INITIAL STUDY / NOTICE OF PREPARATION

FOR THE

SCHULTE ROAD WAREHOUSE PROJECT

DECEMBER 2023

Prepared for:

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

Prepared by:

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

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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(SCH # 2020080531)

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

DATE: December 15, 2023

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 Schulte Road Warehouse Project

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

PROJECT PLANNER: Scott Claar, Senior Planner
Scott.Claar@cityoftracy.org
(209) 831-6429

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 Schulte Road Warehouse 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, January 16, 2024.

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

SCOPING MEETING: On Tuesday, January 9, 2024, at 5:00 p.m., the City of Tracy will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed project and scope of the EIR. This meeting will be held on-line via Microsoft Teams, and interested parties may join the Microsoft Teams scoping meeting to review the proposed project exhibits and submit on-line comments beginning at 5:00 PM. Representatives

from the City of Tracy and the EIR consultant team will be available via the MS Teams scoping meeting to address questions regarding the EIR process and scope. All interested persons may submit statements orally during the meeting by calling the teleconference line at (209) 425-4338, Conference ID 295 015 624 508 or online https://www.microsoft.com/microsoft-teams/join-a-meeting Meeting ID: 295 015 624 508 Passcode: VxSNjk. If you have any questions regarding the scoping meeting, contact Scott Claar, Senior Planner, at (209) 831-6429 or Scott.Claar@cityoftracy.org.

PROJECT LOCATION AND SETTING: The Schulte Road Warehouse project site (project site) is located at 16286 West Schulte Road in unincorporated San Joaquin County, California (see Figures 1 and 2). The project site is within the Tracy Sphere of Influence (SOI) 10-Year Planning Horizon and is immediately adjacent to the Tracy city limits to the north of the site. The project site is identified by Assessor Parcel Numbers (APNs) 209-230-250 and -260. Both parcels would be annexed to the City of Tracy as part of the project. The larger parcel (APN 209-230-250) (the "Development Area") is proposed for development as part of the project. The smaller parcel (APN 209-230-260), referred to as the Williams Communication Parcel, would not be developed as part of the proposed project.

The project site includes two distinct planning boundaries defined below. The following terms are used throughout this Initial Study to describe the planning boundaries within the project site:

- **Project Site** (or **Annexation Area**) – totals 21.92 acres and includes: (1) the proposed 20.92-acre Development Area (APN 209-230-250), and (2) the 1.00-acre Williams Communication Parcel along West Schulte Road (APN 209-230-260), which would not be developed as part of the proposed project.
- **Development Area** – includes a 20.92-acre parcel (APN 209-230-250) that is intended for the development of up to 217,466-square foot (sf) of warehouse and office uses.

The project site is bound by Hansen Road to the west, West Schulte Road to the north, the Delta Mendota Canal to the south, and a private driveway and vacant land on the east. Surrounding land uses include the Cal Fire Station 26 and vacant land to the west, vacant land previously used for agricultural uses to the east, two industrial warehouses to the north, and the Delta Mendota Canal and agricultural land to the south. It is noted that an industrial warehouse Project, the Costco Depot Annexation Project, is currently (as of June 2023) proposed on the adjacent parcel to the east of the Project site. The area north of the project site is part of the Cordes Ranch Specific Plan Area, which is being developed with industrial and commercial uses pursuant to the Cordes Ranch Specific Plan approved by the City in 2013.

PROJECT DESCRIPTION: The proposed project would include demolition of the three single-family residences and six ancillary structures and redevelopment of the Development Area with a one-story, 217,466 square foot (sf) warehouse building and a surface parking lot (see Figure 4). The 217,466-sf warehouse would include 206,593 sf of warehouse uses and 10,873-sf of office space. The City's General Plan land use designation for the project site is Industrial. Specific uses allowed in the industrial category range from flex/office space to manufacturing to warehousing and distribution. Although the tenants of the proposed warehouse are unknown at this time, this

analysis assumes that business operations could occur 24 hours per day. No cold storage facilities or uses are proposed or would be allowed on-site.

The proposed warehouse would include 31 dock level doors on the eastern side of the building. The maximum height of the one-story warehouse would be 42.5 feet, with the majority of the building at 40 feet. The entire project site, including the Development Area and the Williams Communication Parcel, would be annexed into the City as part of the proposed project. Landscaping would be provided throughout the site.

For more details regarding the site access, 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 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;
- Submittal of a petition to the San Joaquin County LAFCo for annexation of the project site into the City (which requires approval by the LAFCo);
- Development Review Permit approval for building design, landscaping, and other site features;
- Building, grading, and other permits as necessary for project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP); and
- Adoption of a Statement of Overriding Considerations (should any significant and unavoidable impacts result from the project).

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

- Regional Water Quality Control Board (RWQCB) – Construction activities must be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – A Storm Water Pollution Prevention Plan (SWPPP) must be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin LAFCo – Approval of a petition for annexation of the project site; and
- 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 Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases and Climate Change, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, Utilities, Cumulative Impacts, and Growth Inducing Impacts.

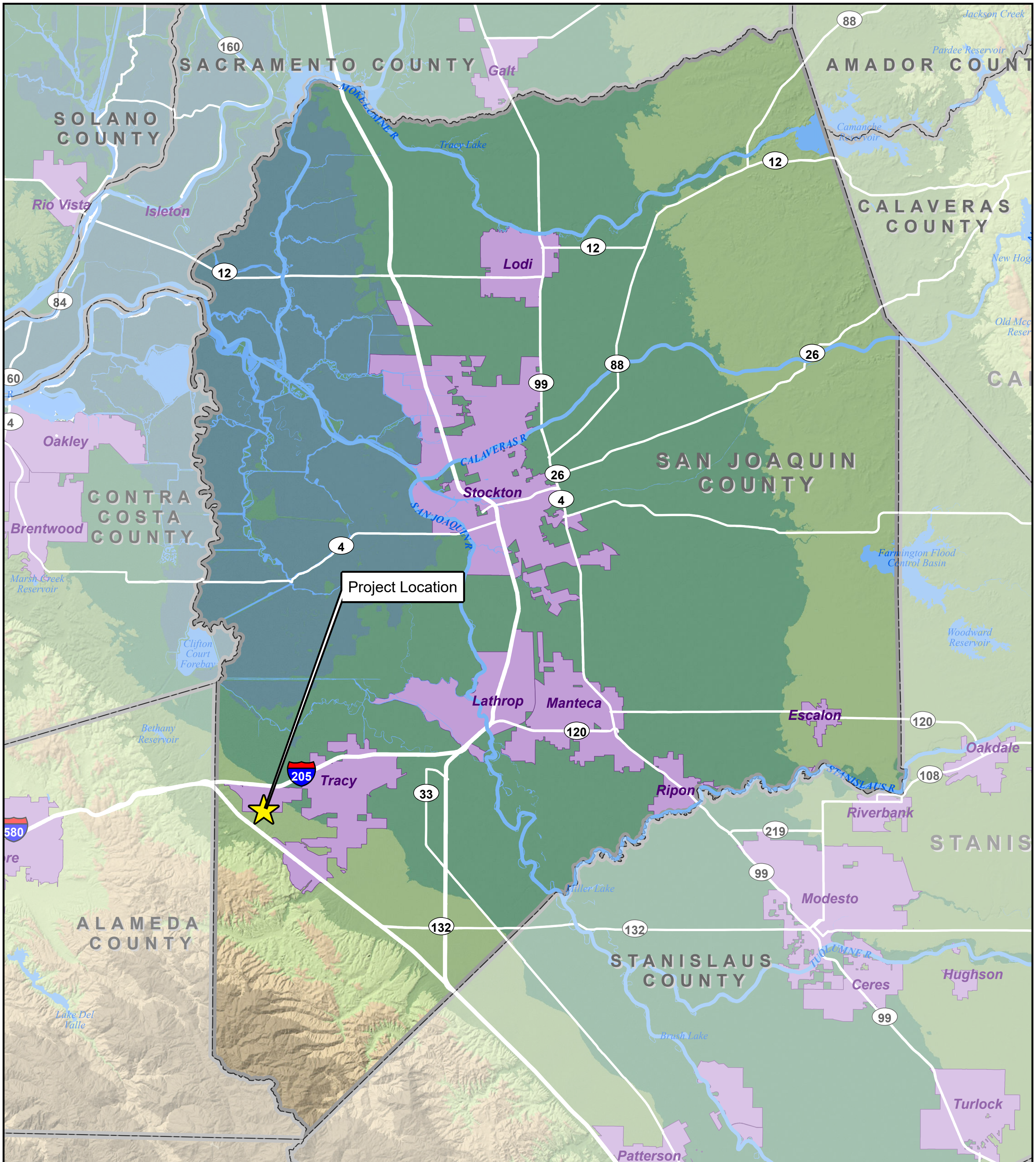
INITIAL STUDY: An Initial Study has been prepared for this project. The Initial Study identifies environmental areas/issues that would result in No Impact or a Less than Significant Impact, and environmental areas/issues that would result in a Potentially Significant Impact. All Potentially Significant 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/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies.

Signature: Scott Claar Date: 12/11/2023

Name/Title: Scott Claar, Senior Planner

Phone/Email: (209) 831-6429 Scott.Claar@cityoftracy.org



LEGEND

Incorporated Area

County Boundary

N

0 2½ 5

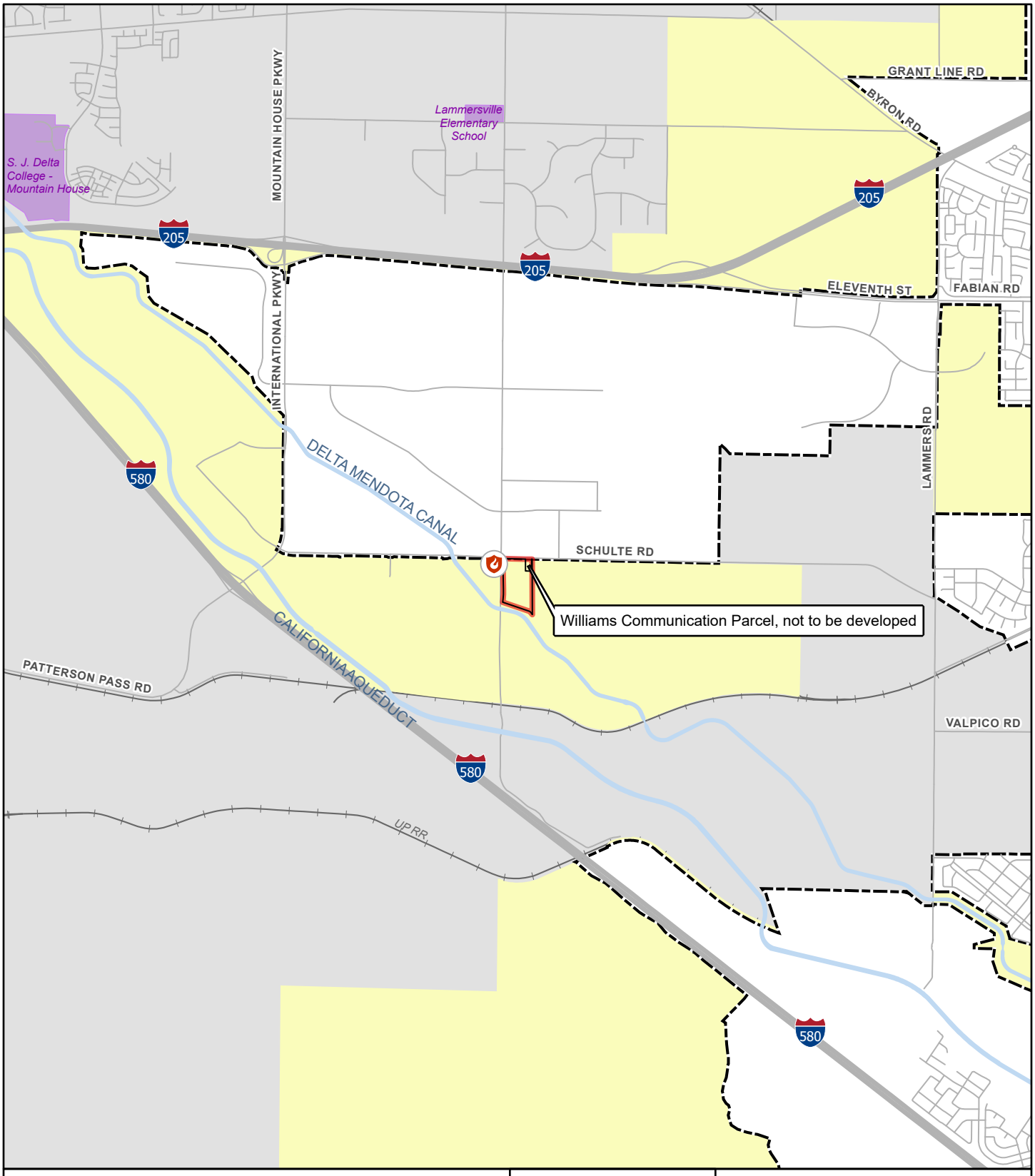
Miles

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 1. Regional Project Location

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Sources: San Joaquin County GIS. Map date: December10, 2021



LEGEND

- Project Site/ Annexation Area
- Development Area
- Tracy City Limits
- Tracy Sphere of Influence

Public Facilities

- Schools
- Tracy Fire Department Station #94

N

0 ¼ ½

Miles

Sources: San Joaquin County GIS. Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 2. Project Vicinity

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Path: C:\GIS_00\San Joaquin\Tracy\SchulteRoad\Tracy\SchulteRoad.aprx

LEGEND

- Project Site/ Annexation Area
- Development Area
- Williams Communication Parcel, not to be developed
- Tracy City Limits
- Tracy Sphere of Influence

N

0 400 800

Feet

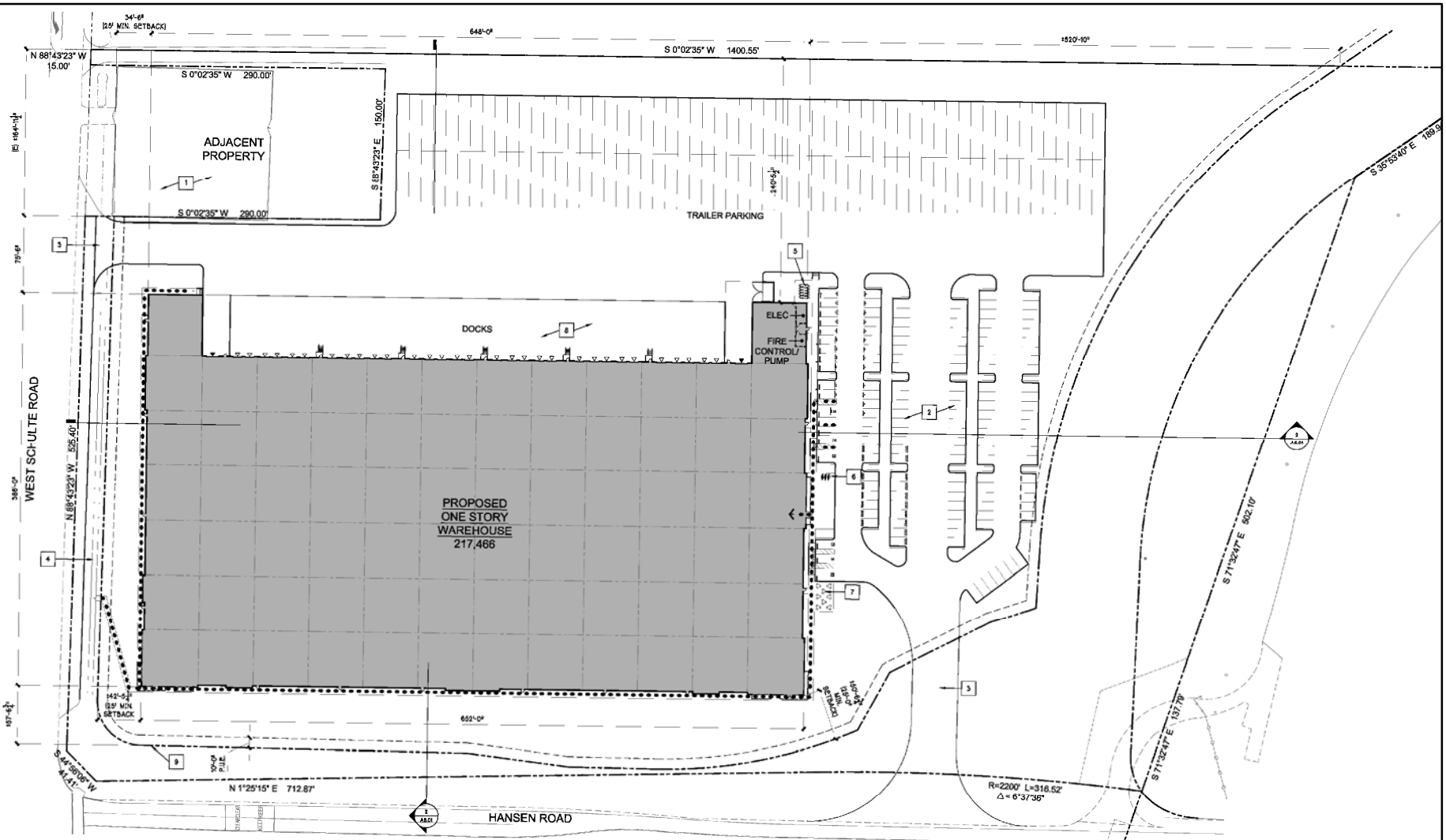
Sources: San Joaquin County GIS. ArcGIS Online World Imagery Map Service(10/22/2020).
Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 3. Aerial View of Project Site

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Path: C:\GIS_Q\San Joaquin\Tracy\SchulteRoad\Tracy SchulteRoad.aprx



KEYNOTES

1 (E) Adjacent Utility Building & CMU Fence
2 Off-Street Car Parking
3 Driveway
4 Sidewalk
5 (5) Bicycle Lockers (2 stalls each = 10 total stalls)
6 (3) Bicylcle Racks (2 stalls each = 6 total stalls)
7 Outdoor Employee Break Area w/Tables (w/umbrellas) & Chairs
8 Dock Side of Building Utilized as Aerial Apparatus Access Road Grades Less Than 10% at Docks and Grade Level Doors - See Civil Drawings
9 Proposed Property Line

LEGEND

Property Line

Accessible path of travel to have a continuous surface, not interrupted by steps or by abrupt changes in level exceeding 1/2" and shall be a minimum of 48" in width per CBC Chapter 11 Division 4. Accessible routes of travel where necessary to change elevation at a slope exceeding 1:20 shall have ramps complying with CBC 11B-405. Walks shall not exceed 1:20 in direction of travel and 1:48 cross slope.

