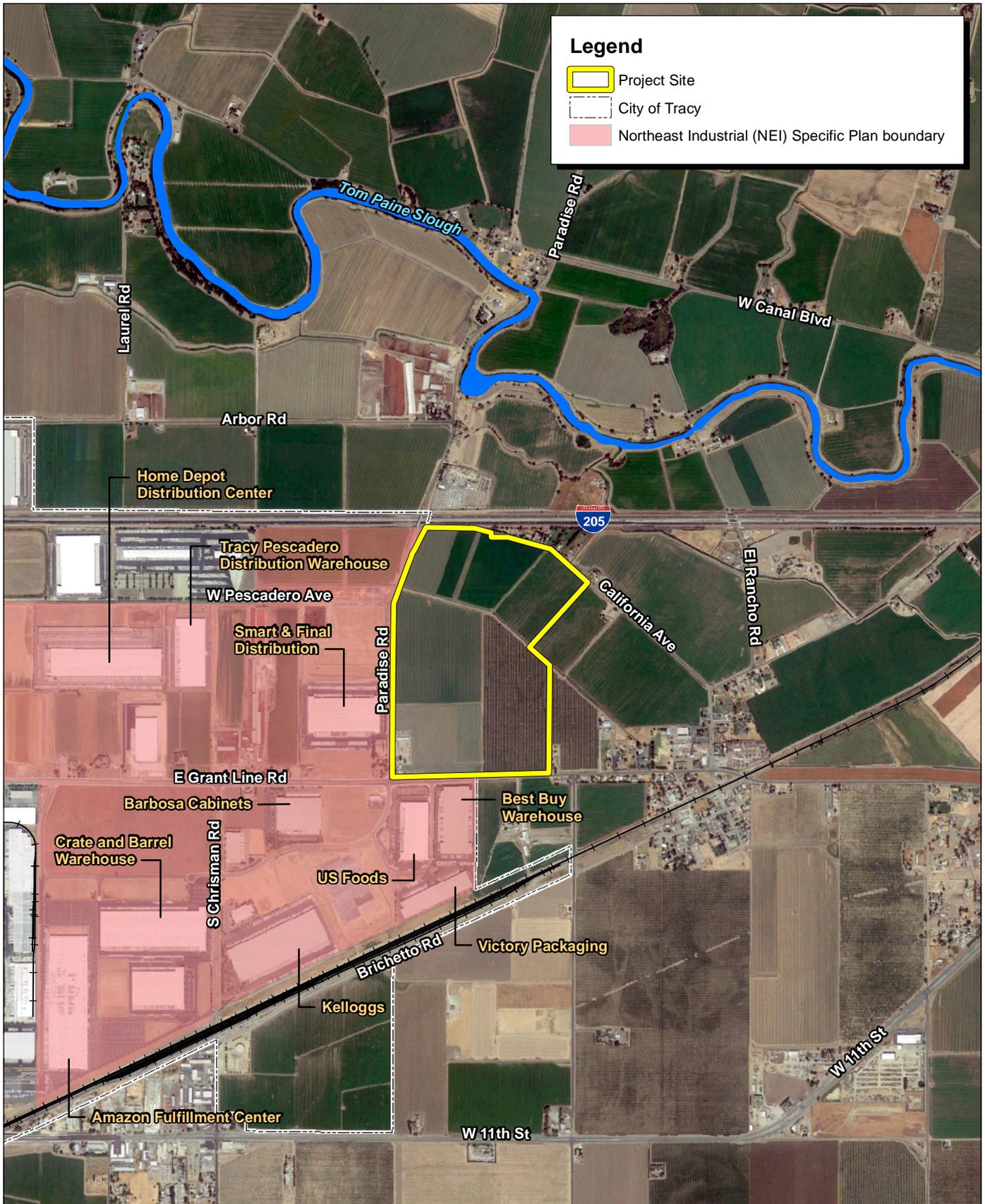


Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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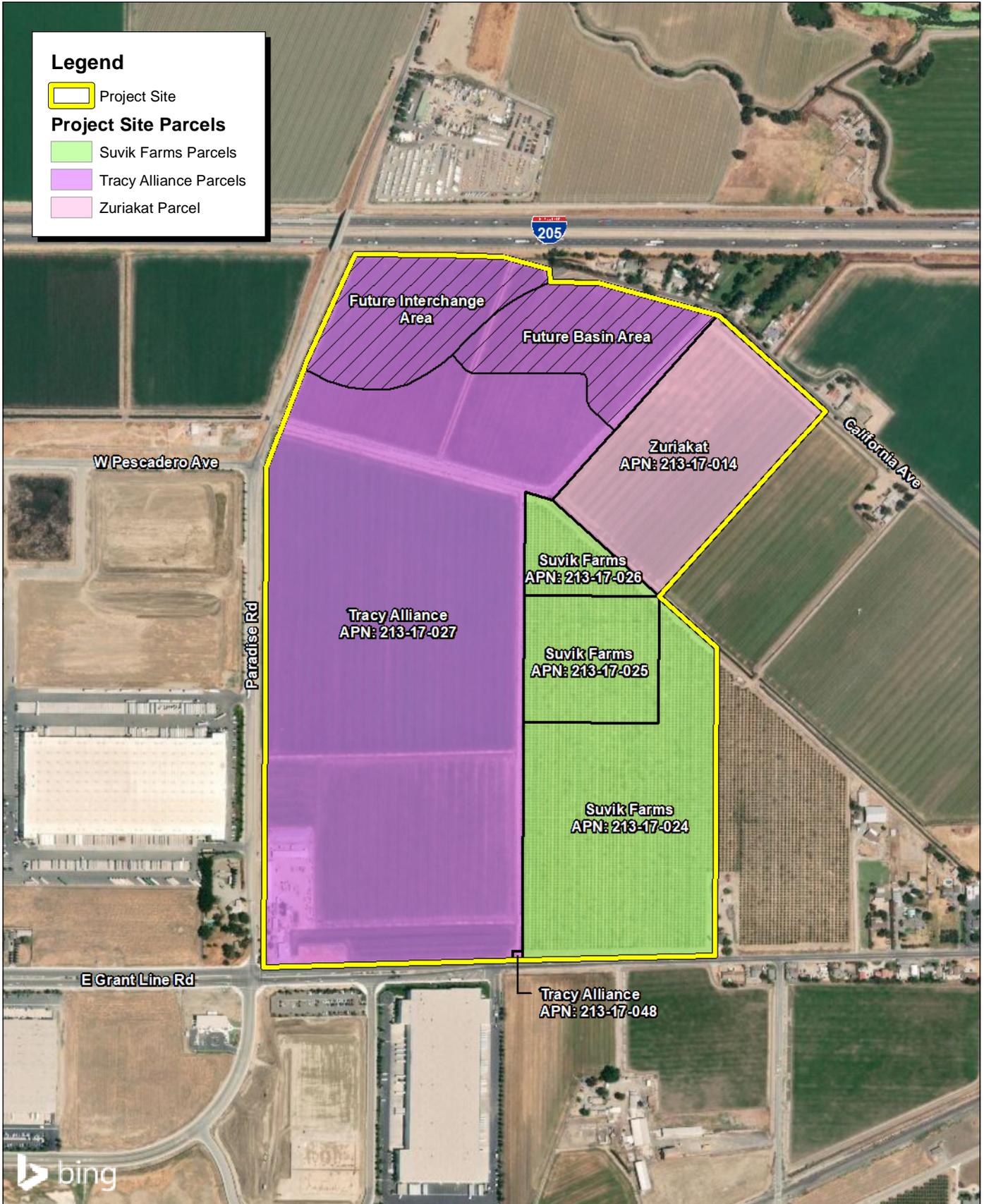
Exhibit 1 Regional Location Map



Source: Google Earth Aerial Imagery, August 2018.