N

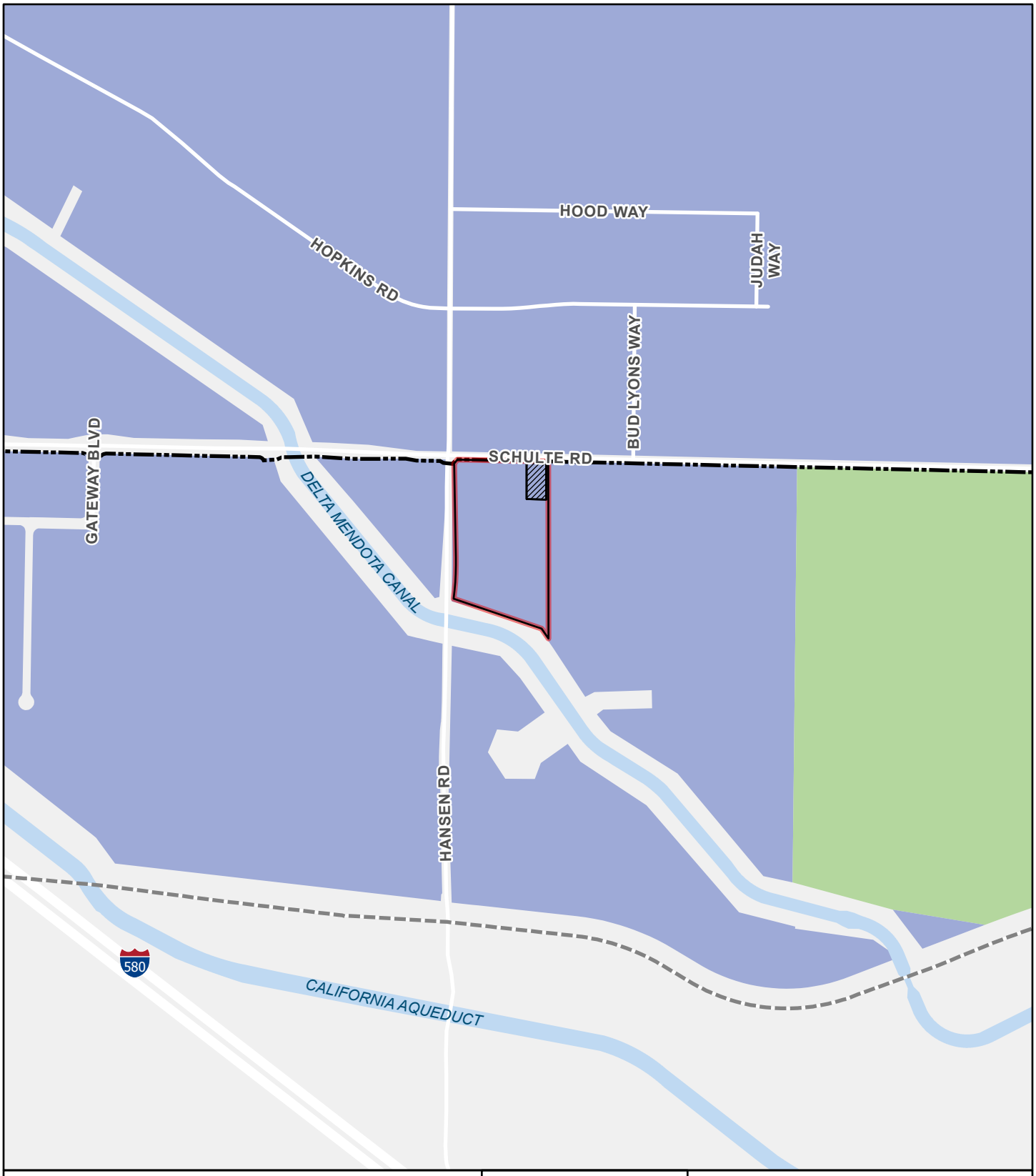
0 75 150
Feet

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 4. Site Plan - Proposed Project

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Sources: Vitae Architecture Inc. Map date: June 8, 2023.



LEGEND

- Project Site/ Annexation Area
- Tracy City Limits
- Tracy Sphere of Influence

City of Tracy Land Use

- Industrial
- Park

Development Area

- Development Area
- Williams Communication Parcel, not to be developed

N

0 400 800

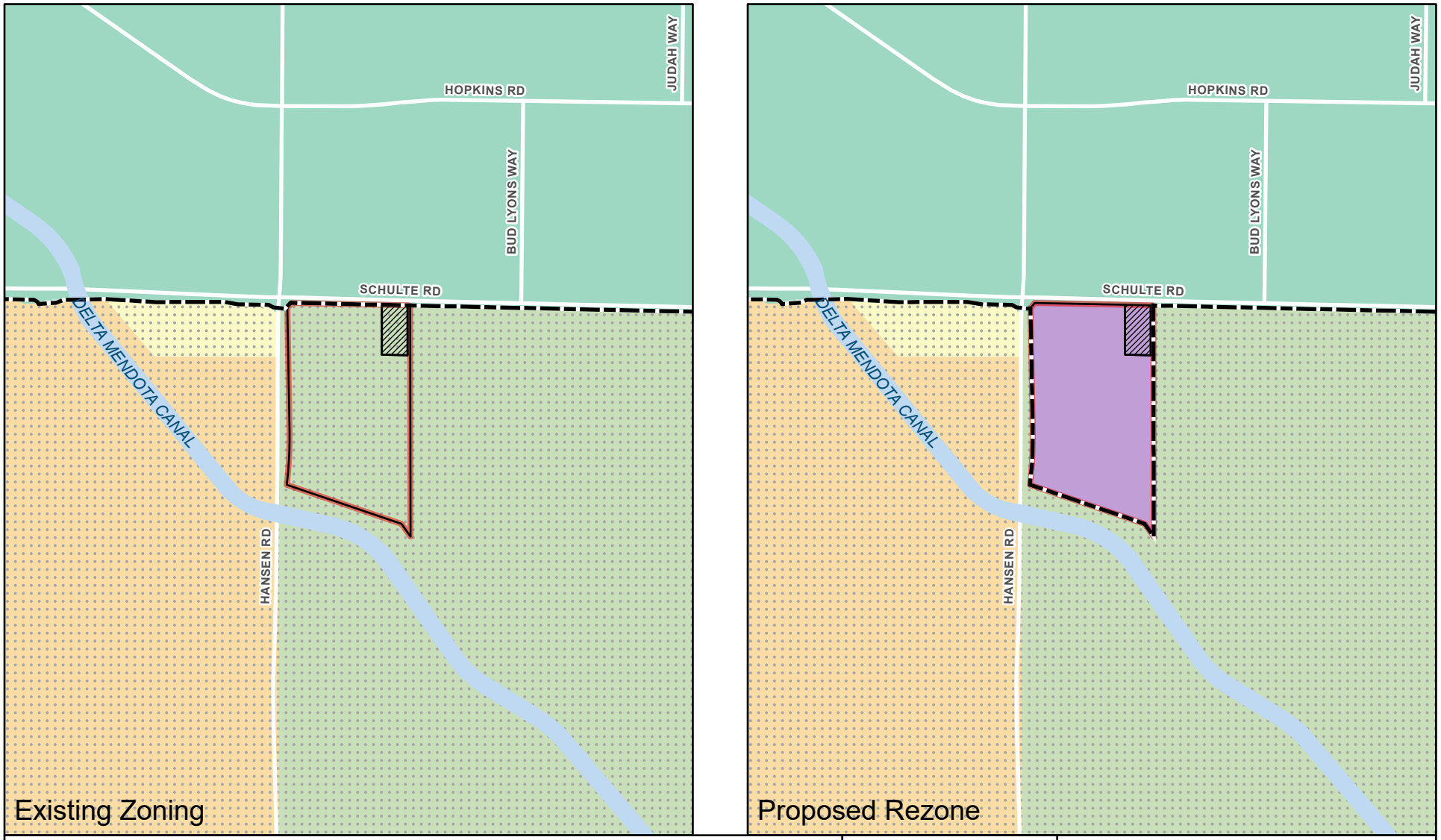
Feet

Sources: City of Tracy. San Joaquin County GIS. Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 5. Existing General Plan Land Use Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 6. Existing and Proposed Zoning Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Schulte Road Warehouse Project

LEAD AGENCY NAME AND ADDRESS

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

CONTACT PERSON AND PHONE NUMBER

Scott Claar, Senior Planner
City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376
Scott.Claar@cityoftracy.org
(209) 831-6429

PROJECT SPONSOR'S NAME AND ADDRESS

Panattoni Development Company, Inc.
8775 Folsom Boulevard, Suite 200
Sacramento, CA 95826

PROJECT LOCATION AND SETTING

The Schulte Road Warehouse project site (project site) is located at 16286 West Schulte Road in unincorporated San Joaquin County, California (see Figures 1 and 2). The project site is within the Tracy Sphere of Influence (SOI) 10-Year Planning Horizon and is immediately adjacent to the Tracy city limits to the north of the site. The project site is identified by Assessor Parcel Numbers (APNs) 209-230-250 and -260. The larger parcel (APN 209-230-250) is proposed for development as part of the project. The smaller parcel (APN 209-230-260), referred to as the Williams Communication Parcel, would not be developed as part of the proposed project.

The project site includes two distinct planning boundaries defined below. The following terms are used throughout this Initial Study to describe the planning boundaries within the project site:

- **Project Site** (or **Annexation Area**) – totals 21.92 acres and includes: (1) the proposed 20.92-acre Development Area (APN 209-230-250), and (2) the 1.00-acre Williams Communication Parcel along West Schulte Road (APN 209-230-260), which would not be developed as part of the proposed project.

- **Development Area** – includes a 20.92-acre parcel (APN 209-230-250) that is intended for the development of up to 217,466-square foot (sf) of warehouse and office uses.

The project site is bound by Hansen Road to the west, West Schulte Road to the north, the Delta Mendota Canal to the south, and a private driveway and vacant land on the east. Surrounding land uses include the Cal Fire Station 26 and vacant land to the west, vacant land previously used for agricultural uses to the east, two industrial warehouses to the north, and the Delta Mendota

Canal and agricultural land to the south. It is noted that an industrial warehouse Project, the Costco Depot Annexation Project, is currently (as of December 2023) proposed adjacent east of the Project site. The area north of the project site is part of the Cordes Ranch Specific Plan Area.

The southern portion of the Development Area is currently developed with three single-family residences and six ancillary structures (see Figure 3). The remainder of the Development Area consists primarily of ruderal grasses which are regularly disced. The Development Area topography is generally flat, with the exception of two five- to ten-foot historic ponds located along the eastern site boundary. The historic ponds were previously associated with on-site dairy operations and no longer contain water.

The Williams Communications Parcel is currently developed with a low voltage transmission station operated by Williams Communications, Inc. Permanent employees do not exist on-site, and access to the site is limited to maintenance vehicles and maintenance personnel. The use of this parcel as a low voltage transmission station would remain as existing.

PROJECT DESCRIPTION

The proposed project would include demolition of the three single-family residences and six ancillary structures and redevelopment of the Development Area with a one-story, 217,466 sf warehouse building and a surface parking lot (see Figure 4). The entire project site, including the Development Area and the Williams Communication Parcel, would be annexed into the City as part of the proposed project. The project components, including the warehouse building and utilities, and requested entitlements, are discussed in detail below.

WAREHOUSE BUILDING

The 217,466-sf warehouse would include 206,593 sf of warehouse uses and 10,873-sf of office space. The City's General Plan land use designation for the project site is Industrial. Specific uses allowed in the industrial category range from flex/office space to manufacturing to warehousing and distribution. Although the tenants of the proposed warehouse are unknown at this time, this analysis assumes that business operations could occur 24 hours per day. No cold storage facilities or uses will be allowed on-site.

The proposed warehouse would include 31 dock level doors on the eastern side of the building. The maximum height of the one-story warehouse would be 42.5 feet, with the majority of the building at 40 feet. Landscaping would be provided throughout the site.

As part of the current application for the Project, the proposed project would be subject to Development Review Permit approval by the City, during which City staff would ensure that the proposed project would comply with all applicable City regulations including, but not limited to, landscaping and visual screening. Development Review would occur as part of the building design and landscape review.

ACCESS AND CIRCULATION

Site access would be provided by two new driveways: one from the southwest, off of Hansen Road; and one from the north, off of West Schulte Road. The project would also involve improvements to Hansen Road adjacent to the project site, including roadway resurfacing improvements and construction of an interim driveway access to the site off Hansen Road. Additionally, the project would involve improvements to West Schulte Road adjacent to the project site, including roadway resurfacing improvements and sidewalk improvements.

The proposed parking area would include approximately 206 vehicle parking stalls and 116 trailer parking stalls. The vehicle parking area would be located in the southern portion of the site and the trailer parking area would be located in the eastern portion of the site.

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 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. The project would also connect to existing electrical and natural gas infrastructure along West Schulte Road.

Stormwater bioretention treatment planters would be located throughout the project site, mainly in the proposed landscaped areas and along Hansen Road and the east property line. Stormwater runoff from each of the 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.

GENERAL PLAN AND ZONING

Per the San Joaquin County General Plan, the project site is designated General Agriculture (A/G). Per the City of Tracy General Plan, the project site is designated Industrial (see Figure 5). The proposed project is consistent with the current City General Plan land use designation. Because the project site is located outside of the City limits, the site does not currently have a City zoning designation. The project site is zoned General Agriculture (AG-40) by San Joaquin County (see Figure 6).

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 City's pre-zoning for the project site will be the Light Industrial (M-1) zoning designation. The pre-zoning would go into effect upon annexation into the City of Tracy. In the Light Industrial (M-1) Zone, only industrial activities and uses which are included in the following use groups shall be permitted without a conditional use permit under Section 10.08.4250 of the Tracy Municipal Code: minor public services uses; local public service and utility installations; temporary buildings and uses; crop and tree farming; specialty crops; accessory uses, except recreation

facilities and residences; contract construction; warehousing and storage; small recycling collection facilities; and light manufacturing uses. The proposed project is consistent with the proposed M-1 pre-zoning.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Tracy is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of CEQA, Sections 15050-15051.

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;
- Submittal of a petition to the San Joaquin County LAFCo for annexation of the project site into the City (which requires approval by the LAFCo);
- Development Review Permit approval for building design, landscaping, and other site features;
- Building, grading, and other permits as necessary for project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP); and
- Adoption of a Statement of Overriding Considerations (should any significant and unavoidable impacts result from the project).

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

- Regional Water Quality Control Board (RWQCB) – Construction activities must be covered under the National Pollution Discharge Elimination System (NPDES);
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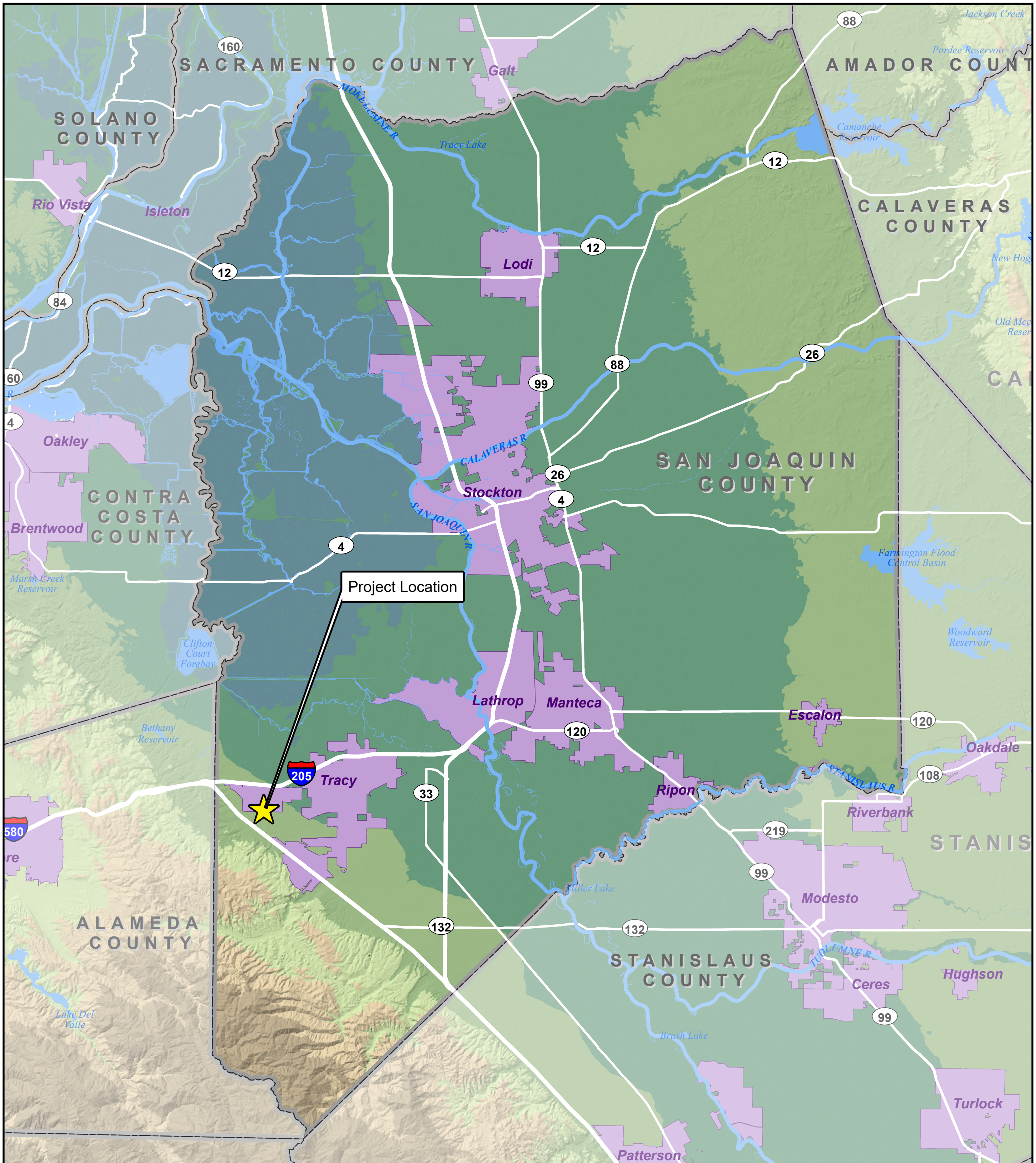

LEGEND

Incorporated Area

County Boundary

N

0 2½ 5

Miles

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 1. Regional Project Location

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Sources: San Joaquin County GIS. Map date: December10, 2021

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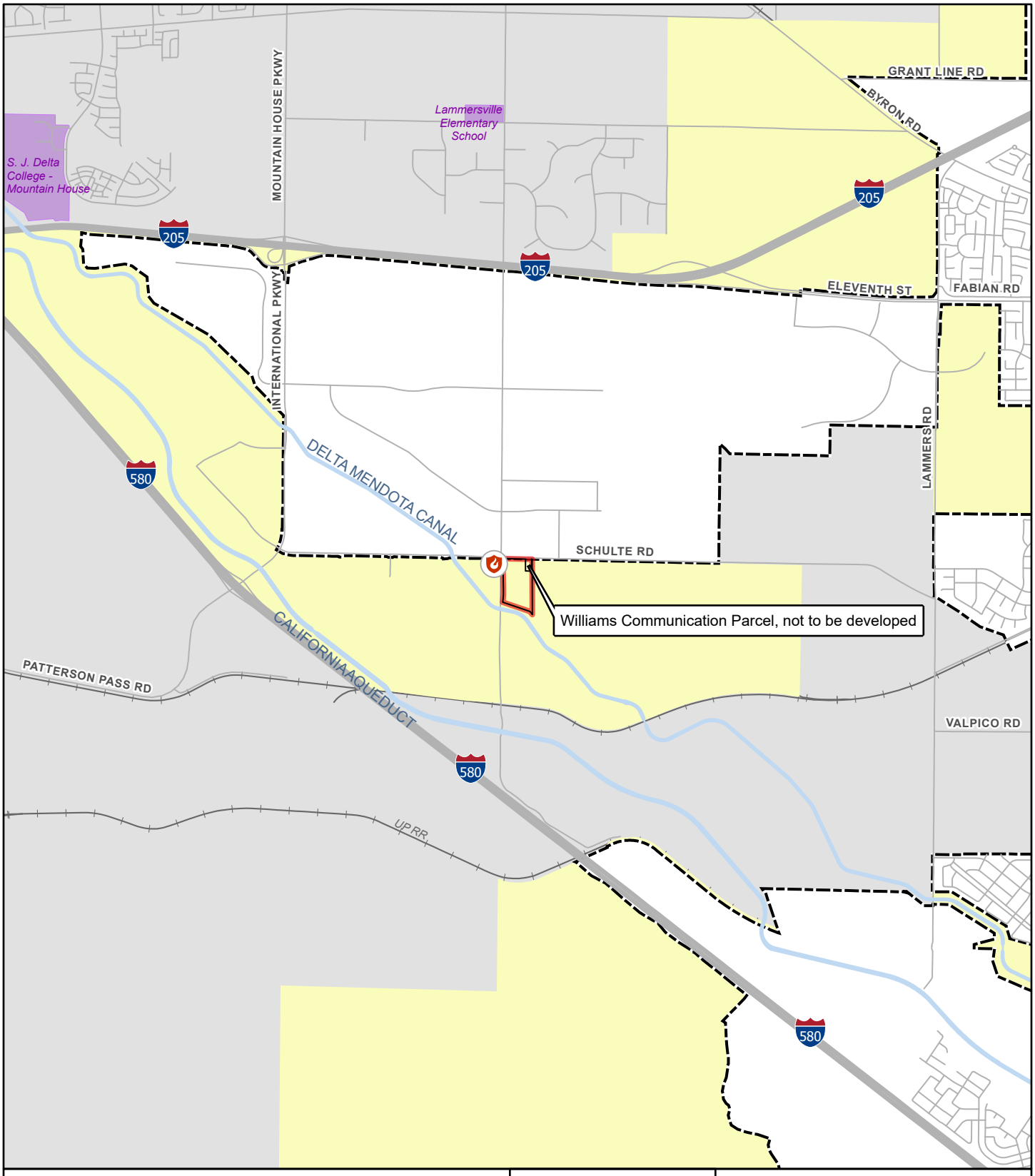