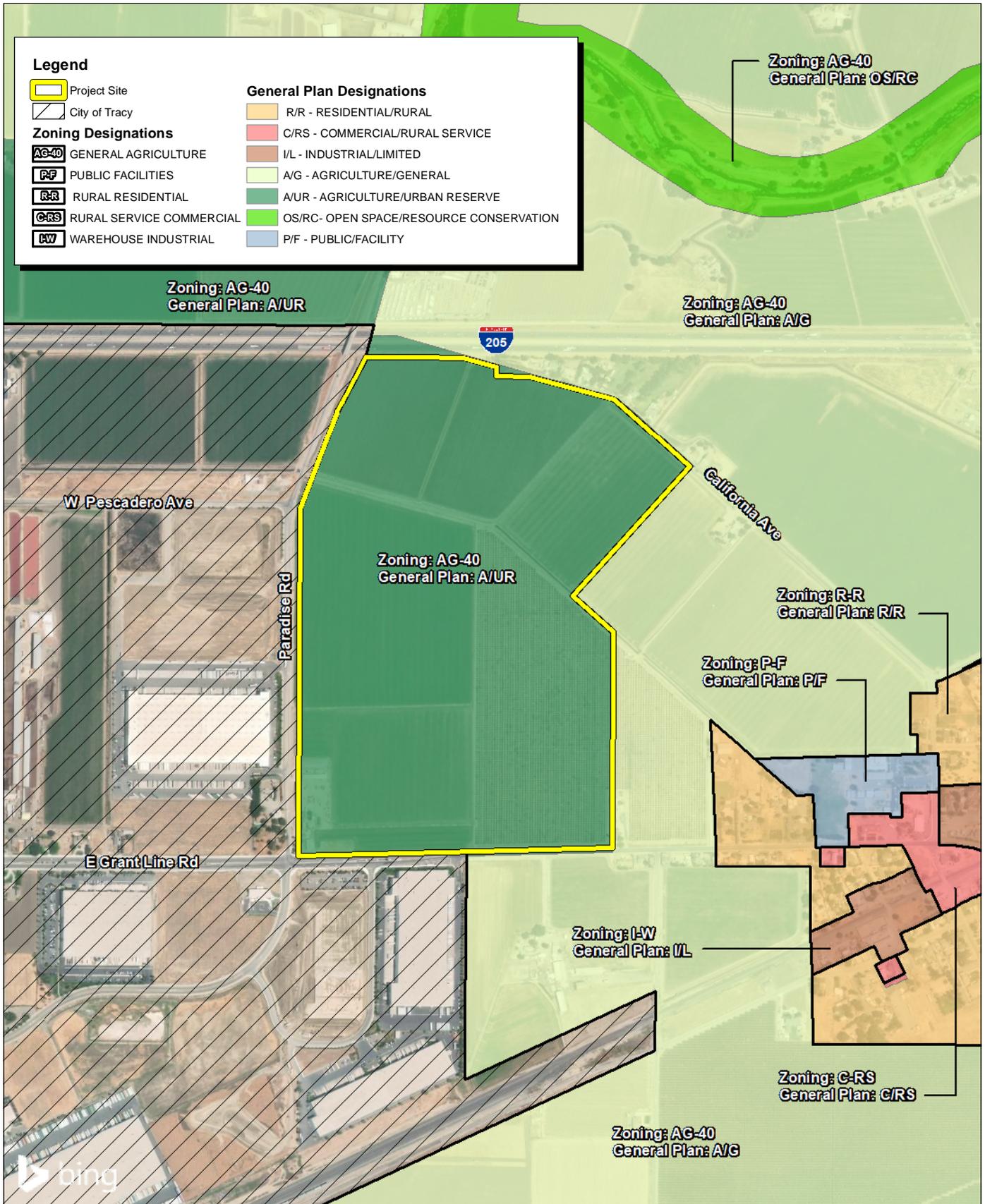


Exhibit 2 Local Vicinity Map



Source: Bing Aerial Imagery. County of San Joaquin.



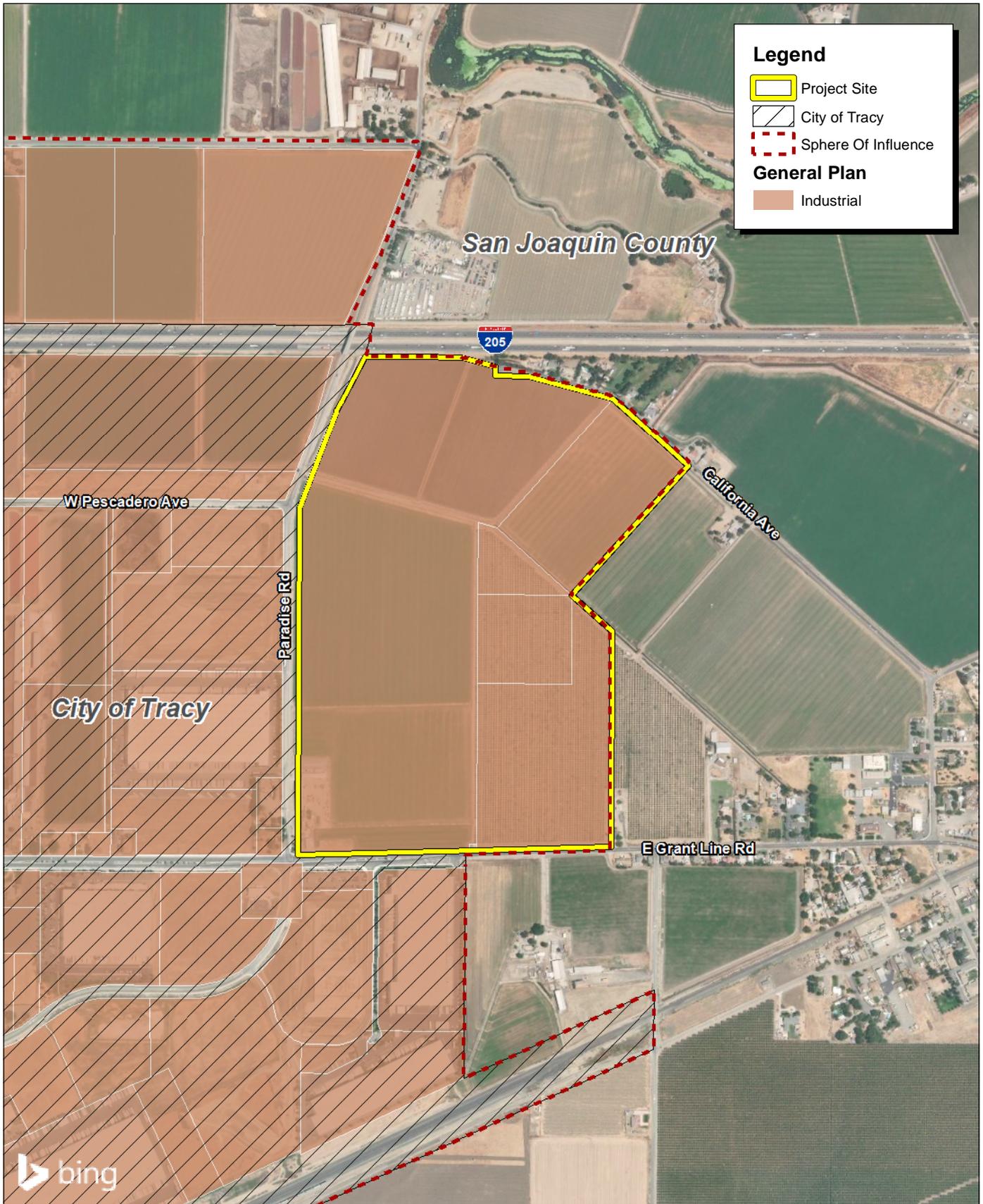


Source: Bing Aerial Imagery. San Joaquin County GIS Data, 2020.

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Exhibit 4
San Joaquin County General Plan
Land Use and Zoning Designations

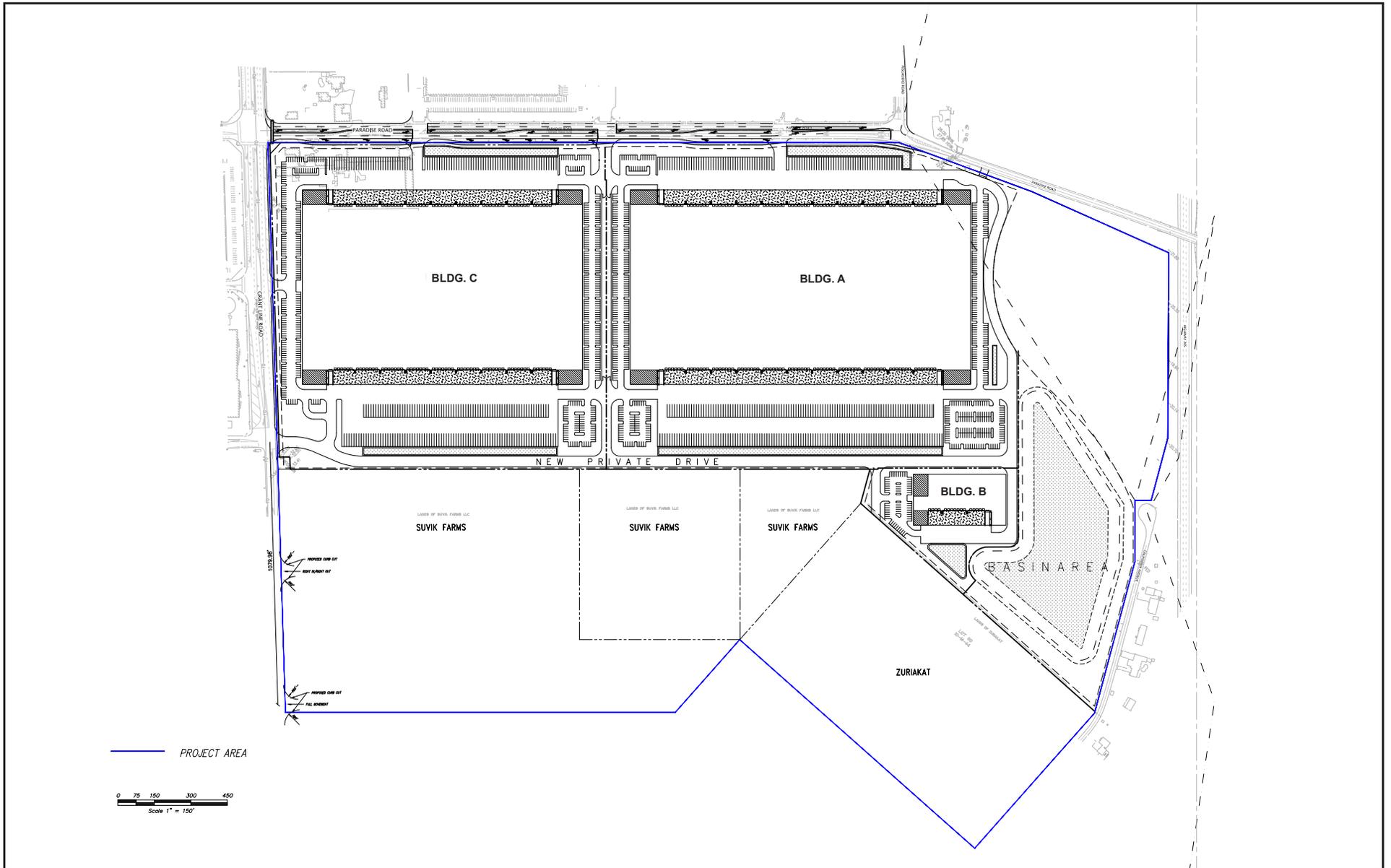


Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.

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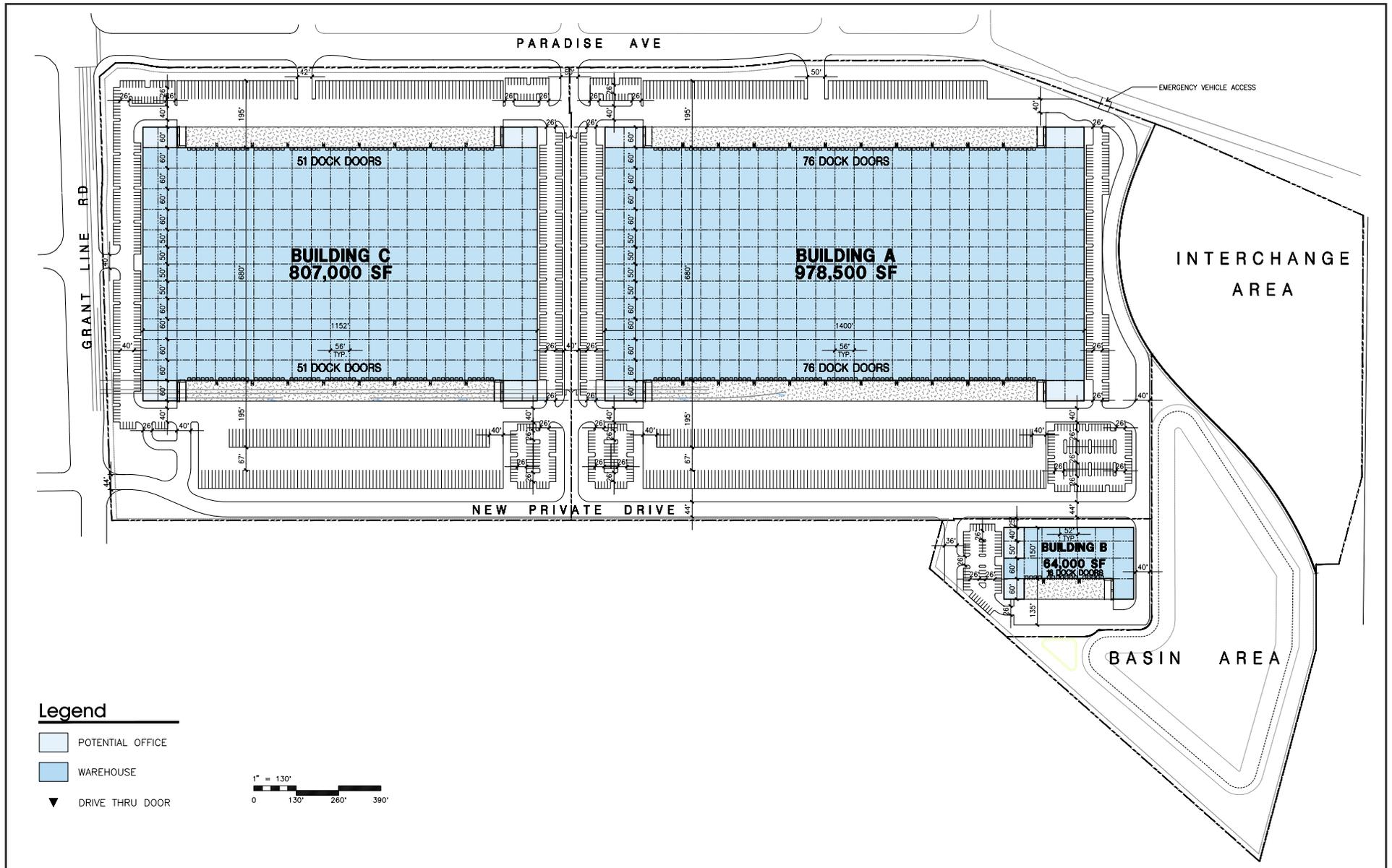
Exhibit 5
City of Tracy
General Plan Designation