LEGEND

- Project Site/ Annexation Area
- Development Area
- Tracy City Limits
- Tracy Sphere of Influence

Public Facilities

- Schools
- Tracy Fire Department Station #94

N

0 ¼ ½

Miles

Sources: San Joaquin County GIS. Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 2. Project Vicinity

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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LEGEND

- Project Site/ Annexation Area
- Development Area
- Williams Communication Parcel, not to be developed
- Tracy City Limits
- Tracy Sphere of Influence

N

0 400 800

Feet

Sources: San Joaquin County GIS. ArcGIS Online World Imagery Map Service(10/22/2020).
Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 3. Aerial View of Project Site

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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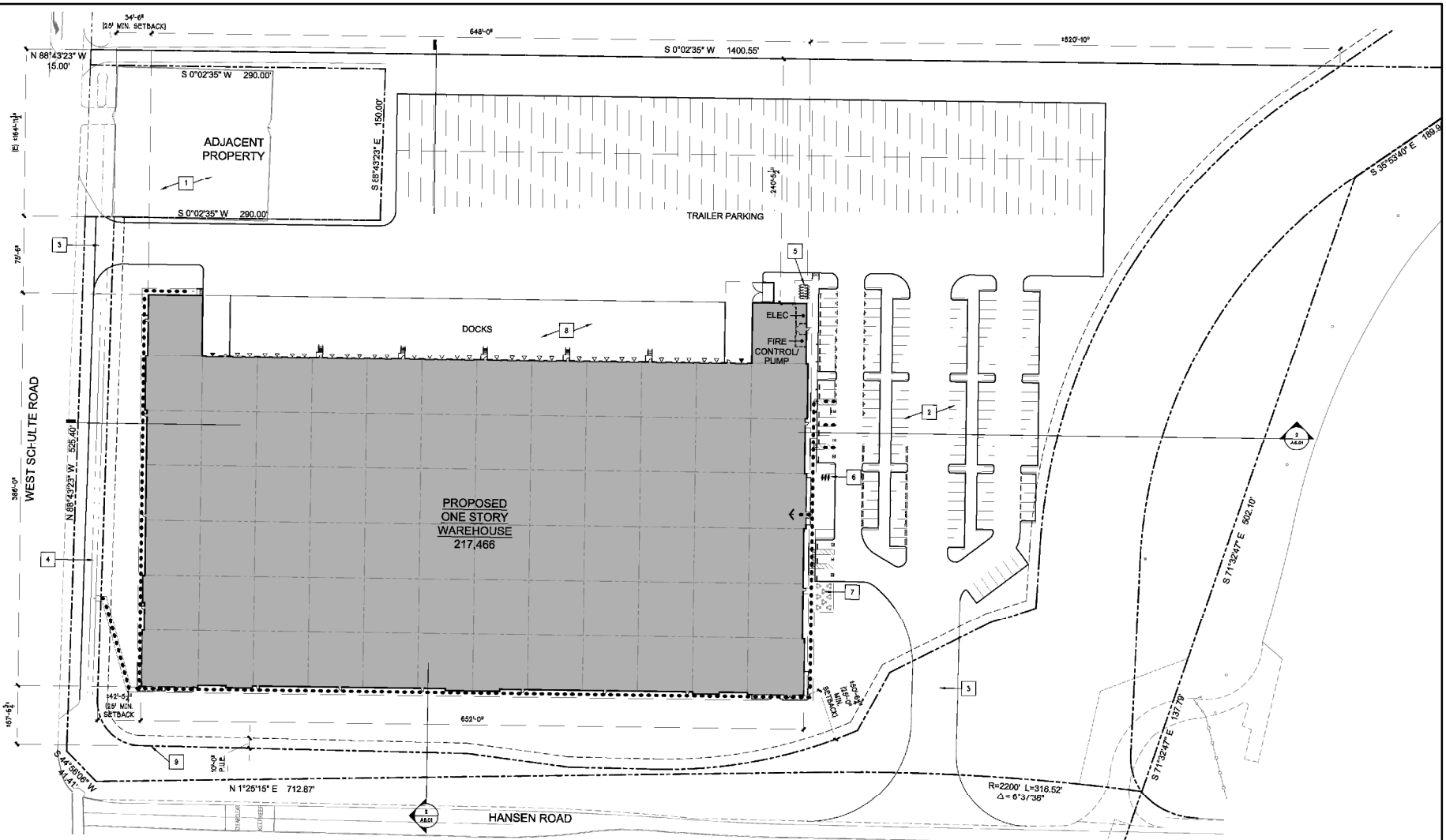

KEYNOTES

1 (E) Adjacent Utility Building & CMU Fence

2 Off-Street Car Parking

3 Driveway

4 Sidewalk

5 (5) Bicycle Lockers (2 stalls each = 10 total stalls)

6 (3) Bicylcle Racks (2 stalls each = 6 total stalls)

7 Outdoor Employee Break Area w/Tables (w/umbrellas) & Chairs

8 Dock Side of Building Utilized as Aerial Apparatus Access Road Grades Less Than 10% at Docks and Grade Level Doors - See Civil Drawings

9 Proposed Property Line

LEGEND

Property Line

Accessible path of travel to have a continuous surface, not interrupted by steps or by abrupt changes in level exceeding 1/2" and shall be a minimum of 48" in width per CBC Chapter 11 Division 4. Accessible routes of travel where necessary to change elevation at a slope exceeding 1:20 shall have ramps complying with CBC 11B-405. Walks shall not exceed 1:20 in direction of travel and 1:48 cross slope.

N

0 75 150

Feet

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 4. Site Plan - Proposed Project

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Sources: Vitae Architecture Inc. Map date: June 8, 2023.

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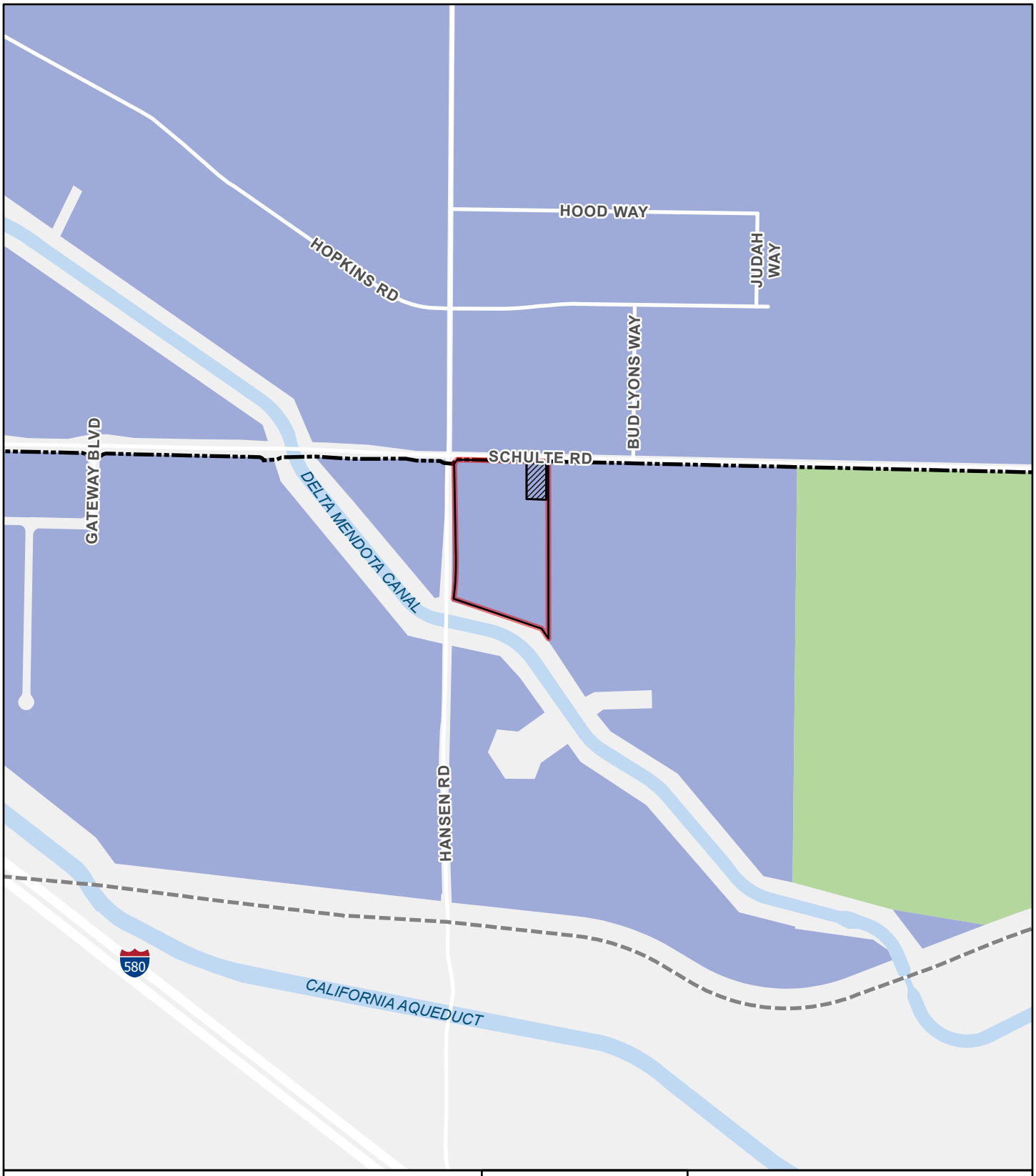

LEGEND

- Project Site/ Annexation Area
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- Tracy Sphere of Influence

City of Tracy Land Use

- Industrial
- Park

Development Area

- Development Area
- Williams Communication Parcel, not to be developed

N

0 400 800

Feet

Sources: City of Tracy. San Joaquin County GIS. Map date: December10, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 5. Existing General Plan Land Use Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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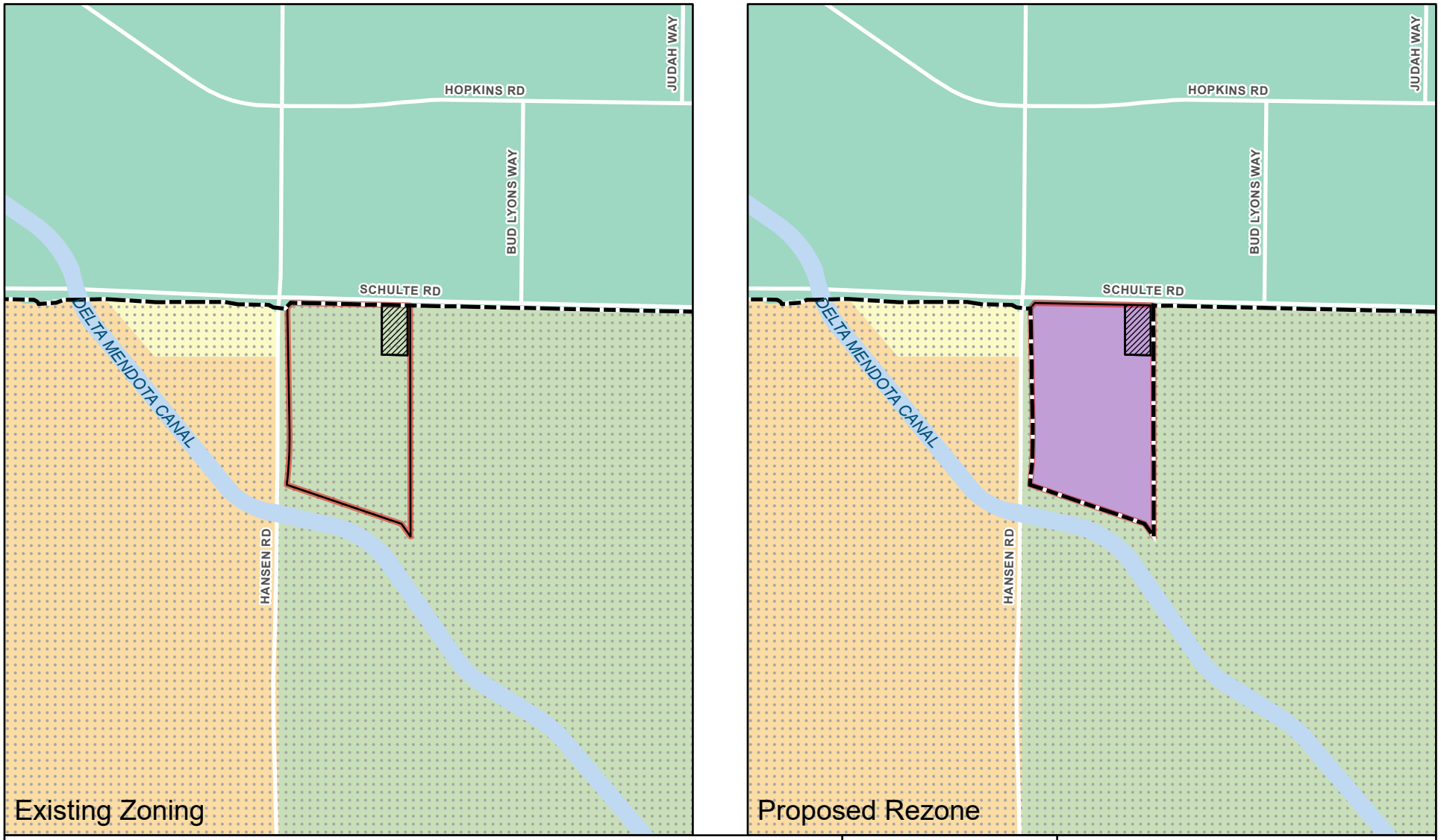

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 6. Existing and Proposed Zoning Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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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		Energy
X	Geology and Soils	X	Greenhouse Gasses	X	Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
X	Noise		Population and Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
X	Utilities and 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.

Scott Claar — 12/8/2023

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

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with 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 would include demolition of the three single-family residences and six ancillary structures and redevelopment of the Development Area with a one-story, 217,466 sf warehouse building and a surface parking lot, which would alter the existing condition of the site 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 3,400 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, middle ground, 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

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

Responses to Checklist Questions

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.

Response c): The project site is not forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526). The proposed project

would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Implementation of the proposed project would have ***no impact*** relative to this issue. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response d): The project site is not forest land. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Implementation of the proposed project would have ***no impact*** relative to this issue. This topic does not warrant additional analysis and will not be addressed further in the EIR.

III. AIR QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) 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 San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

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 PM_{10} Maintenance Plan and Request for Redesignation* (2007 PM_{10} Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM_{10} 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 PM_{10}. 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 PM2.5.

In addition to the *2007 Ozone Plan, the 2008 $PM_{2.5}$ Plan,* and the *2007 PM_{10} 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 south and southeast of the site. Specifically, the nearest single-family residence is located along Hansen Road approximately 2,500 feet south of the southern site boundary, and another single-family residence is located approximately 3,500 feet southeast 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 building, 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

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

Responses to Checklist Questions

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

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 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

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

Responses to Checklist Questions

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

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

Due to the size of the proposed warehouse building, 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

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation***	***Less Than Significant Impact***	***No Impact***
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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. This topic does not warrant additional analysis and will not be addressed further in the EIR.

VIII. GREENHOUSE GAS EMISSIONS

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

Responses to Checklist Questions

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

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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), d): 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.
- An assessment of whether the project site is on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- 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 proposed project would not emit hazardous emissions or handle hazardous or increase hazardous materials, substances, or waste. The nearest school to the project site is John C Kimball High School (4.1 miles northeast). Therefore, project implementation would have ***no impact*** relative to this topic. 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 airport land use plan area for any airport, including for the Tracy Municipal Airport, which is located approximately seven miles southeast of the project site. Therefore, 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.

Response f): The project site currently connects to an existing network of City streets. The proposed roadway circulation improvements would allow for greater emergency access relative to existing conditions. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic. 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 County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the County. However, the project site is not near steep slopes. Development of the two warehouses would not exacerbate fire risks in the area. The Cal Fire Station 26 is located adjacent west of Hansen Road, west of the project site. The project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. Additionally, the City's emergency access routes and public information regarding designated facilities and routes are regularly reviewed to ensure that up to date information is available to the City and the public in the event of an emergency. Further, Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

X. HYDROLOGY AND WATER QUALITY

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

Responses to Checklist Questions

Response a): The proposed project does not contain any drainage connectivity to Waters of the US. A Storm Drainage Technical Memorandum was prepared for the proposed project by Wood Rogers on October 10, 2022, which identifies how the proposed project would mitigate for potential discharges on and near the project site as well as further downstream. The proposed project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. In order to ensure that stormwater runoff from the project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the project are required. As noted in the project description, a SWPPP would be required to be approved prior to construction activities pursuant to the Clean Water Act.

Section 11.34.150, Spill prevention and response plan, of the City's Municipal Code requires that any person subject to a State Industrial Activity Stormwater Permit for stormwater discharge

shall maintain a spill prevention and response plan as part of their SWPPP. Federal regulations at 40 CFR 122.26(b)(14)(i)-(xi) require stormwater discharges associated with specific categories of industrial activity to be covered under NPDES permits (unless otherwise excluded). One of the categories—construction sites that disturb five acres or more—is generally permitted separately because of the significant differences between those activities and the others. The 11 categories of regulated industrial activities are:

- Category One (i): Facilities subject to federal stormwater effluent discharge standards at 40 CFR Parts 405-471
- Category Two (ii): Heavy manufacturing (e.g., paper mills, chemical plants, petroleum refineries, steel mills and foundries)
- Category Three (iii): Coal and mineral mining and oil and gas exploration and processing
- Category Four (iv): Hazardous waste treatment, storage, and disposal facilities
- Category Five (v): Landfills, land application sites, and open dumps with industrial wastes
- Category Six (vi): Metal scrapyards, salvage yards, automobile junkyards, and battery reclaimers
- Category Seven (vii): Steam electric power generating plants
- Category Eight (viii): Transportation facilities that have vehicle maintenance, equipment cleaning, or airport deicing operations
- Category Nine (ix): Treatment works treating domestic sewage with a design flow of one million gallons a day or more
- Category Ten (x): Construction sites that disturb five acres or more (permitted separately)
- Category Eleven (xi): Light manufacturing (e.g., food processing, printing and publishing, electronic and other electrical equipment manufacturing, public warehousing and storage)

The Project would require disturbance of more than five acres and, as such, meets the definition under Category Ten. As such, the Project would be subject to Section 11.34.150 of the Code. As outlined in this Code section, "The methods, procedures, mechanisms and facilities established and utilized for the purpose of preventing accidental discharges or spills of materials with pollution potential shall be provided and maintained at the owner's or person's own cost and expense. The stormwater pollution prevention plan shall outline a spill prevention and response procedure, describe the nature and location of any chemicals stored on the person's premises, and shall contain procedures for immediately notifying the City and preventing adverse impacts of any discharge of chemicals, substances, or materials."

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed project would not result in a violation of any water quality standards or waste discharge requirements. Therefore, through compliance with the NPDES and SWPPP requirements, the proposed project would result in 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): A Hydraulic Evaluation was prepared for the proposed project by West Yost on February 4, 2022, and is provided in Appendix A. The Hydraulic Evaluation identified that the City of Tracy currently has sufficient storage capacity in Zones 1 and 2 (existing system operations) and Zone 3 (future alternative system operations) to meet the needs of the proposed project.

The project site is located in the Lower Aquifer of the Tracy Subbasin and the Tracy Subbasin is not designated as a critically overdrafted basin. Much of the groundwater recharge sources within the Lower Aquifer are limited to precipitation and perennial streams. Precipitation in the region is 13.81 inches, most of which falls between November through April. However, only a small portion of this annual rainfall infiltrates the soil and groundwater basin because of the Corcoran Clay underlaying the majority of the Lower Aquifer area. While the proposed project would reduce the amount of pervious surfaces within the project site, the project site is not located within a known recharge area for the Lower Aquifer due to the presence of Capay clay under the project site[1]. Therefore, development of the project site would not substantially interfere with groundwater recharge.

The project site will receive its water from the City of Tracy, which relies on water from the following sources:

- Untreated surface water from the Delta-Mendota Canal (Central Valley Project) that is treated at the City's John Jones Water Treatment Plant;
- Surface water from the Stanislaus River via the South County Water Supply Project delivered by the SSJID;
- Groundwater pumped from the groundwater wells located within the City; and
- Untreated surface water from the Byron Bethany Irrigation District (BBID) pre-1914 rights that is treated at the City's John Jones Water Treatment Plant.