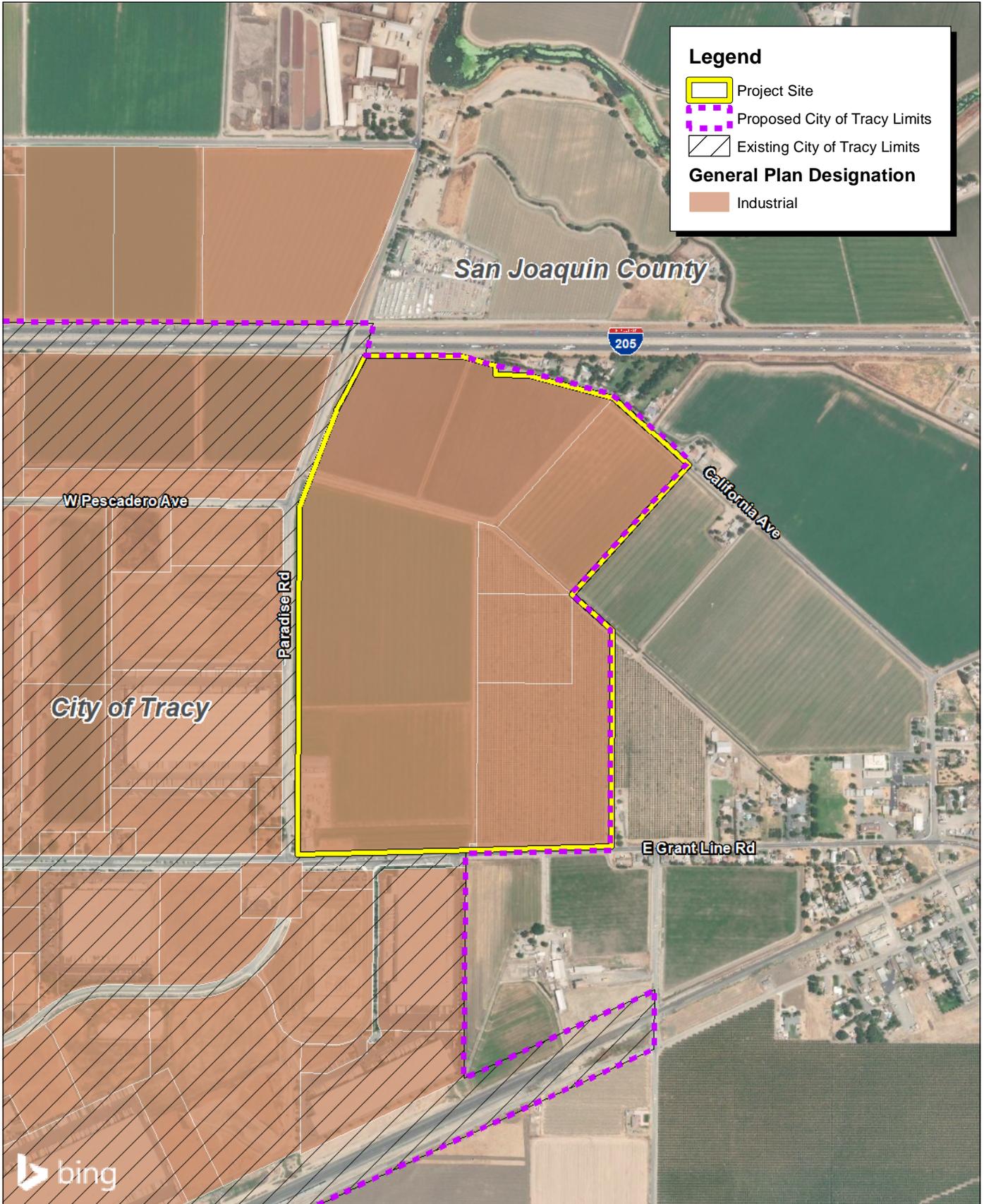


Source: Kier & Wright Civil Engineers & Surveyors Inc., 9/12/2019.