The City's use of groundwater over the last few years has significantly declined, primarily due to the availability of new high-quality surface water supplies.

Overall, impacts from project implementation would be ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Responses c.i)-c.iv): The proposed project would not alter a stream or river. The implementation of the proposed project would result in additional impervious surfaces. As a standard practice required by the Multi-Agency Post Construction Stormwater Standards Manual, the City requires post-project runoff to be equal to or less than pre-project runoff, which would ensure that the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Under the Multi-Agency Post Construction Stormwater Standards Manual, applicants must submit a Project Stormwater Quality Control Plan (SWQCP) that adequately demonstrates how the proposed Project will implement stormwater treatment control measures for review by City staff as part of its development application. Applicants for Regulated and Hydromodification Management Projects must submit a comprehensive, technical discussion describing compliance with the requirements of this Manual, including proposed site design measures to be implemented, proposed source control measures to be implemented, calculation of the stormwater design volume and/or stormwater design flow and results from the Post-Construction Stormwater Runoff Calculator, proposed stormwater treatment control measures (if necessary), proposed hydromodification control measures, and proposed operations and maintenance plan. The SWQCP for the project is included in Appendix C.

[1] Tracy Subbasin GSAs. June 2020. Draft Tracy Subbasin Groundwater Sustainability Plan: Chapter 4 [Figure 4-33].

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

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

Pursuant to Section 12.04.040 of the City's Municipal Code, new projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan (CSDMP). Prior to approval of the improvement plans, a detailed storm drainage infrastructure plan shall be coordinated with the City of Tracy Development Services Department and Utilities Department for review and approval. The proposed project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site to the existing stormwater conveyance system, and demonstrate that the proposed project would not result in on- or off-site flooding impacts.

In order to ensure that stormwater runoff from the project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise degrade water quality, a SWPPP would be required per Section 11.34.150 and RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the project.

In order to ensure that stormwater runoff generated at the project site as a result of new impervious surfaces does not exceed the capacity of the existing or planned stormwater drainage system, the project applicant would be required to complete and coordinate a detailed storm drainage infrastructure plan with the City for review and approval. The proposed project's drainage infrastructure plans shall, to the satisfaction of the Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the project site to the City's existing stormwater conveyance system, and demonstrate that the proposed project would not result in on- or off-site flooding impacts.

A Storm Drainage Technical Memorandum for the proposed project was prepared by Wood Rogers on October 10, 2022, which identifies how the proposed project would mitigate for potential discharges on and near the project site as well as further downstream. See Appendix B. Additionally, a Stormwater Quality Control Plan was prepared for the proposed project on January 14, 2022, as provided in Appendix C.

Overall, impacts from project implementation would be ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response d): The project site is not within a 100-year or 200-year flood zone as delineated by FEMA, as provided in Figure 7. Additionally, the project site is not within a tsunami or seiche zone, as provided in Figure 8. Development of the proposed project would not place housing or structures in a flood hazard area. As a result, 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.

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

WATER QUALITY CONTROL PLAN FOR THE CENTRAL VALLEY REGION

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

As discussed above, the project would be required to prepare and implement a SWPPP to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the project. Additionally, the SWQCP for the project is included in Appendix C, which demonstrates the project incorporates site design measures, landscape features, and engineered treatment facilities (typically bioretention facilities) that will minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. Overall, impacts related to water quality during construction and operation would be less-than-significant. The proposed project would create new impervious surfaces along Corral Hollow Road. The long-term operations of the proposed project would not result in long-term impacts to surface water quality from urban stormwater runoff.

2014 EASTERN SAN JOAQUIN IRWMP

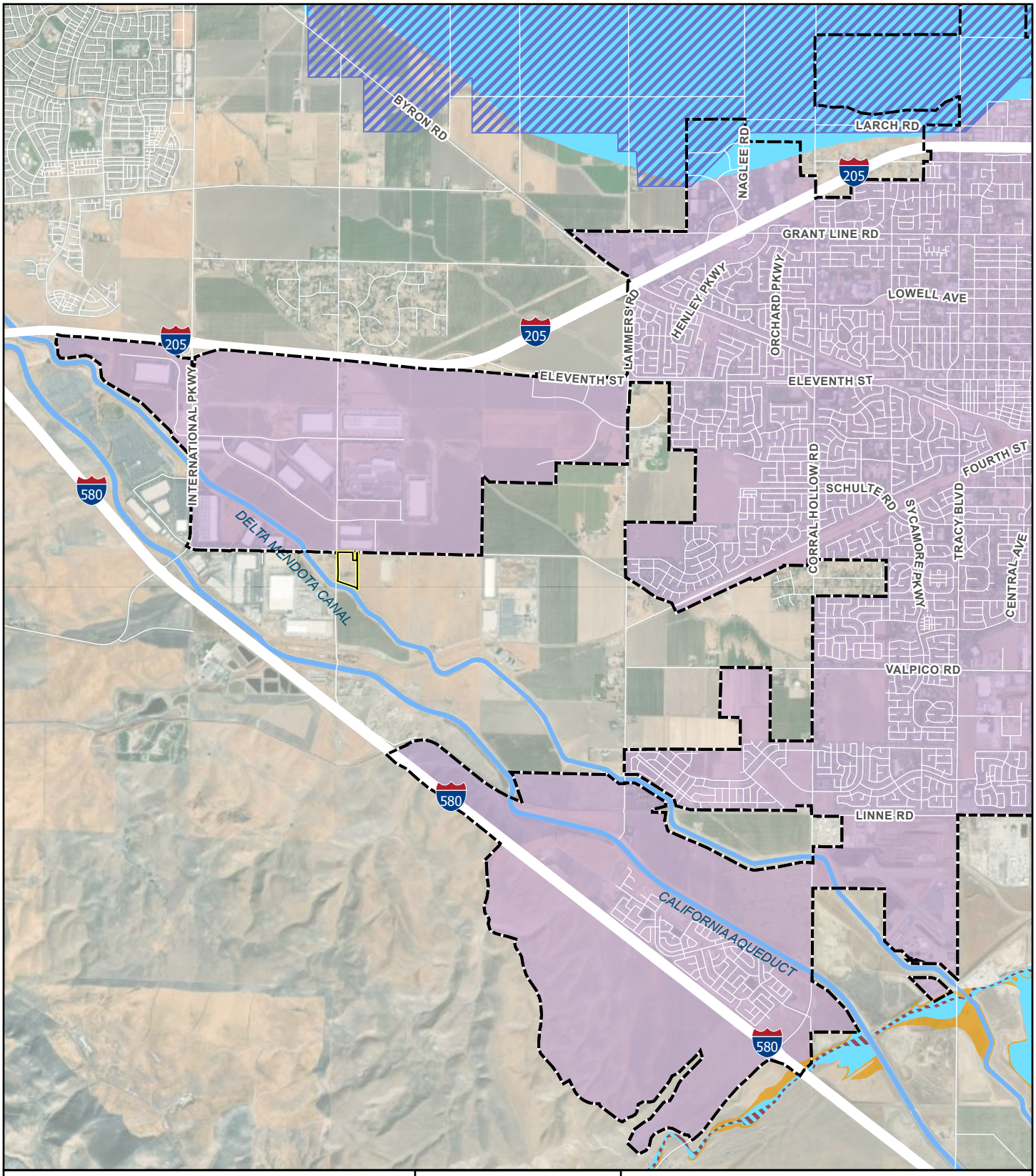
The 2014 Eastern San Joaquin IRWMP defines and integrates key water management strategies to establish protocols and courses of action to implement the Eastern San Joaquin Integrated Conjunctive Use Program. The 2014 Eastern San Joaquin IRWMP is an update and expansion of the 2007 IRWMP prepared for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

outlines projects to be carried out which achieve regional goals, such as reduced water demand, improved efficiency, improved water quality, and improved flood management.

As discussed previously, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The on-site conditions do not allow for significant groundwater recharge, and the Project site is not located within a known recharge area for the Lower Aquifer due to the presence of Capay clay under the Project site. The proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge; however, the 20.92 acre Development Area would include landscaping throughout the site which would maintain opportunities for groundwater recharge. Rainwater which falls on the new impervious surfaces would flow to the adjacent stormwater facilities. Additionally, the proposed project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

CONCLUSION

Overall, implementation of the proposed project would have a ***less than significant*** impact related to conflicts with the Basin Plan and the Groundwater Management Plan. This topic does not warrant additional analysis and will not be addressed further in the EIR.



LEGEND

- Development Area
- Tracy City Limits

USACE Designation

- 200-year Flood Zone

FEMA Designation

- 100-Year Flood Zone
- Regulator Floodway
- 500-Year Flood Zone

N

0 ½ 1

Miles

Sources: FEMA; DWR; San Joaquin County GIS; ArcGIS Online World Imagery Map Service. Map date: December 20, 2021

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 7. FEMA Flood Insurance Rate Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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LEGEND

- Development Area
- Tracy City Limits
- Tracy Sphere of Influence
- Maria Dam Inundation Area

Sources: ArcGIS Online World Imagery Map Service; San Joaquin County GIS; DWR Division of Safety of Dams. Map date: December 20, 2021

N

0 250 500

Feet

CITY OF TRACY
SCHULTE ROAD WAREHOUSE PROJECT

Figure 8. Dam Inundation Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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XI. LAND USE AND PLANNING

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

Responses to Checklist Questions

Response a): The project site is located in the southern portion of the City of Tracy and unincorporated San Joaquin County. The project site is adjacent primarily to undeveloped land, and agricultural land. The project site would result in on-site improvements to Hansen Road, including resurfacing improvements access improvements. Development of the project would not result in any physical barriers, such as a wall, or other division, that would divide an existing community, but would serve as an orderly extension of an existing roadway. 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): Land use plans, policies, and regulations that were adopted to avoid or mitigate and environmental effect include the San Joaquin County General Plan, San Joaquin County Municipal Code, Tracy General Plan, Tracy Municipal Code, San Joaquin LAFCo Policies and Procedures Document, and San Joaquin County Multi-Species Habitat Conservation and Open Space plan (SJMSCP). Consistency with each of these plans, policies, and regulations are discussed below.

SAN JOAQUIN COUNTY GENERAL PLAN AND SAN JOAQUIN COUNTY MUNICIPAL CODE

As noted previously, per the San Joaquin County General Plan, the project site is designated A/G. The project site is zoned AG-40 by San Joaquin County (see Figure 6). The San Joaquin County General Plan and San Joaquin County Municipal Code are the current governing documents for the project site.

The project site is currently within the City of Tracy's SOI 10-Year Planning Horizon. The proposed project would result in the annexation of the Annexation Area into the City of Tracy. This Initial Study analyzes the potential annexation of the parcels into the City of Tracy. Annexation of the project site is consistent with the growth plans for the City of Tracy. The project includes annexation of the entire 21.92-acre Annexation Area. Upon annexation of the project site, the San Joaquin County General Plan and San Joaquin County Municipal Code would not apply to the proposed project.

TRACY GENERAL PLAN

Since general plans often contain numerous policies emphasizing differing legislative goals, a development project may be "consistent" with a general plan, taken as a whole, even though the proposed project appears to be inconsistent or arguably inconsistent with some individual policies. (*Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) The proposed project is consistent with the key land use issues and development concepts of the Tracy General Plan which provide for logical growth of the City.

The project site is located adjacent to the city limits, is located within the City's SOI, and will provide for employment-generating uses that will promote employment and economic development. The proposed project is consistent with the General Plan land use policies that encourage an orderly pattern of development that is contiguous with the city limits, require growth to contribute to a diversified economic base, and balance between employment and housing opportunities.

The project site currently has a City General Plan land use designation of Industrial. The proposed project is substantially consistent with the Tracy General Plan land use requirements and would have a ***less than significant*** impact relative to the Tracy General Plan. This topic does not warrant additional analysis and will not be addressed further in the EIR.

TRACY ZONING CODE

The Tracy Zoning Code implements the General Plan. The project site is currently within the jurisdiction of San Joaquin County. The San Joaquin County LAFCo will require the Project site to be pre-zoned by the City of Tracy in conjunction with the proposed annexation. The City's pre-zoning will include the M-1 zoning designation for project site. The pre-zoning would go into effect upon annexation into the City of Tracy. The proposed pre-zoning for the Project site is shown on Figure 6.

This proposed zone change would ensure that zoning would be consistent with the General Plan land use designation within the project site. The zoning ordinance establishes permitted uses, development densities and intensities, and development standards for each zone to ensure that public health, safety, and general welfare are protected, consistent with the purpose of the Tracy Zoning Code. All existing City development standards and zoning requirements for the proposed zoning are applicable to the proposed activities on the project site. The City reviews all plans (improvement plans, building plans, site plans, etc.) that are submitted for final approval to ensure that they are consistent with the City's zoning ordinance. Approval of the pre-zoning by the City would ensure that the proposed project would be consistent with the Zoning Code and will 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.

SAN JOAQUIN LAFCO

The project site is currently in an unincorporated portion of San Joaquin County adjacent to the City of Tracy's city limits, within the Tracy SOI (as defined in the Tracy General Plan). The proposed project requires annexation of 21.92acres of the project site into the city limits.

LAFCo is serving as a responsible agency for this EIR pursuant to their *LAFCo Procedures for the California Environmental Quality Act (Adopted June 20, 2007).* When LAFCo is a Responsible Agency under CEQA, in order to approve the annexation, the Commission will certify that it has reviewed the Lead Agency's environmental documents and, if required, adopt findings for approval and statements of overriding considerations in accordance with Sections 15091 and 15903 of the CEQA Guidelines. The City of Tracy will consult LAFCo throughout the entitlement process. The consultation process included sending LAFCo a copy of the Notice of Preparation during the 30-day public review period. LAFCo will also be sent a copy of the Draft EIR during the 45-day public review period and the Final EIR for their use in the annexation process. If the Executive Officer determines that the Draft and Final EIR are adequate for their use, they will prepare, or cause to be prepared, "draft" Findings and Statements, findings for approval, and statements of overriding considerations for LAFCo Commission consideration. If the LAFCo

Commission approves the annexation, the Executive Officer will file a Notice of Determination within five working days after deciding to approve the annexation.

The San Joaquin LAFCo will review the proposed annexation for consistency with the *LAFCo Change of Organization Policies and Procedures (Including Annexations and Reorganizations)*. These policies and procedures govern San Joaquin LAFCo determinations regarding annexations to all agencies. The following policies will be reviewed as part of the annexation process by the San Joaquin LAFCo.

General Standards for Annexation and Detachment

1. Spheres and Municipal Service Reviews:

The City's SOI map identifies the project site as within the SOI and within the 10-year a frame for potential development; therefore, a sphere amendment prior to proceeding with the annexation would not be required.

2. Plan for Services:

This Initial Study assesses service capacity and demands for these services. There are no service deficiencies noted by the City of Tracy or contained within this Initial Study that are anticipated to occur after installation of infrastructure. The Annexation Area is within the Tracy SOI as defined by LAFCo and the City and was assumed for industrial development in the City's 2019 Municipal Service Review.

3. Contiguity:

The Annexation Area is contiguous to the Tracy city limits along the northern boundary of the project site.

4. Development within Jurisdiction:

The Annexation Area is within the SOI and lands within the project site are designated for development under the General Plan. However, agricultural resources are located adjacent to the Annexation Area. There are no Williamson Act contracts on or adjacent to the Project site. However, the Department of Conservation Farmland Mapping and Monitoring Program (FMMP) delineates Important Farmland adjacent to the project site and the project site as Farmland of Local Importance and Semi-Agricultural and Rural Commercial Land. The Annexation Area is not designated by the City of Tracy for agricultural uses. However, the San Joaquin County General Plan designated the project site for agricultural uses. The proposed project would result in the development of existing open space lands for non-open space uses. The San Joaquin LAFCo does not impose agricultural mitigation requirements for the conversion of agricultural land to urban uses related to annexations or other applications.

Impacts related to the development of existing open space lands were analyzed in the Tracy General Plan EIR. The General Plan EIR determined that impacts would be significant and unavoidable. According to the General Plan EIR, although City and County policies would support continued agricultural uses and would require urban development to fund agricultural conservation easements and other programs, no additional feasible mitigation is available.

5. Progressive Urban Pattern:

The Annexation Area is within the SOI and is designated for urban development under the General Plan. The proposed project would develop the Annexation Area (adjacent to the Tracy city limits) and would continue the pattern of urbanization.

6. Piecemeal Annexation Prohibited:

Annexation of the project site is contiguous with the city limits.

7. Annexations to Eliminate Islands:

The proposed annexation includes lands contiguous with the current city limits and parcels within the SOI. Parcels proposed for annexation do not involve the elimination of islands.

8. Annexations that Create Islands:

The proposed annexation includes lands contiguous with the current city limits and parcels within the SOI. Parcels proposed for annexation would not involve the creation of an island of unincorporated territory.

9. Substantially Surrounded:

As previously stated, the proposed annexation does not involve island annexation. Therefore, this policy is not relevant to the proposed annexation.

10. Definite and Certain Boundaries:

The proposed annexation boundaries are definite and certain and conform to lines of ownership.

11. Service Requirements:

The proposed annexation is not merely to facilitate the delivery of one or a few services to the determent of the delivery of a larger number of services or service more basic to public health and welfare. As stated further in Section XV (Public Services and Recreation) and Section XIX (Utilities and Service Systems), the City has adequate service capacity to serve the proposed project without reducing the adequacy of services elsewhere. Therefore, the proposed annexation is consistent with this policy.

12. Adverse Impact of Annexation on the Other Agencies:

This Initial Study includes an assessment of the impacts of the proposed project and proposed annexation on service agencies. The proposed industrial development and the proposed annexation would not result in any significant, adverse impacts to any of the service agencies such that it would seriously impair operation.

13. District's Proposal to Provide new, different, or Divestiture of a Particular Function or Class of Services:

This policy relates to proposals for new, different, or divestiture of services, which is not relevant to the proposed annexation.

14. Disadvantaged Unincorporated Communities:

The project area is not within or contiguous to an area designated as a DUC. This policy is not relevant to the proposed annexation.

City Annexations

1. Annexation of Streets:

The proposed Annexation Area would be annexed into the City, including all proposed streets and roadways.

2. Pre-zoning Required:

The proposed project includes the adoption of pre-zoning for the Annexation Area, which will serve to regulate the uses of land and structures within the project site. The City's pre-zoning will include the M-1 zoning designation for project site. The proposed project will be subject to the development standards as described in the Municipal Code. The Municipal Code is proposed to ensure consistency between land use and zoning designations. The proposed annexation is consistent with this policy.

The policies discussed above are intended to ensure orderly reorganization to local jurisdictional boundaries, including annexations. Ultimately, LAFCo will determine whether the proposed annexation would first require an update to the Tracy *Municipal Service Review* (2019) in order to approve the annexation. This LAFCo policy was not specifically adopted to avoid or mitigate an environmental effect, rather it is intended to ensure orderly and logical reorganization to local jurisdiction boundaries, including annexations. The proposed project is consistent with LAFCo policies adopted to address environmental impacts, with the exception of impacts to agricultural lands. Section II (Agricultural Resources) addresses impacts related to conversion of agricultural land. As such, implementation of the proposed project will 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.

SAN JOAQUIN COUNTY MULTI-SPECIES HABITAT CONSERVATION AND OPEN SPACE PLAN

The City's participation in the SJMSCP allows projects within Tracy's jurisdiction to seek coverage under the SJMSCP for impacts to endangered, threatened, and species of special concern. The SJMSCP provides a process to offset impacts to biological resources, conserve open space, maintain the agricultural economy, and allow development within the County. It was also created to obtain the necessary permits from the U.S. Fish and Wildlife Service and the California Department of Fish and Game for the next 50 years in exchange for participating projects paying mitigation fees. Fees are based on the amount and quality of land converted from agricultural or open space uses to urban uses. These fees are used to preserve and create habitats to be managed in perpetuity through the establishment of habitat preserves. Ninety-seven species are covered under the SJMSCP, with the intent to provide comprehensive mitigation pursuant to local, state, and federal regulations for impacts on these species from permitted activities under the Plan. Participation in the SJMSCP confers authorization for activities that result (or may result in) incidental take of covered state-listed species, federally listed species, and other covered.

Prior to issuance of grading permits, the project applicant will be required to coordinate with San Joaquin Council of Governments (SJCOG) and will be responsible for the appropriate coverage, permits, compensatory mitigation or fees, and project-specific avoidance, minimization, and

mitigation measures as defined within the SJMSCP. The proposed project does not conflict with the implementation of the SJMSCP and has appropriate measures to ensure compliance with payment of mitigation fees. It is noted that the project's requirements under the SJMSCP will be further discussed in the Draft EIR.

Overall, implementation of the proposed project would have a ***less than significant*** impact relative to compliance with the SJMSCP. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XII. MINERAL RESOURCES

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

Responses to Checklist Questions

Responses a)-b): As described in the Tracy General Plan EIR, the main mineral resources found in San Joaquin County, and the Tracy Planning Area, are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. According to the California Geological Survey (CGS) evaluation of the quality and quantity of these resources, the most marketable aggregate materials in San Joaquin County are found in three main areas:

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

Figure 4.8-1 of the General Plan EIR identifies Mineral Resource Zones (MRZs) throughout the Tracy Planning Area. The project site is located within an area designated as MRZ-2. The MRZ-2 designation applies to areas containing mineral resources. The project site is not used for mineral extraction. The project site fronts a newly proposed development project (Tracy Hills) that has recently obtained entitlements for the construction. The purpose of the project is to develop a new warehouse facility and associated improvements. As such, mineral extraction in the project area near existing and future residential and other urban uses is highly unlikely. Therefore, the project would not result in the loss of availability of a known mineral resource. This impact is considered ***less than significant***. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XIII. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Generation of excessive groundborne vibration or groundborne noise levels?	X			
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport 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 site is located approximately 7 miles from the nearest airport (the Tracy Municipal Airport), and is outside of the contours of the Tracy Municipal Airport land use plan. Therefore, there is ***no impact*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XIV. POPULATION AND HOUSING

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Induce substantial 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): The project does not propose any housing that would result in direct population growth. However, projects that do not directly induce population growth still have the potential to result in indirect population growth through the creation of jobs or the extension of infrastructure into areas that were not previously served. The proposed project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. However, improvements to the roadway system created by the project represent a planned effort to coordinate improvements to accommodate the future buildout under the General Plan. Any individual future projects would have to be consistent with the General Plan and are subject to environmental review under CEQA. No substantial population increases would result from implementation of the proposed project. Therefore, 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 located adjacent to the Tracy city limits and contains developed roadways, undeveloped land, and agricultural land. The project alternative would displace one single family home. Per the City of Tracy General Plan, the project site is designated Industrial (see Figure 5). The proposed project is consistent with the current City land use designation and has been planned for development of industrial uses. 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

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

Responses to Checklist Questions

Response a):

FIRE PROTECTION

Upon annexation, the project site would be under the jurisdiction of the South San Joaquin County Fire Authority. The proposed project would not include additional residential units, or people to the City of Tracy. The proposed project will not result in intensification of land use, or the addition of structures or uses that would differ from the current General Plan. No additional demand for fire protection will be created by the project, beyond that which was planned for in the current General Plan. Implementation of the proposed project wouldn't require additional demands for fire protection services from the South San Joaquin County Fire Authority, beyond that as planned for by the current General Plan. Therefore, implementation of the proposed project will have ***no impact*** to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

POLICE PROTECTION

Upon annexation, the project site would be under the jurisdiction of the Tracy Police Department. The proposed project would not include additional residential units, or people to the City of Tracy. The proposed project will not result in intensification of land use, or the addition of structures or uses that would differ from the current General Plan. No additional demand for police protection will be created by the project, beyond that which was planned for in the current General Plan. Implementation of the proposed project wouldn't require additional demands for police protection services from the Tracy Police Department, beyond that as planned for by the current General Plan. Therefore, implementation of the proposed project will have ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

SCHOOLS

Schools within the City of Tracy are part of the Tracy Unified School District and the Jefferson School District. The proposed project does not include any residential units, or any other type of use that would directly, or indirectly increase the student population in the area. The proposed project will not result in intensification of land use, or the addition of structures or uses that would differ from the current General Plan. Therefore, the proposed project would not result in the need for new school facilities; the 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.

PARKS

The proposed project does not include any residential units or any other type of use that would directly, or indirectly increase the population, or park demand in the area, or include any other type of use that would directly increase the park needs. The proposed project will not result in intensification of land use, or the addition of structures or uses that would differ from the current General Plan. Therefore, the proposed project would not have the potential to require construction of additional park and recreational facilities which may cause substantial adverse physical environmental impacts. Thus, it is anticipated to have ***no impact*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

OTHER PUBLIC FACILITIES

The proposed project would not result in a need for other public facilities. The proposed project does not trigger the need for new facilities associated with other public services. The proposed project will not result in intensification of land use, or the addition of structures or uses that would differ from the current General Plan. Consequently, new facilities or other public services are not proposed at this time. Thus, it is anticipated to have a ***no impact*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XVI. RECREATION

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

Responses to Checklist Questions

Responses a)-b): The proposed project does not include any residential units or any other type of use that would increase the population, or park and recreation facility demand in the area, or include any other type of use that would directly increase the use of park and recreation facilities. The proposed project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. Therefore, the proposed project would not significantly increase the use of existing facilities. Furthermore, it is not anticipated that any substantial physical deterioration of existing facilities would occur, or be accelerated. 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.

XVII. TRANSPORTATION

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

Responses to Checklist Questions

Response a-d): The proposed project includes the development of a use 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 (VMT) 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 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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) 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:				
i) 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			
ii) 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

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater 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 reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Response a-c): 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 related to water, wastewater, and storm drainage and will decide whether the proposed project has the potential to have a significant impact to these 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, and disposal location(s) and methods. 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.

Responses d), e): The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Based on the waste generation factors provided by CalRecycle, the proposed project is expected to generate approximately 308.8 pounds per day of solid waste upon full buildout, which is equivalent to less than 0.2 tons per day; refer to Table UTIL-1.

TABLE UTIL-1: ESTIMATED SOLID WASTE GENERATION[2]

LAND USE	*GENERATION FACTOR[(1)]*	*PROJECT*	*ESTIMATED SOLID WASTE*
Manufacturing/Warehouse	1.42 lb./1,000 s.f./day	217,466 s.f.	308.8

[(1)] CalRecycle 2019

Currently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. As noted previously, the remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future. The addition of the volume of solid waste associated with the proposed project to the Foothill Landfill would not exceed the landfill's remaining capacity.

Overall, the proposed project would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The City would coordinate development of the proposed project with Tracy Disposal Service. Furthermore, the addition of the volume of solid waste associated with the proposed Project, approximately 0.2 tons per day, would increase the total tons of solid waste to the MRF to approximately 355 tons per day; however, this increase would not cause an exceedance of the landfill's remaining capacity. Therefore, the proposed project would not generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or exceed any State or local standards associated with solid waste. This is a ***less***

[2] See: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

than significant impact. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XX. WILDFIRE

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Background

The project site is not identified as a Very High Fire Hazard Severity Zones or State Responsibility Area. Consistent with Appendix G of the CEQA Guidelines, the above checklist questions do not apply to the project. However, the following impact discussion is included for informational purposes.

Responses to Checklist Questions

Responses a), c): The project includes the development of internal roadways and other impervious surfaces within the project site. The proposed improvements would reduce fire risks on and relating to the project site relative to existing conditions. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed improvements would require long-term maintenance; however, the improvements would not exacerbate fire risks. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic. 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 County has areas with an abundance of flashy fuels (i.e. grassland). However, the project site is not near steep slopes. The Cal Fire Station 26 is located adjacent west of Hansen Road, west of the project site. Development of the two warehouses would not exacerbate fire risks in the area. The project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. Additionally, the City's emergency access routes and public information regarding designated facilities and routes are regularly reviewed to ensure

that up to date information is available to the City and the public in the event of an emergency. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

Response d): The project does not propose any housing that would result in direct population growth. However, projects that do not directly induce population growth still have the potential to result in indirect population growth through the creation of jobs or the extension of infrastructure into areas that were not previously served. The proposed project will not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. As such, exposure to people or structures to any significant risk would not result. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Responses to Checklist Questions

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.

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APPENDIX A

Hydraulic Evaluation

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TECHNICAL MEMORANDUM

DATE: February 4, 2022

Project No.: 404-60-22-78
SENT VIA: EMAIL

TO: Robert Armijo, City of Tracy

CC: Paul Verma, City of Tracy
Al Gali, City of Tracy

FROM: Roger Chu, PE, RCE #87591
Chris Pittner, QISP, PE, RCE #93576

REVIEWED BY: Amy Kwong, PE, RCE #73213

SUBJECT: Hydraulic Evaluation of Schulte Warehouse

This Technical Memorandum (TM) summarizes West Yost's technical evaluation of the ability of the City of Tracy's (City) existing potable water distribution system to meet the required minimum pressures and flows for the proposed Schulte Warehouse Project (Project).

This TM is submitted in accordance with West Yost's October 2021 Scope of Services for engineering services to the City. The scope of this evaluation does not include review of water supply availability or water treatment plant capacity for the Project; these items are discussed in other documents, such as the City's Water System Master Plan and the "Evaluation of Near-Term Water Demand and Water Supply" TM (Near-Term TM).[1] In addition, this evaluation does not determine the adequacy of on-site private pipelines to serve the Project.

The following sections summarize West Yost's findings and conclusions:

- Project Description
- Estimated Water Demand for the Project
- Storage and Pumping Capacity Evaluation
- Hydraulic Evaluation Findings
- Summary of Evaluation and Recommendations

[1] "Evaluation of Near-Term Water Demand and Water Supply," West Yost Associates, November 9, 2021.

PROJECT DESCRIPTION

The Project is located outside the existing City limits (Westside Industrial Development Area) but within the City's Sphere of Influence (SOI); southeast of the intersection of West Schulte Road and Hansen Road. The Project site is approximately 20.9 acres and will consist of one building with approximately 217,000 square feet of warehouse and office space with associated parking and landscaping.

Potable water service for the Project will be served by existing Pressure Zone 2 (Zone 2) pipelines located in West Schulte Road and Hansen Road. Project plans do not specify the diameters for the proposed pipelines for the Project. To meet the City's pipeline velocity criterion, it is recommended that these pipelines be 12-inches in diameter.

This TM evaluates the impacts of the Project to the City's potable water distribution system under both existing and future alternative system operations. In both scenarios, it is assumed that the 16-inch diameter pipeline in Promontory Parkway east of Hansen Road is in service, and that the eastern portion of Cordes Ranch is served by Zone 2.

Under existing system operations, it is assumed that the Cordes Tank and Booster Pump Station (PS) (including the Pressure Regulating Station) are operational, and that the Project is primarily supplied by Zone 2 facilities via the existing 24-inch diameter pipeline in West Schulte Road. Figure 1 shows the proposed public water system infrastructure serving the Project under existing system operations.

Under future alternative system operations, Zone 3 facilities serving Cordes Ranch will be connected directly to the John Jones Water Treatment Plant (JJWTP). This will be achieved by rezoning the existing 24-inch diameter pipeline in Schulte Road to Zone 3. This scenario also assumes completion of the recommended rezoning improvements along Hood Way[2] and Lammers Road.[3] Under alternative system operations, the Project would still be supplied via the 24-inch diameter pipeline in Schulte Road, but water would be delivered at higher pressures than under existing system operations. Figure 2 shows the public water system infrastructure serving the Project under future alternative system operations.

ESTIMATED WATER DEMAND FOR THE PROJECT

Water demands were estimated for the Project site using the unit water demand factors adopted in the 2020 Citywide Water System Master Plan update (2020 WSMP). Table 1 shows the Project's proposed land use, water use factors, and projected annual potable water use. The total potable water demand for the Project (domestic and irrigation) is estimated at 32.2 acre-feet per year (af/yr).

This evaluation assumes potable water will be used to meet all Project water demands. The City has yet to construct infrastructure to deliver recycled water to the Project, so potable water will be used to meet non-potable water demands in the interim. Once the City's recycled water system can supply the Project, potable water demands should decrease.

[2] "Design Recommendations for Hood Way Pipeline," West Yost Associates, June 13, 2019.

[3] "Design Recommendations for Lammers Road Pipeline," West Yost Associates, June 13, 2019.

Table 1. Estimated Annual Water Demand for the Project

Land Use Designation	Total Area[a], gross acres	Potable Water Use Area[b], acres	Landscaped Area[c], acres	Unit Potable Water Use Factor[d], af/acre/yr	Annual Potable Water Use, af/yr
Industrial	20.9	17.8		1.3	23.1
		--	3.1	1.9	6.0
UAFW[e]	--	--	--	--	3.1
Total	**20.9**	**17.8**	**3.1**	**--**	**32.2**

(a) New Warehouse Building, 16286 W Schulte Rd, Development Review and Rezoning Plans, dated June 23, 2021.
(b) Consistent with the 2020 WSMP, 85 percent of gross acres are assumed to use potable water.
(c) Consistent with the 2020 WSMP, 15 percent of gross acres are assumed to be landscaped.
(d) Based on the 2020 WSMP.
(e) Unaccounted-for water (UAFW) is equal to 9.6 percent.

Table 2 summarizes the estimated average day, maximum day, and peak hour water demands for the Project. The average day demand (ADD) for the Project is approximately 19.9 gallons per minute (gpm). Maximum day demands (MDD) and peak hour demands (PHD) were calculated using the City's peaking factors (adopted in the 2020 WSMP) of 1.7 and 2.9 times the ADD, respectively, resulting in an MDD of about 33.8 gpm and a PHD of about 57.7 gpm.

Table 2. Summary of Average Day, Maximum Day, and Peak Hour Water Demands for the Project

Average Day Demand[a]		Maximum Day Demand[b]		Peak Hour Demand[c]	
gpm	mgd[d]	gpm	mgd	gpm	mgd
19.9	0.03	33.8	0.05	57.7	0.08

(a) The ADD is based on the total annual potable water use calculated in Table 1.
(b) MDD Is 1.7 times the ADD, per the 2020 WSMP.
(c) PHD is 2.9 times the ADD, per the 2020 WSMP.
(d) mgd = million gallons per day

STORAGE AND PUMPING CAPACITY EVALUATION

The storage requirement for the City's potable water system consists of three components:

- **Operational Storage**: 30 percent of a maximum day demand
- **Emergency Storage**: 1.5 times an average day demand
- **Fire Flow Storage**: The required fire flow rate multiplied by the associated fire flow duration period

While the required fire flow storage component for the Project would be shared with the other proposed and existing developments, the operational and emergency storage components from the Project would increase the City's operational and emergency storage requirements by 14,600 and 43,000 gallons, respectively. Storage facilities in Zone 1 and Zone 2 would serve the Project under existing system operations, while storage facilities in Zone 3 (Cordes Tank) would serve the Project under future alternative system operations.

Based on the City's storage capacity evaluation criteria and after accounting for the Project's storage requirements, there is surplus storage capacity under both existing and future alternative system operations. Zone 1 and Zone 2 storage facilities have a combined surplus of approximately 2.6 million gallons (MG) under existing operations, and Cordes Tank has a storage capacity surplus of approximately 0.1 MG under alternative system operations.

The Project would increase the City's overall maximum day and peak hour demands by approximately 33.8 and 57.7 gpm, respectively. Under existing system operations, the Project will rely on Zone 2 facilities to provide pumping capacity. Based on the City's available pumping capacity in Zones 1 and 2, there is currently sufficient pumping capacity to adequately serve the Project.

Under future alternative system operations, the Project would rely on the combined Zone 3 facilities to provide pumping capacity. While there is sufficient pumping capacity in Zone 3 to meet maximum day demands plus fire flow, both the Cordes PS and the Zone 3 Booster Pump Station (Z3 PS) at the JJWTP would need to operate simultaneously to meet maximum day demands in Zone 3 during a 4,500-gpm fire flow condition. Similar to the storage capacity evaluation, this condition includes demands from the Project as well as other existing and proposed Zone 3 developments (e.g., Costco Depot and all phases of the Ellis Specific Plan).

This simultaneous pump station operation would require adjustment to the recommended Z3 PS ultimate operating conditions as outlined in the "Operation of the City-Side Pressure Zone 3 Pump Station and Tracy Hills Zone 3 Pump Station" TM,[4] which assumed that the Cordes PS could provide maximum day demand plus fire flow for Zone 3 at buildout. When the City is closer to implementing the alternative system operations, further evaluation is required to develop a plan for operating the Cordes PS and Z3 PS simultaneously under alternative system operations to confirm that maximum day plus fire flow demands can be adequately served. It should also be noted that the existing Z3 PS is only the first phase of its planned buildout. The need for and timing of additional pumping capacity from the second phase of the Z3 PS will be evaluated in future studies.

HYDRAULIC EVALUATION FINDINGS

Hydraulic evaluation of the Project is based on system performance and operational criteria developed in the 2020 WSMP. These criteria are provided in Attachment A for reference. The City's existing developer hydraulic model[5] was updated to include the water demands for the Project. This updated model was then used to simulate PHD and MDD plus fire flow conditions to determine the Project's impacts under existing and future alternative system operations. Results from this hydraulic evaluation are discussed below.

Peak Hour Demand Evaluation – Existing Operations

Figure 3 shows system pressures and pipeline velocities during a PHD condition under existing system operations. Pressure at the Project's domestic service connection point in Hansen Road is approximately 25 pounds per square inch (psi). The existing system cannot provide 40 psi at the Project's service connection point because the Project is located at approximately 190 feet (ft) of elevation, which is above

[4] West Yost Associates, Operation of the City-Side Pressure Zone 3 Pump Station and Tracy Hills Zone 3 Pump Station, July 10, 2018.

[5] The City's developer hydraulic model includes all previously evaluated development projects and is separate from the 2020 WSMP model. Refer to Attachment A for list of development projects included.

the maximum Zone 2 service elevation of 150 ft. Velocities in the proposed Project pipelines do not exceed the maximum pipeline velocity limit of 8 feet per second (fps).

Maximum Day Demand plus Fire Flow Evaluation – Existing Operations

To meet fire flow requirements, the water system must be able to provide 4,500 gpm to the Project site during an MDD condition, while maintaining 20 psi residual system pressure (primary criterion) and pipeline velocities below 12 fps (secondary criterion). Figure 4 shows whether sufficient fire flow is available using these criteria under existing system operations. Results are displayed at evaluated locations within Zones 2 and 3 near the Project. Fire flow deficiencies occur along the existing 24-inch diameter pipeline in West Schulte Road and the new 12-inch diameter pipeline loop. These deficiencies are due to the Project being located above the maximum Zone 2 service elevation.

Peak Hour Demand Evaluation – Alternative Operations

Figure 5 shows system pressures and pipeline velocities during a PHD condition under future alternative system operations. In the alternative operations scenario, simulated pressures and pipeline velocities meet the City's water system performance criteria. Pressure at the Project's domestic service connection point in Hansen Road is approximately 75 psi. Because system pressures exceed 80 psi within the Project site under future alternative system operations, it is recommended that pressure reducing valves are installed on all of the Project's service laterals. Velocities in the proposed Project pipelines do not exceed the maximum pipeline velocity limit of 8 fps.

Maximum Day Demand plus Fire Flow Evaluation – Alternative Operations

Figure 6 shows whether sufficient fire flow is available during an MDD condition under future alternative system operations. Results are displayed at evaluated locations within Zone 3 near the Project. All evaluated locations meet or exceed the minimum fire flow requirement under future alternative system operations.

SUMMARY OF EVALUATION AND RECOMMENDATIONS

Based on storage capacity criteria in the 2020 WSMP, the City currently has sufficient storage capacity in Zones 1 and 2 (existing system operations) and Zone 3 (future alternative system operations) to meet the needs of the proposed Project.

Under existing system operations, the City has sufficient pumping capacity in Zones 1 and 2 to adequately serve the Project. Under future alternative system operations, the City has sufficient pumping capacity in Zone 3, but both the Cordes PS and the Z3 PS would need to operate simultaneously during a fire. These operational recommendations and the potential need for additional Zone 3 pumping capacity will be evaluated in future studies.