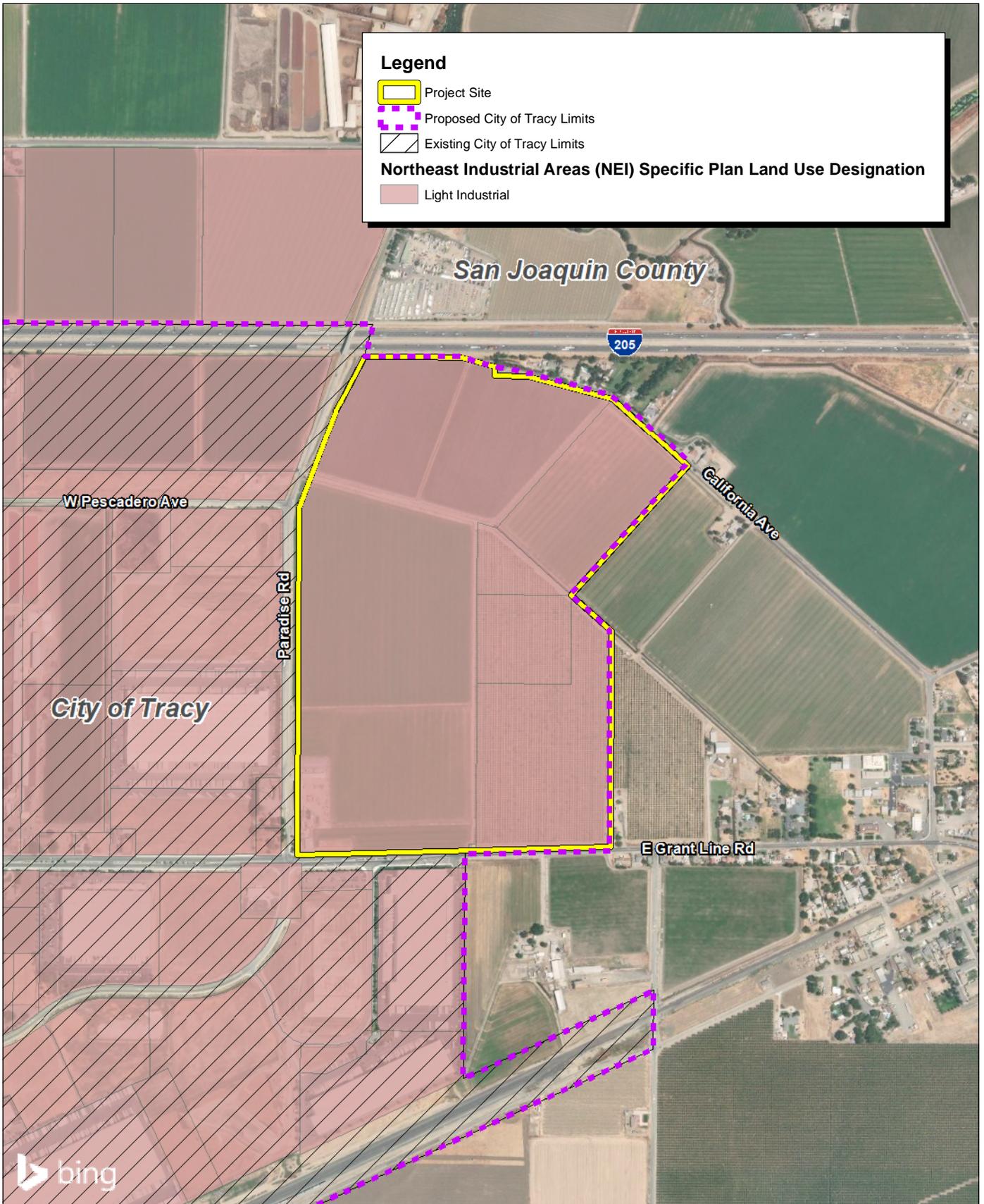
Exhibit 6a Comprehensive Site Plan





Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.