Under existing system operations, the City's existing water system infrastructure cannot provide the required flows and pressures to the Project during a PHD condition or an MDD plus fire flow condition. This is because the Project is located above the maximum Zone 2 service elevation of 150 ft. To meet the City's system performance requirements under existing system operations, the Project must either:

1. **Install Private, On-site Booster Pumps**: At least one 60-gpm booster pump would be installed to provide adequate service pressure to the Project during a PHD condition. An additional on-site booster pump may also be needed to provide redundancy. To meet fire flow requirements, Project proponents will likely need to also install an on-site fire pump. The fire pump size would depend on the Project's specific fire flow requirements as determined by the South San Joaquin County Fire Authority (SSJCFA). The 4,500-gpm requirement used in this evaluation is a conservative value for industrial land uses. Depending on the specific building materials and construction methods used, the SSJCFA may reduce the Project's fire flow requirements.
2. **Revise Project Connections:** To avoid the pressure and fire flow deficiencies identified when supplied by Zone 2 (i.e., under existing system operations), the Project could connect directly to Zone 3 from the start. This would consist of the following changes: (1) for the proposed pipeline in Hansen Road, instead of connecting to the existing 24-inch diameter Zone 2 pipeline at the intersection of Hansen Road and West Schulte Road, connect to the existing 24-inch diameter Zone 3 pipeline at the same intersection; and (2) for the connection in West Schulte Road, install approximately 550 ft of new, 12-inch diameter Zone 3 pipeline in West Schulte Road and connect to the existing 24-inch diameter Zone 3 pipeline at the intersection of Hansen Road and West Schulte Road. Preliminary hydraulic model results indicate that this option would provide adequate service to the Project.

While both options are hydraulically adequate, Option 1 appears to be more feasible for the Project because it would likely be less expensive than installing a new pipeline in West Schulte Road.

Once the 24-inch diameter pipeline in West Schulte Road is re-zoned to Zone 3 under alternative system operations, the existing water system infrastructure would be sufficient to meet the required flows, pressures, and velocities during both a PHD condition and a MDD plus fire flow condition. However, because pressures at the Project will exceed 80 psi under alternative system operations, it will be necessary to install a pressure reducing valve on the Project's domestic water service line after the transition to alternative system operations. Under future alternative system operations, the on-site booster pump(s) recommended above for existing system operations would no longer be needed.

In summary, West Yost's recommendations are to:

- Size the proposed Project pipelines to be 12-inches in diameter.
- Install at least one 60-gpm, on-site booster pump to serve the Project. An additional booster pump may be necessary for redundancy.
- Discuss the Project's fire flow requirement with the SSJCFA. If the SSJCFA determines that the fire flow requirement for the Project is greater than 2,000 gpm, install an appropriately sized fire pump.
- Install a pressure reducing valve on the Project's domestic water service line after the transition to alternative system operation.

While this TM did not evaluate water supplies to serve the Project, it was included in the Near-Term TM, which evaluated the City's water demand and water supply conditions through 2025. The City has indicated that development impact fees need to be paid by new development to fund future water supply projects to provide adequate water supplies.

The hydraulic evaluation performed for the proposed Project is based on the various assumptions stated above. If any of these items are changed or modified in any way, other than as described in this TM, additional hydraulic evaluation will be required.

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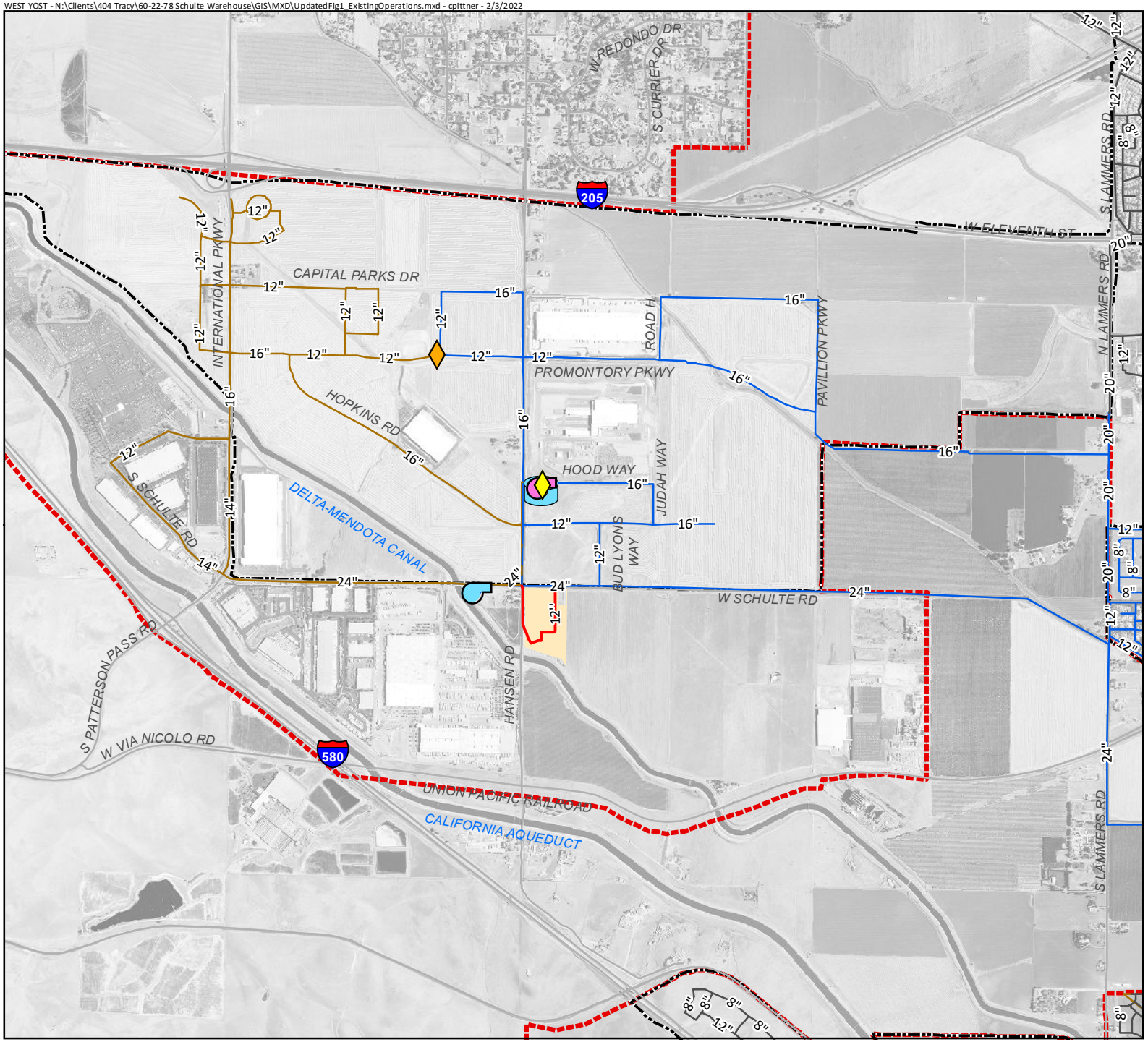


0 1,250 2,500

Scale in Feet

Pipeline Zone

- Zone 2 - Proposed
- Zone 2 - Existing
- Zone 3 - Existing
- Other - Existing
- Cordes Pressure Regulating Station
- Promontory Pressure Regulating Station
- Cordes Booster Pump Station
- Patterson Pass Booster Pump Station
- Cordes Tank
- Schulte Warehouse
- City Limit
- Sphere of Influence

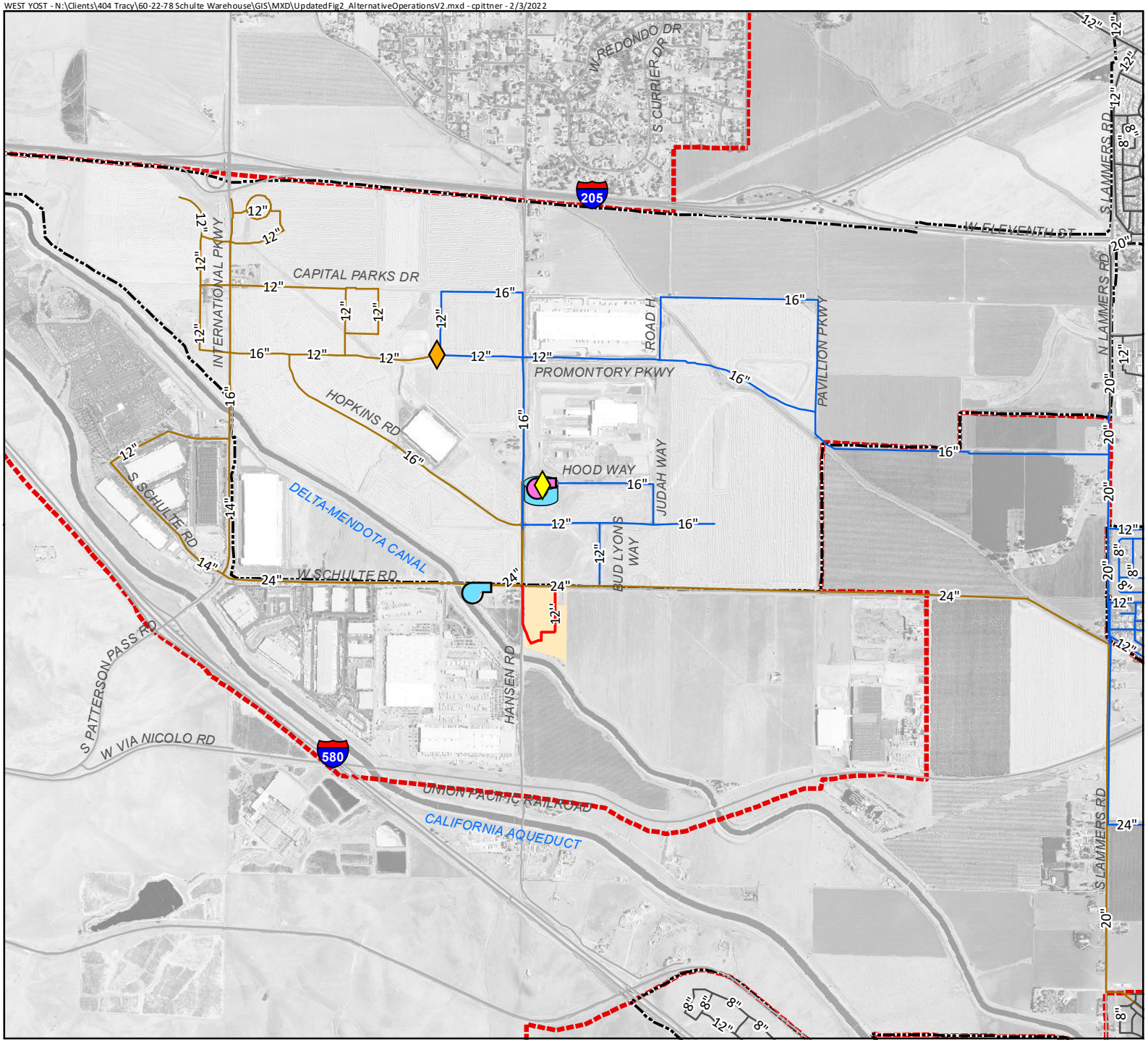
WEST YOST

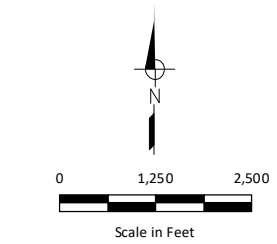
Figure 1

Existing Operations

City of Tracy
Schulte Warehouse
Hydraulic Evaluation

WEST YOST - N:\Clients\404 Tracy\60-22-78 Schulte Warehouse\GIS\MXD\UpdatedFig2_AlternativeOperationsV2.mxd - cpittner - 2/3/2022





Pipeline Zone

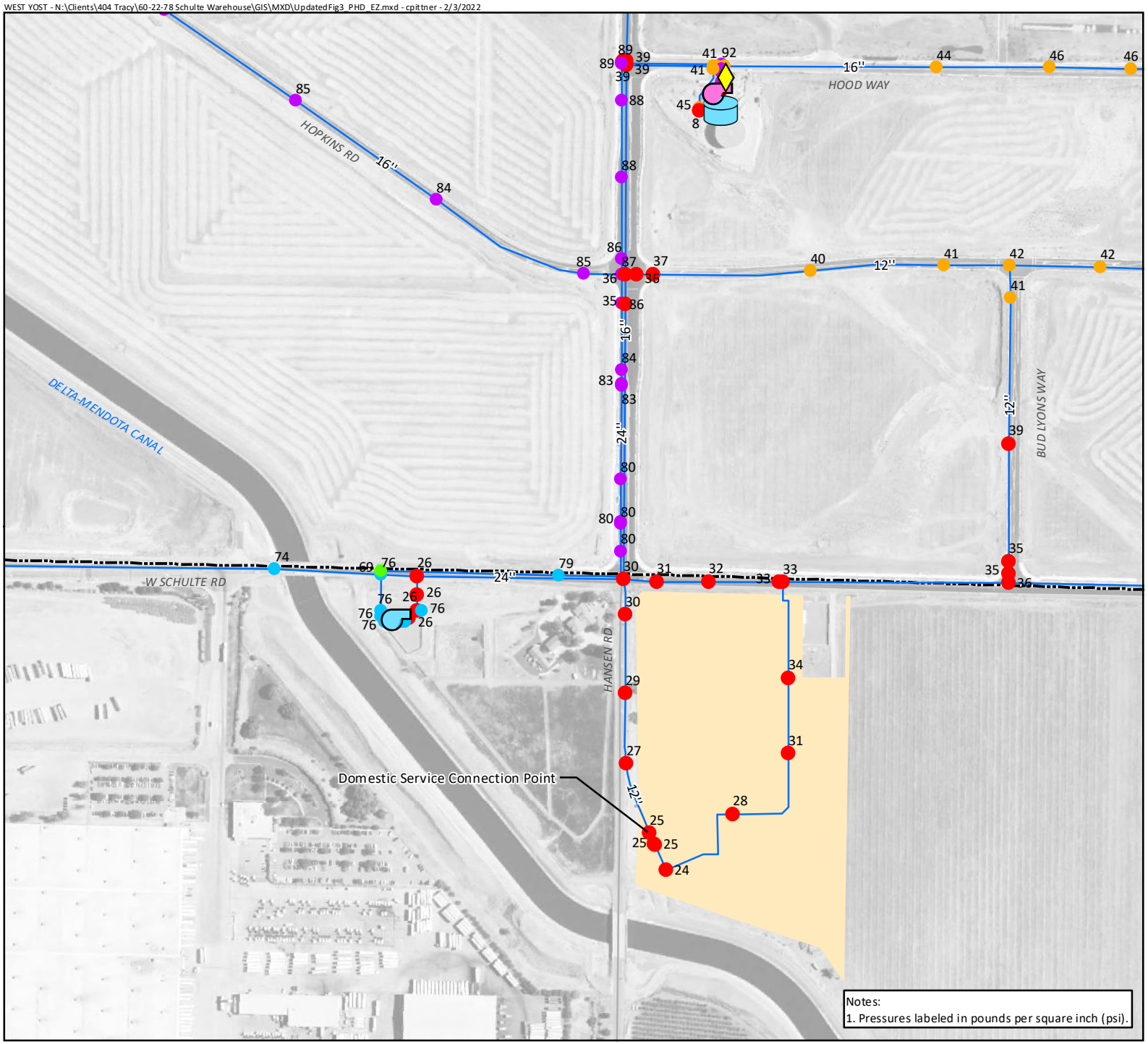
- Zone 3 - Proposed
- Zone 2 - Existing
- Zone 3 - Existing
- Other - Existing
- Cordes Pressure Regulating Station
- Promontory Pressure Regulating Station
- Cordes Booster Pump Station
- Patterson Pass Booster Pump Station
- Cordes Tank
- Schulte Warehouse
- City Limit
- Sphere of Influence

WEST YOST

Figure 2

Alternative Operations

City of Tracy
Schulte Warehouse
Hydraulic Evaluation



WEST YOST

Figure 3

Existing Operations Peak Hour Results

City of Tracy
Schulte Warehouse
Hydraulic Evaluation

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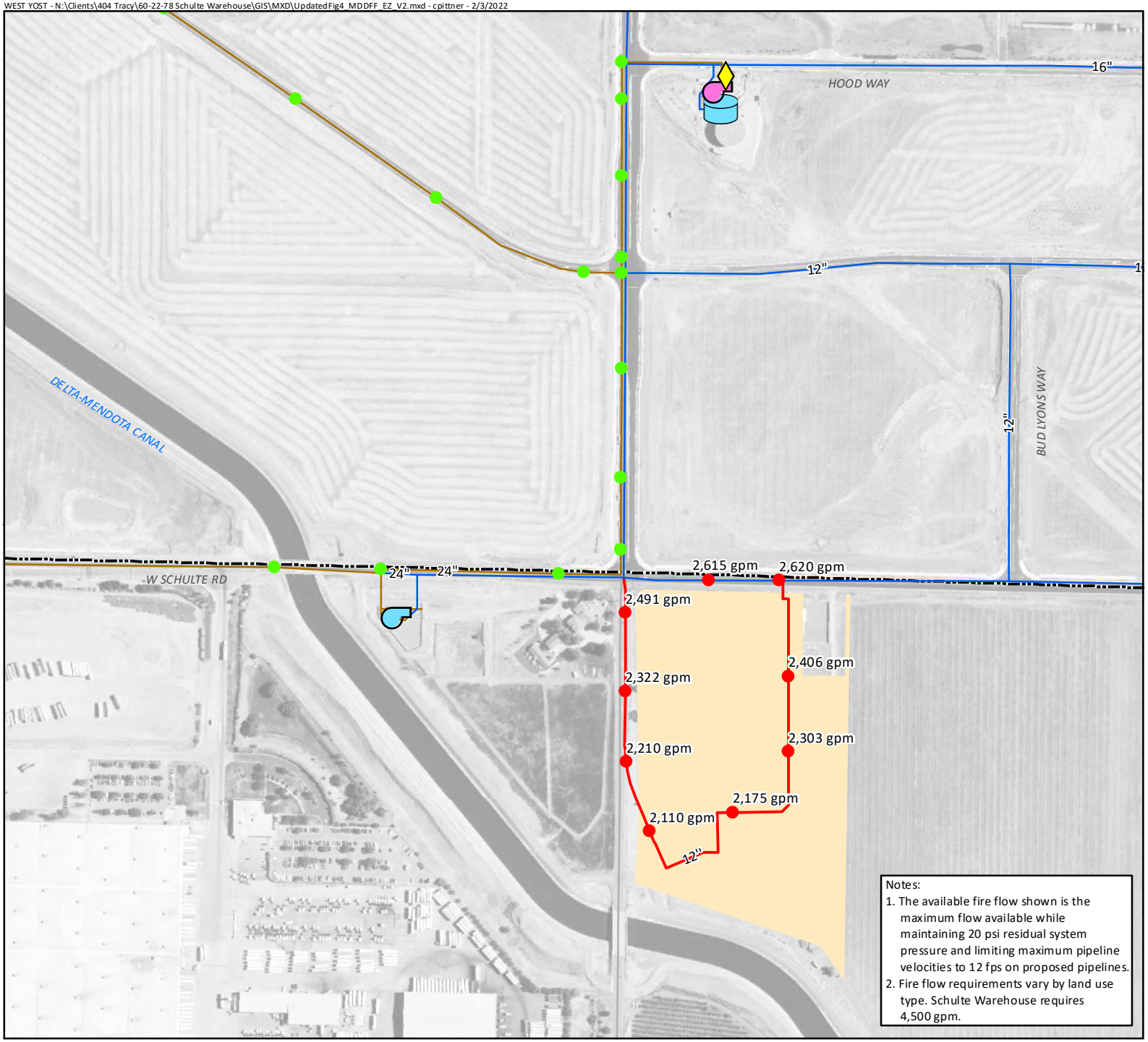

Notes:
1. The available fire flow shown is the maximum flow available while maintaining 20 psi residual system pressure and limiting maximum pipeline velocities to 12 fps on proposed pipelines.
2. Fire flow requirements vary by land use type. Schulte Warehouse requires 4,500 gpm.