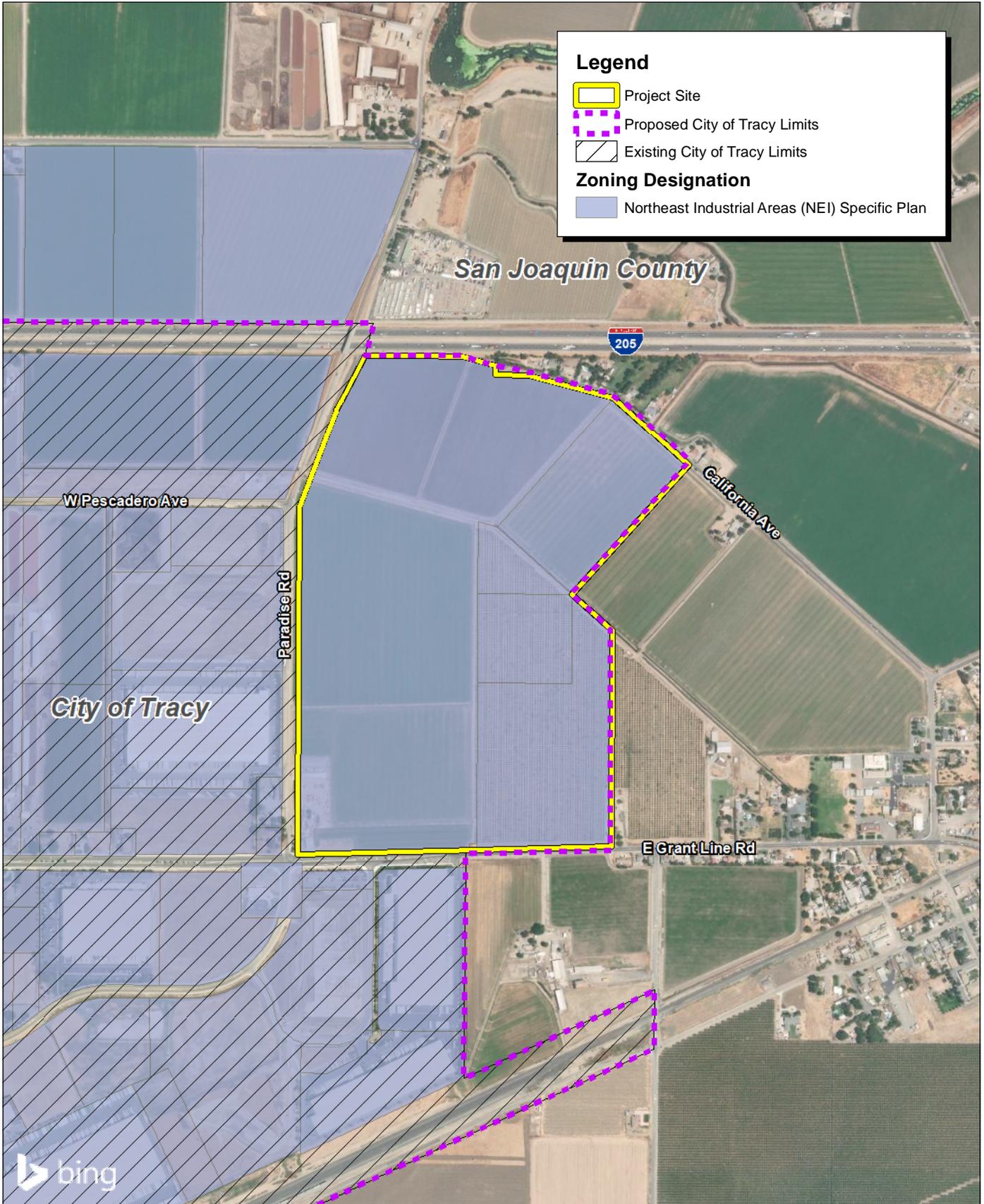


Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.

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Exhibit 7b
Proposed NEI Specific Plan
Land Use Designation