N

0 250 500

Scale in Feet

Available Fire Flow

- Does not Meet Requirements
- Meets Requirements

Pipeline Zone

- Zone 2 - Proposed
- Zone 2 - Existing
- Zone 3 - Existing
- Cordes Pressure Regulating Station
- Cordes Booster Pump Station
- Patterson Pass Booster Pump Station
- Cordes Tank
- Schulte Warehouse
- City Limit

WEST YOST

Figure 4

Existing Operations Fire Flow Results

City of Tracy
Schulte Warehouse
Hydraulic Evaluation

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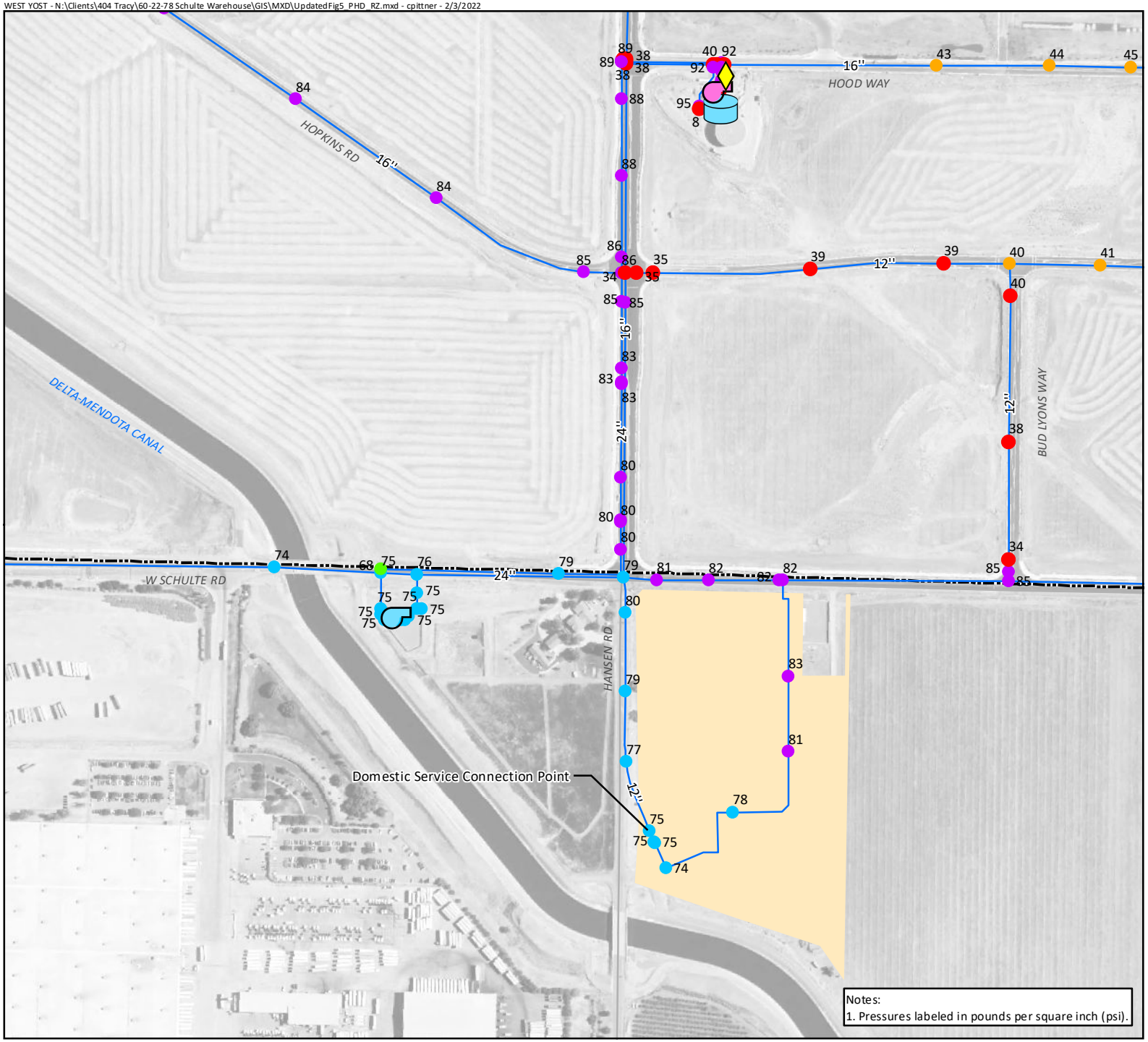


N

0 250 500

Scale in Feet

Peak Hour Pressure

- Less than 40 psi
- 40 to 50 psi
- 50 to 60 psi
- 60 to 70 psi
- 70 to 80 psi
- Greater than 80 psi

Pipeline Velocity

- Less than or Equal to 8 fps
- Greater than 8 fps
- Cordes Pressure Regulating Station
- Cordes Booster Pump Station
- Patterson Pass Booster Pump Station
- Cordes Tank
- Schulte Warehouse
- City Limit

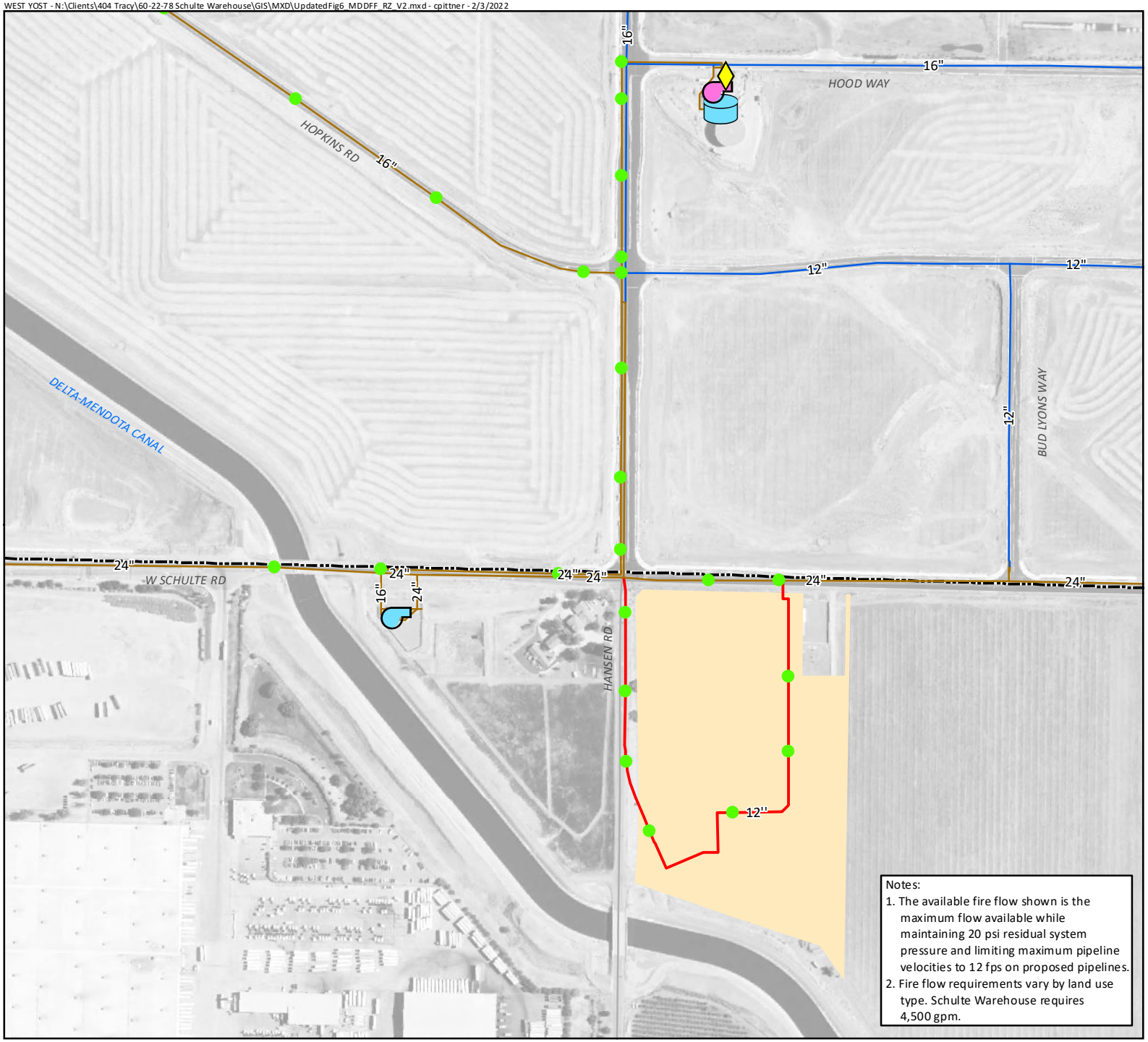
WEST YOST

Figure 5

Alternative Operations Peak Hour Results

City of Tracy
Schulte Warehouse
Hydraulic Evaluation

WEST YOST - N:\Clients\404 Tracy\60-22-78 Schulte Warehouse\GIS\MXD\UpdatedFig6_MDDFF_RZ_V2.mxd - cpittner - 2/3/2022



N

0 250 500

Scale in Feet

Available Fire Flow

- Does not Meet Requirements
- Meets Requirements

Pipeline Zone

- Zone 3 - Proposed
- Zone 2 - Existing
- Zone 3 - Existing
- Cordes Pressure Regulating Station
- Cordes Booster Pump Station
- Patterson Pass Booster Pump Station
- Cordes Tank
- Schulte Warehouse
- City Limit

WEST YOST

Figure 6

Alternative Operations Fire Flow Results

City of Tracy
Schulte Warehouse
Hydraulic Evaluation

Attachment A

Planning and Modeling Criteria

Planning and modeling criteria used to evaluate the proposed Project are based on the system performance and operational criteria developed in the 2020 Citywide Water System Master Plan update (2020 WSMP). The criteria used to evaluate the existing water system and the proposed pipelines for the Project are listed as follows:

- Residual pressure at the flowing hydrant (during an assumed maximum day demand plus fire flow condition) and throughout the water system must be equal to or greater than 20 pounds per square inch (psi) during the simulated fire condition.
- Minimum allowable service pressure is 40 psi during all other non-fire demand conditions.
- Maximum allowable service pressure is 80 psi. A pressure reducing valve will be required on all water services with a static pressure greater than 80 psi and should conform with the requirements from the Uniform Plumbing Code.
- Maximum allowable distribution pipeline velocity is 12 feet per second (fps) during the simulated fire flow demand condition.
- Maximum allowable transmission and distribution pipeline velocity is 6 fps and 8 fps, respectively, during a non-fire demand condition.
- Maximum allowable head loss rate is 10 feet per 1,000 feet (ft/kft) during the simulated fire demand condition.
- Maximum head losses in distribution system pipelines should be limited to 7 ft/kft during a non-fire demand condition.
- New and required pipelines will be modeled with a roughness coefficient (C-factor) of 130.
- Available fire flow demand must meet a minimum flow of 1,500 gallons per minute (gpm), 2,500 gpm, 3,500 gpm, or 4,500 gpm depending on land use during a maximum day demand condition. These required fire flow demands assume that buildings are sprinklered.
- The 2020 WSMP hydraulic model of the City's existing water distribution system was used as the basis for evaluation.[1]

[1] This existing system hydraulic model was updated to include projected water demands from new and planned developments such as Valpico and MacDonald Apartments; Sierra Hills (Aspire I) Apartments; I 205 Parcels M1 and M2 and Infill Parcels 7 and 13; Grant Line Road Apartments; Rocking Horse; Aspire II Development; Ellis Specific Plan Phases 1, 2, and 3; Marriott TownePlace Suites; Larch Clover Interim Annexation; IPC Buildings 3, 4, and 12; IPC Building 25; IPC Buildings 22, 23, and Thermo Fisher; Tracy Village Specific Plan; Avenues Specific Plan; IPC Buildings 9, 10, and 14; NEI Specific Plan; Tracy Hills Phases 1A, 1B, and 1C; IPC Building 19A; Costco Depot; West Parkway Village; KT Project; IPC Prologis Sales Office Building; IPC Building 2; Tracy Alliance Project; IPC Building 16; IPC Building 8; Tracy Hills Phases 2-4; Tracy Hills Commerce Center; and Promontory Station. City staff also requested West Yost to incorporate the following developments, which were evaluated by Black Water Consulting Engineers, Inc., into the City's hydraulic model: Barcelona Infill; Berg Road Properties; Harvest Apartments; 321 E. Grant Line Apartments; Home 2 Suites; IPT Pescadero Buildings 2 and 3; IPT Pescadero Building 4; Byron Apartments; Assisted Living and Memory Care; La Quinta Inn & Suites; Seefried Industrial Campus; and California Highway Patrol.

APPENDIX B

Storm Drainage Technical Memorandum

Technical Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To:	Ms. Ilene Macintire, PE, City of Tracy
From:	Mr. Harvey Oslick, PE, Wood Rodgers, Inc.
Date:	October 10, 2022
Subject:	Storm Drainage for the Schulte Warehouse Project, D21-0020

PURPOSE

The purpose of this Technical Memorandum (TM) is to document technical analyses associated with storm drainage for the Schulte Warehouse Project (Project) site located southeast of the intersection of West Schulte Road and Hansen Road within the sphere of influence of the City of Tracy (City). These technical analyses are intended to accomplish the following objectives:

1. Identify how much temporary retention capacity would be required if the Project was to proceed before the connection to the Byron-Bethany Irrigation District (BBID)[1] system is established;
2. Determine the Project's share of the allowable discharge into the BBID drainage system;
3. Compute how much detention would be required to manage runoff originating on-site based on the allowable discharge into the BBID drainage system; and
4. Calculate peak discharges from the site without detention and use the peak discharges as a basis for preliminary pipe sizing in order to calculate cost comparisons between conveyance and storage options.

SITE DESCRIPTION

The Project site encompasses approximately 20.92 acres and is identified by Assessor's Parcel Numbers (APNs) 209-230-250 and 209-230-260. The larger parcel (APN 209-230-250) is proposed for development as part of the Project. The smaller parcel (APN 209-230-260), referred to as the Williams Communication Parcel, would not be developed.

The Project site is bordered by Hansen Road to the west, West Schulte Road to the north, and the Delta Mendota Canal to the south. The southern portion of the Project site is developed with three single-family residences and six ancillary structures. The Project site topography is generally flat, except for two five- to ten-foot-deep ponds located along the eastern site boundary from previous dairy operations.

[1] Byron-Bethany Irrigation District was formerly known as the West Side Irrigation District.

The proposed Project would include demolition of the three single-family residences and six ancillary structures, as well as redevelopment of the site with a one-story warehouse building and a surface parking lot.

The proposed warehouse would be 217,466 square-feet (sf) in total. The proposed parking area would include 206 vehicle parking stalls and 116 trailer parking stalls.

The Overall Site Plan lists the lot size as 649,074 square feet, or 14.9 acres. It is estimated that the 14.9-acre lot would be 77-percent impervious. For the purposes of this TM, it is assumed that one drainage system would be used for the 14.9-acre lot and that another drainage system would be used for roadway improvements on the Project site. It is estimated that the roadway drainage system would need to manage runoff from 5.0 acres that would be 50-percent impervious.

TEMPORARY RETENTION REQUIREMENT

Temporary storm drainage retention would be required if the Project proceeds prior to construction of the permanent connection from the Lammers Watershed to the BBID drainage system. Temporary retention requirements are promulgated in Sections 5.06 and 5.07 of the City's Design Standards. Section 5.07(D) includes a calculation procedure for sizing temporary retention basins. Assumptions were made to perform the calculation procedure for a temporary retention basin to accommodate runoff from the 14.9-acre Project lot and a separate basin that would mitigate for runoff from the 5.0-acre area with the new roadways. These calculations are for planning-level evaluations and should be updated as determined to be appropriate based on design-level measurements of the various cover types. One foot of freeboard is required above the required volumes listed below in **Tables 1** and **2** for the Main Project Lot and the roadways in the Project Area, respectively. Per Section 5.07(B), the depth of the basins must be limited so that the basins will empty by infiltration within a period of 10 days.

Table 1: Temporary Retention Basin Sizing for Main Project Lot

Cover	Surface Area	Surface Area	Runoff Coefficient	Rainfall Depth	Runoff
	(sq. ft)	(acres)		(feet)	(cu. ft)
Pond Basin	43,560	1	1	0.26	11,326
Paving	282,321	6.48	0.95	0.26	69,733
Roof	217,466	4.99	0.8	0.26	45,233
Comp. Earth	26,136	0.60	0.75	0.26	5,097
Lawn & Landscape	79,591	1.83	0.2	0.26	4,139
Total	**649,074**	**14.90**			**135,527**
				x2	271,054
Required volume (not inc. freeboard):				**6.22**	**ac. ft**

Table 2: Temporary Retention Basin Sizing for Roadways in Project Area

Cover	Surface Area	Surface Area	Runoff Coefficient	Rainfall Depth	Runoff
	(sq. ft)	(acres)		(feet)	(cu. ft)
Pond Basin	43,560	0.3	1	0.26	11,326
Paving	108,900	2.50	0.95	0.26	26,898
Roof	-	0.00	0.8	0.26	-
Comp. Earth	21,780	0.50	0.75	0.26	4,247
Lawn & Landscape	74,052	1.70	0.2	0.26	3,851
Total	**217,800**	**5.00**			**46,322**
				x2	92,643
Required volume (not inc. freeboard):				**2.13**	**ac. ft**

The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Conservation Service (SCS) soil data states that the expected saturate hydraulic conductivity at the Project site is equivalent to 0.06 inch per hour.[2] Typically, the maximum infiltration rate that can be assumed for a planning study is one-half of the saturated hydraulic conductivity, or 0.03 inch per hour. The low saturated hydraulic conductivity value would make reliance on infiltration to drain the basin within 10 days infeasible unless site-specific infiltration testing were to reveal that actual soil conditions would support a higher design infiltration rate. A geotechnical engineer should review site boring data in order to provide an opinion regarding the likelihood of site-specific tests showing a higher infiltration rate. To comply with the Design Standards, alternative means to drain the temporary retention basin within 10 days would need to be available if infiltration rates are not adequate.

MASTER PLAN CONCEPT

The 2012 Citywide Storm Drainage Master Plan (CSDMP) included the Project site within Subbasin L13 of the Lammers Watershed. The site had been expected to drain through Subbasin L14 into Detention Basin (DET) LW6. The concept that had been presented in the 2012 CSDMP was maintained in the Final Draft of the CSDMP Update. It is planned to drain DET LW6 into a system tributary to the BBID drainage system.

The primary issues with the concept presented in the 2012 CSDMP are that: 1) DET LW6 was undersized based on appropriate design assumptions that are discussed in detail in the Final Draft of the CSDMP Update; and 2) provisions to convey peak discharges from the Project site to DET LW6 had not been included.

As a result of the challenges associated with conveying peak flows to DET LW6, as well as with the inadequate capacity in DET LW6 (as currently configured) to accommodate runoff from the Project, it may now be advantageous for the Project to include permanent stormwater detention

[2] See Figure 17 in the 2021 Final Draft Citywide Storm Drainage Master Plan Update.

on-site. This would limit site runoff to its share of the capacity in the BBID drainage system, rather than having the permanent stormwater detention for the Project in DET LW6.

DISCHARGES INTO THE BBID DRAINAGE SYSTEM

Discharges into the BBID system are subject to the conditions detailed in the *2010 Drainage Agreement between the City of Tracy and the West Side Irrigation District*. The 2010 Agreement with the West Side Irrigation District (WSID) transferred to BBID. The 2010 Agreement allows up to 30 cubic feet per second (cfs) to be discharged from the Lammers Area as long as the maximum City discharge to the Main Drain[3] from all sources does not exceed 145 cfs. The Lammers Area covers approximately 8.6 square miles and includes the Cordes Ranch and Westside Ranch planning areas, the existing Costco and Safeway sites located south of West Schulte Road and west of the Delta Mendota Canal, and other areas (including the Project area). The Lammers Area is shown as draining towards detention basins LW1 through LW15 on Figure 27 in the CSDMP Update.

To stay within the 30-cfs discharge limitation, the sum of the peak discharges from the detention basins into the system that drains into the Sub-Main Drain cannot exceed 30 cfs. The allocation of capacity to each basin is generally calculated by tributary area, although it can be adjusted to consider the planned imperviousness of the tributary area and the rate at which water will infiltrate into the soils at the detention basin. Locations found to have relatively higher infiltration rates can support design of smaller basins with lower pumped or gravity outflows, as compared to basins at locations with lower infiltration rates. For planning purposes, a peak outflow rate of 0.01 cfs per tributary acre of typical commercial development can be assumed. Some variations from this may be determined to be appropriate for final design.

As discussed in the CSDMP Update, it is probable that there will be times when the discharge of runoff from the City through the Grant Line Road storm drain into the Main Drain will be approximately 145 cfs. During peak flow conditions when flows in the Main Drain are already close to 145 cfs, the discharge of an additional 30 cfs from the Lammers Area could violate the terms of the 2010 agreement. To manage conditions that could cause excessive flows in the Main Drain, it is recommended that plans be in place to turn off pumps and curtail gravity discharges from the Lammers Area as are determined to be necessary in order to avoid violations of the 2010 Agreement.