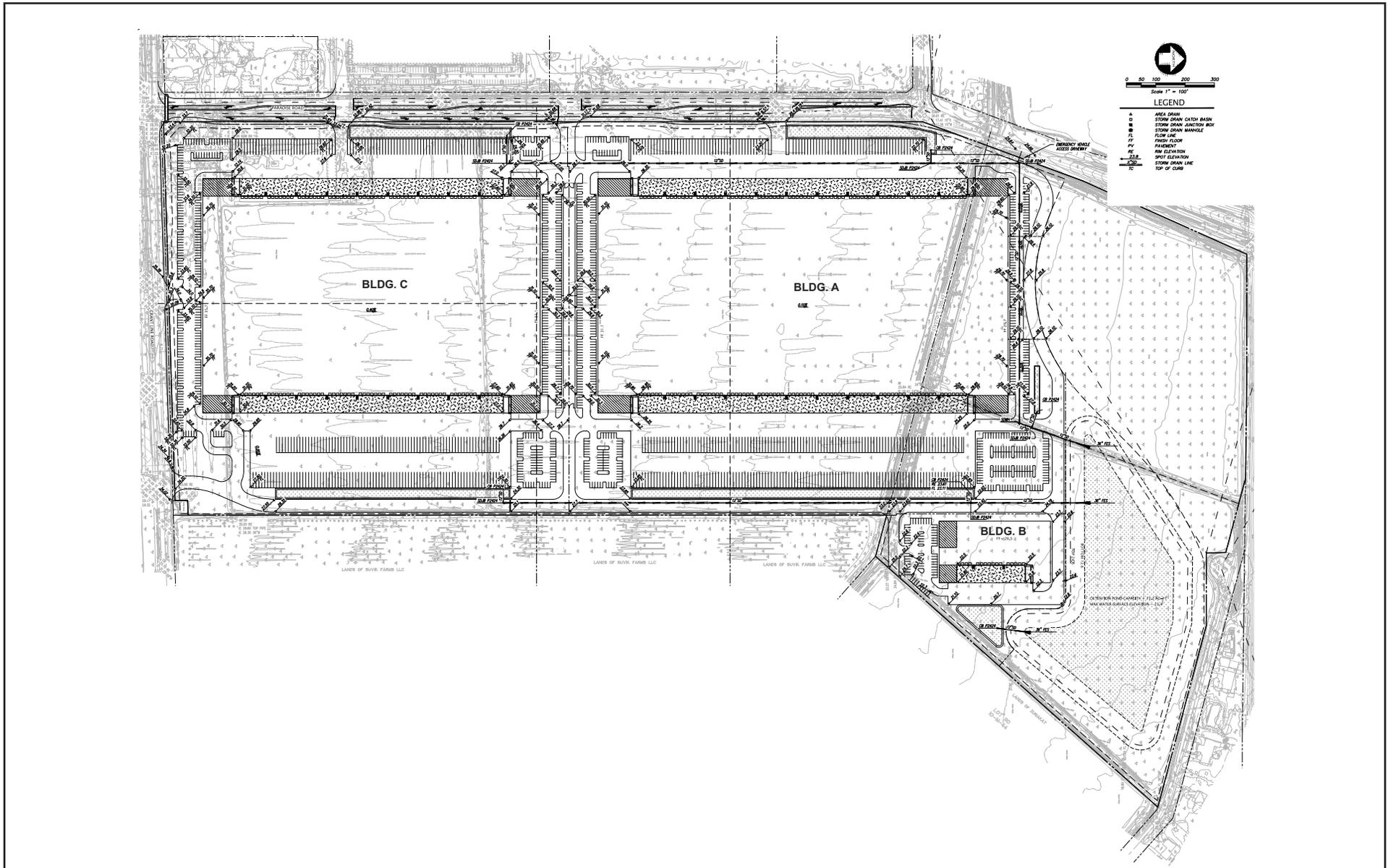


Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.

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Exhibit 7c
Proposed City of Tracy
Zoning Designation



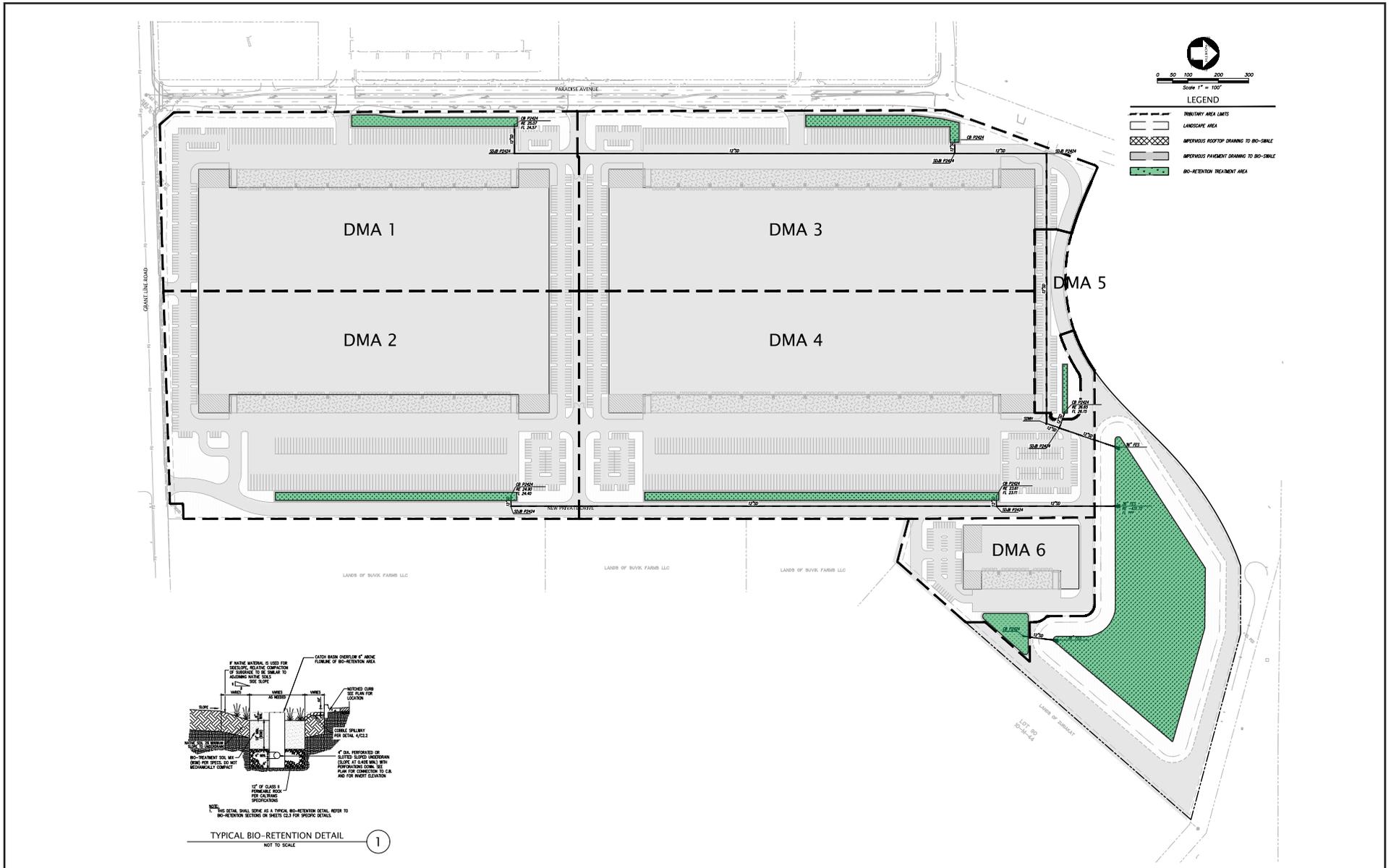
Source: Kier + Wright, July 9, 2020.



Exhibit 9a Tracy Alliance Parcels - Preliminary Grading and Drainage Plan

17260011 • 08/2020 | 9a_tracy_alliance_parcel_preliminary_grading_drainage_plan.cdr

CITY OF TRACY
TRACY ALLIANCE PROJECT
NOTICE OF PREPARATION



Source: Kier + Wright, July 9, 2020.



Exhibit 9b Tracy Alliance Parcels - Preliminary Storm Water Control Plan