ON-SITE STORMWATER DETENTION CAPACITY

The detention basin sizing procedure detailed in Section 5.2.1 of the Final Draft CSDMP was applied to size on-site stormwater detention basins using the same assumptions for tributary areas that were used in the Temporary Retention Requirement section of this TM. Both basins were sized assuming that small pumps would be used to control outflows. Key parameters used in the basin sizing process are included below in **Table 3**. Alternative configurations could be evaluated in the design process. Site-specific infiltration tests should be used to form a basis for

[3] See Figures 2 and 6 in the 2021 Final Draft Citywide Storm Drainage Master Plan Update for maps of facilities and major drainage areas.

design and to determine if infiltration could be used to manage some runoff in order to help meet stormwater quality management requirements.

Table 3: Permanent Detention Basin Sizing

Parameter	Unit	Project Lot	Roadway Area
Tributary area	acres	14.9	5.0
Imperviousness		0.77	0.50
Depth	feet	9	6
Side slope	H:1V	4	4
Infiltration rate	inches per hour	0.03	0.03
Pumping rate	cfs	0.15	0.05
Volume with freeboard	acre-feet	4.2	1.1
Top area (no buffer)	acres	0.72	0.29

The facility sizes listed in Table 3 do not address stormwater quality treatment requirements. However, treatment requirements could be readily addressed by adding drain rock and a biofiltration layer below the bottom of the basins. The pumps can be configured to withdraw water from an underdrain (perforated pipe) placed in the rock layer. Landscape planning would need to consider the potential duration of inundation from both relatively frequent events and larger, infrequent events. Though much more expensive to construct, options for underground storage (such as large diameter corrugated metal pipe) are also available. The on-site permanent detention basins, if used, could connect to the 18-inch storm drain currently planned for West Schulte Road without requiring any additional capacity.

If on-site detention basins are not used, on-site stormwater quality treatment measures would still be required, and the receiving storm drains would need to have sufficient capacity to convey 100-year runoff to DET LW6. DET LW6 would need to be expanded as determined to be necessary to accommodate the runoff from the Project area.

CONVEYANCE TO DET LW6 NEEDED FOR PEAK DISCHARGES WITHOUT ON-SITE DETENTION

Peak discharges from the Project site would need to be conveyed approximately 9,000 feet to DET LW6 if on-site detention is not constructed. If on-site detention is used to attenuate discharges to the allowable discharge rate into the BBID system, no additional conveyance would be required. However, if on-site facilities are only adequate to accommodate water quality flows, peak discharges from a 100-year storm would need to be conveyed to DET LW6. Based on the assumption that the surcharging of stormwater quality bioretention basins would result in the Project site having a time of concentration of 60 minutes, peak flows from the site could be computed using a rainfall intensity of 0.847 inch per hour[4]. According to Section 5.04

[4] See Grid 10 in Figure 9 of the Final Draft Citywide Storm Drainage Master Plan Update.

of the Design Standards, the design discharge rate would be 14 cfs for the Project area of 20.6 acres based on a runoff coefficient of 0.8 for commercial development. The discharge of 14 cfs would exceed the capacity of the existing 18-inch storm drain. A new 24-inch storm drain would be required to convey 14 cfs from the Project site to DET LW6. At a cost of $300 per foot, 9,000 feet of pipe would cost $2,700,000.

PEAK FLOW ATTENUATION OPTION

A potential third alternative would include providing sufficient on-site detention to limit peak 100-year discharges from the Project area to the capacity of the existing storm drain from the vicinity of Project to DET LW6, then providing all of the attenuation necessary to limit discharges to the capacity of the BBID system at DET LW6. This option would require significant amounts of detention at the Project site without reducing the detention necessary at DET LW6. If the applicant determines that this option would have advantages, the proposed configuration would be reviewed to determine if it meets the various design requirements.

APPENDIX C

Stormwater Quality Control Plan

SCHULTE RD. PARKING LOT

16286 W. Schulte Road
Tracy, CA 95377

STORMWATER QUALITY CONTROL PLAN (SWQCP)

Prepared For:

PANATTONI DEVELOPMENT COMPANY, INC.
8775 Folsom Blvd.
Sacramento, CA 95826
Contact: Abbie Wertheim
(916) 379-1109

Prepared By:

SIEGFRIED

3428 Brookside Road
Stockton, CA 95219
(209) 943-2021

Date Prepared: January 14, 2022

I. Attachments

Attachment 1 – Bioretention Sizing Worksheet

Attachment 2 – DMA Exhibits

ATTACHMENT 1

BIORETENTION SIZING WORKSHEET

SIEGFRIED
3244 Brookside Road, Suite 100
Stockton, CA 95219
209.943.2021 Fax: 209.942.0214

Job Number: 20174
Project Name: Schulte Rd. Parking Lot
Workbook Name: Bioretention Area SQDV Calculation
Sheet Name: Post-Site
Date: 1/14/2022
Author: ARM

Post-Site

Site Parameters

Mean Annual Runoff-Producing Rainfall Depth (P_6):	0.33	in
Regression Coefficient (a):	1.963	
Site Design Measure Credits:	0.0	ft^3
Maximum Drawdown Time:	48	hr

Bioretention Area Properties

Bioretention Planting Zone Area:	10,000.0	ft^2
Open Space Initial Area:	238,365.0	ft^2
Ponding Depth:	12.0	in
=	1.000	ft
Planting Media Layer Depth:	1.50	ft
Planting Media Layer Porosity:	0.25	
Planting Media Infiltration Rate:	0.50	in/hr
Gravel Layer Depth:	1.00	ft
Gravel Layer Porosity:	0.40	
Gravel Layer Infiltration Rate:	1.00	in/hr
Total Infiltration Rate:	0.63	in/hr

$$f_{design,eq} = \frac{\sum d_i}{\sum\left(\frac{d_i}{f_{s,i}}\right)} = \frac{d_{pz} + d_{gl}}{\frac{d_{pz}}{f_{pz}} + \frac{d_{gl}}{f_{gl}}}$$

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Job Number: 20174
Project Name: Schulte Rd. Parking Lot
Workbook Name: Bioretention Area SQDV Calculation
Sheet Name: Post-Site
Date: 1/14/2022
Author: ARM

Imperviousness Calculation

Site Element	Element Area (ft^2)	% Imperviousness	Weighting Factor	Weighted % Imperviousness
Landscape	228,365	25%	0.3542	8.86%
Concrete/AC	405,692	95%	0.6293	59.78%
Roof	636	95%	0.0010	0.09%
Bioretention	10,000	100%	0.0155	1.55%
Total	644,693			70.28%

Runoff Coefficient:	0.497		$C = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$
Unit Stormwater Volume:	0.322	in	$P_0 = (a \times C) \times P_6$
SDV:	17,281.4	ft^3	$SDV = A \times \frac{P_0}{12}$
Adjusted SDV:	17,281.4	ft^3	
Bottom Surface Area Required:	9,736.0	ft^2	$A_s = \frac{SDV_{adj}}{d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gl})}$
Bottom Surface Area Required - Planting Zone Area:	-264.0	ft^2	
Infiltration Time Check (Good if Negative) (ft):	-0.73		$d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gl}) \leq \frac{f_{design}}{12} \times t_{\max}$

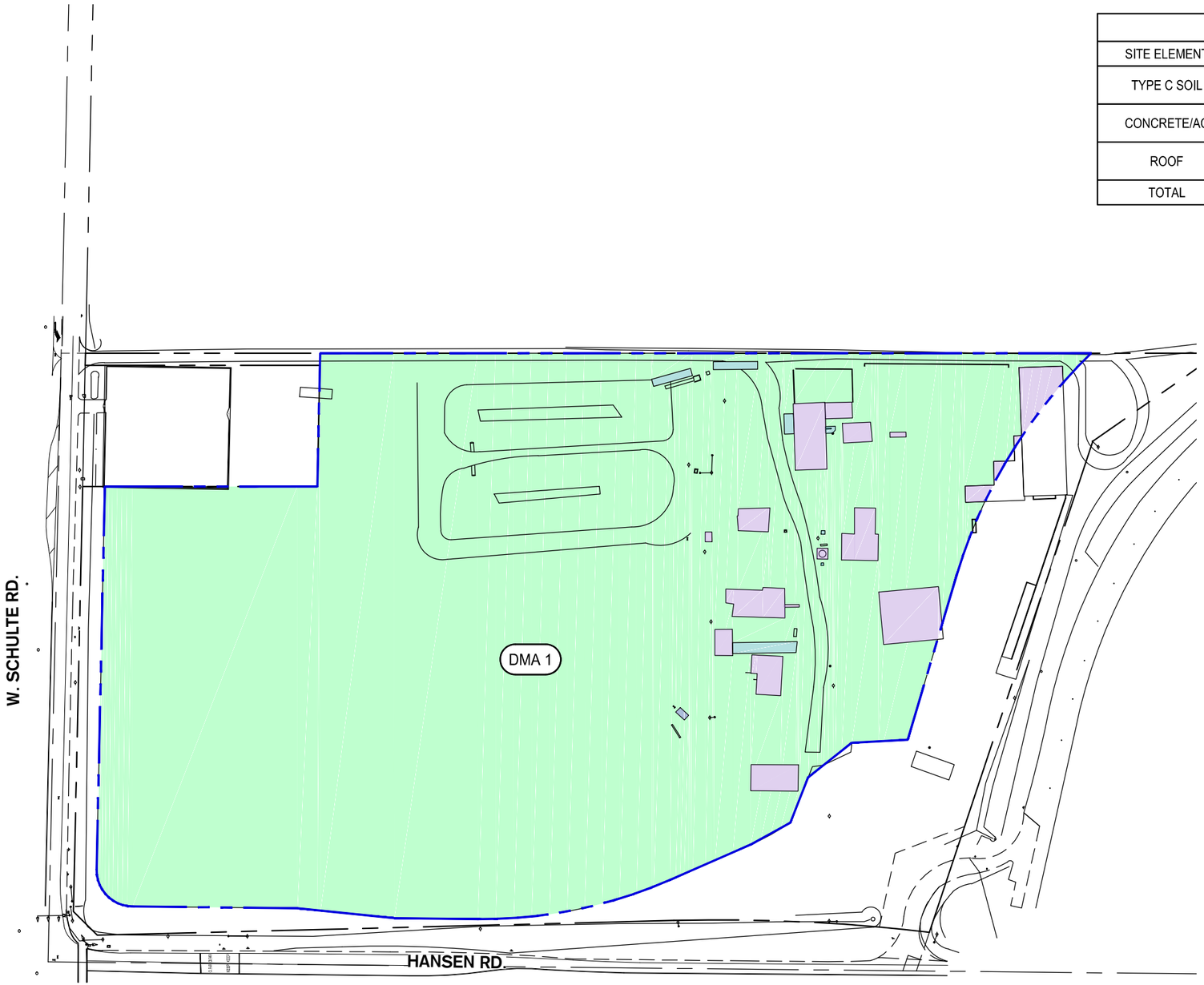
Stormwater Volume Managed by Bioretention: 17,750.0 ft^3

$$SDV_{design} = A_{design} \times [d_{pz} + (\eta_{pz} \times d_{pm}) + (\eta_{gl} \times d_{gl})]$$

ATTACHMENT 2

DMA EXHIBITS

PRE-PROJECT RUNOFF COEFFICIENT				
SITE ELEMENT	RUNOFF COEFFICIENT	AREA (SF)	FRACTION OF TOTAL AREA	WEIGHTED RUNOFF COEFF.
TYPE C SOIL	0.05	618,421	0.96	0.05
CONCRETE/AC	0.95	2,597	0.00	0.00
ROOF	0.95	23,675	0.04	0.03
TOTAL		644,693	1.00	0.08



LEGEND

- UNDEVELOPED/SOIL
- EXISTING CONCRETE
- EXISTING ROOF
- DRAINAGE MANAGEMENT AREA

0' 75' 150' 300'

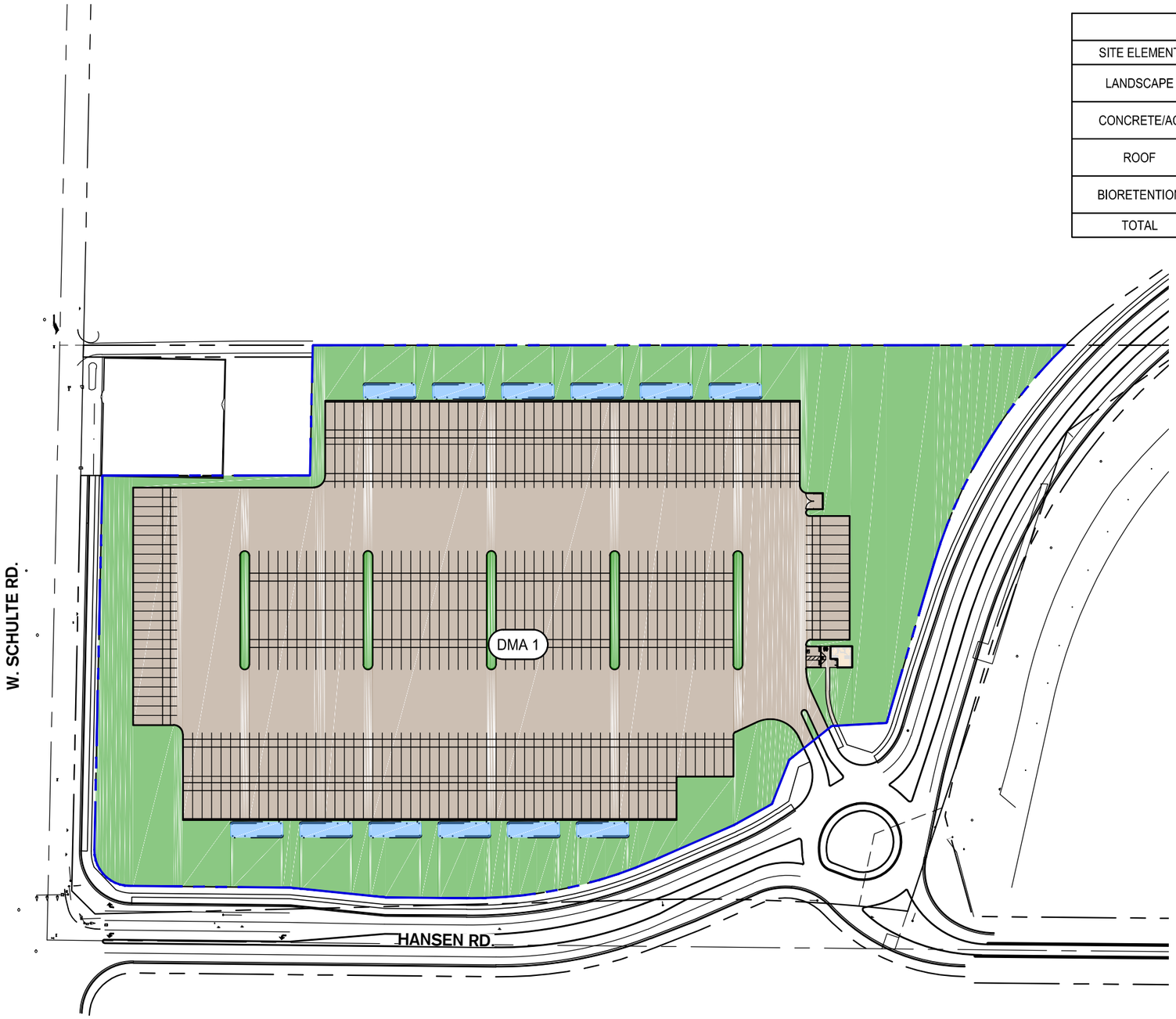
SCALE: 1"=150'

PRE-PROJECT DMA
SITE MAP AND SURFACES

SIEGFRIED

C.1

POST-PROJECT RUNOFF COEFFICIENT				
SITE ELEMENT	RUNOFF COEFFICIENT	AREA (SF)	FRACTION OF TOTAL AREA	WEIGHTED RUNOFF COEFF.
LANDSCAPE	0.25	228,365	0.35	0.09
CONCRETE/AC	0.95	405,692	0.63	0.60
ROOF	0.95	636	0.00	0.00
BIORETENTION	1.00	10,000	0.02	0.01
TOTAL		644,693	1.00	0.70



LEGEND

- LANDSCAPE
- CONCRETE
- ROOF
- TREATMENT
- DRAINAGE MANAGEMENT AREA

0' 75' 150' 300'

SCALE: 1"=150'

POST-PROJECT DMA
SITE MAP AND SURFACES

SIEGFRIED

C.2

SCHULTE RD. WAREHOUSE

16286 W. Schulte Road
Tracy, CA 95377

STORMWATER QUALITY CONTROL PLAN (SWQCP)

Prepared For:

PANATTONI DEVELOPMENT COMPANY, INC.
8775 Folsom Blvd.
Sacramento, CA 95826
Contact: Abbie Wertheim
(916) 379-1109

Prepared By:

SIEGFRIED

3428 Brookside Road
Stockton, CA 95219
(209) 943-2021

Date Prepared: January 14, 2022

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Attachment 1 – Bioretention Sizing Worksheet

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ATTACHMENT 1

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3244 Brookside Road, Suite 100
Stockton, CA 95219
209.943.2021 Fax: 209.942.0214

Job Number: 20174
Project Name: Schulte Rd. Warehouse
Workbook Name: Bioretention Area SQDV Calculation
Sheet Name: Post-Site
Date: 1/14/2022
Author: ARM

Post-Site

Site Parameters

Mean Annual Runoff-Producing Rainfall Depth (P_6):	0.33	in
Regression Coefficient (a):	1.963	
Site Design Measure Credits:	0.0	ft^3
Maximum Drawdown Time:	48	hr

Bioretention Area Properties

Bioretention Planting Zone Area:	12,000.0	ft^2
Open Space Initial Area:	159,395.0	ft^2
Ponding Depth:	12.0	in
=	1.000	ft
Planting Media Layer Depth:	1.50	ft
Planting Media Layer Porosity:	0.25	
Planting Media Infiltration Rate:	0.50	in/hr
Gravel Layer Depth:	1.00	ft
Gravel Layer Porosity:	0.40	
Gravel Layer Infiltration Rate:	1.00	in/hr
Total Infiltration Rate:	0.63	in/hr

$$f_{design,eq} = \frac{\sum d_i}{\sum\left(\frac{d_i}{f_{s,i}}\right)} = \frac{d_{pz} + d_{gl}}{\frac{d_{pz}}{f_{pz}} + \frac{d_{gl}}{f_{gl}}}$$

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Project Name: Schulte Rd. Warehouse
Workbook Name: Bioretention Area SQDV Calculation
Sheet Name: Post-Site
Date: 1/14/2022
Author: ARM

Imperviousness Calculation

Site Element	Element Area (ft^2)	% Imperviousness	Weighting Factor	Weighted % Imperviousness
Landscape	147,395	25%	0.2286	5.72%
Concrete/AC	267,832	95%	0.4154	39.47%
Roof	217,466	95%	0.3373	32.05%
Bioretention	12,000	100%	0.0186	1.86%
Total	644,693			79.09%

Runoff Coefficient:	0.589		$C = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$
Unit Stormwater Volume:	0.381	in	$P_0 = (a \times C) \times P_6$
SDV:	20,488.5	ft^3	$SDV = A \times \frac{P_0}{12}$
Adjusted SDV:	20,488.5	ft^3	
Bottom Surface Area Required:	11,542.8	ft^2	$A_s = \frac{SDV_{adj}}{d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gl})}$
Bottom Surface Area Required - Planting Zone Area:	-457.2	ft^2	
Infiltration Time Check (Good if Negative) (ft):	-0.73		$d_{pz} + (\eta_{pm} \times d_{pm}) + (\eta_{gl} \times d_{gl}) \leq \frac{f_{design}}{12} \times t_{\max}$

Stormwater Volume Managed by Bioretention: 21,300.0 ft^3

$$SDV_{design} = A_{design} \times [d_{pz} + (\eta_{pz} \times d_{pm}) + (\eta_{gl} \times d_{gl})]$$

ATTACHMENT 2

DMA EXHIBITS

PRE-PROJECT RUNOFF COEFFICIENT				
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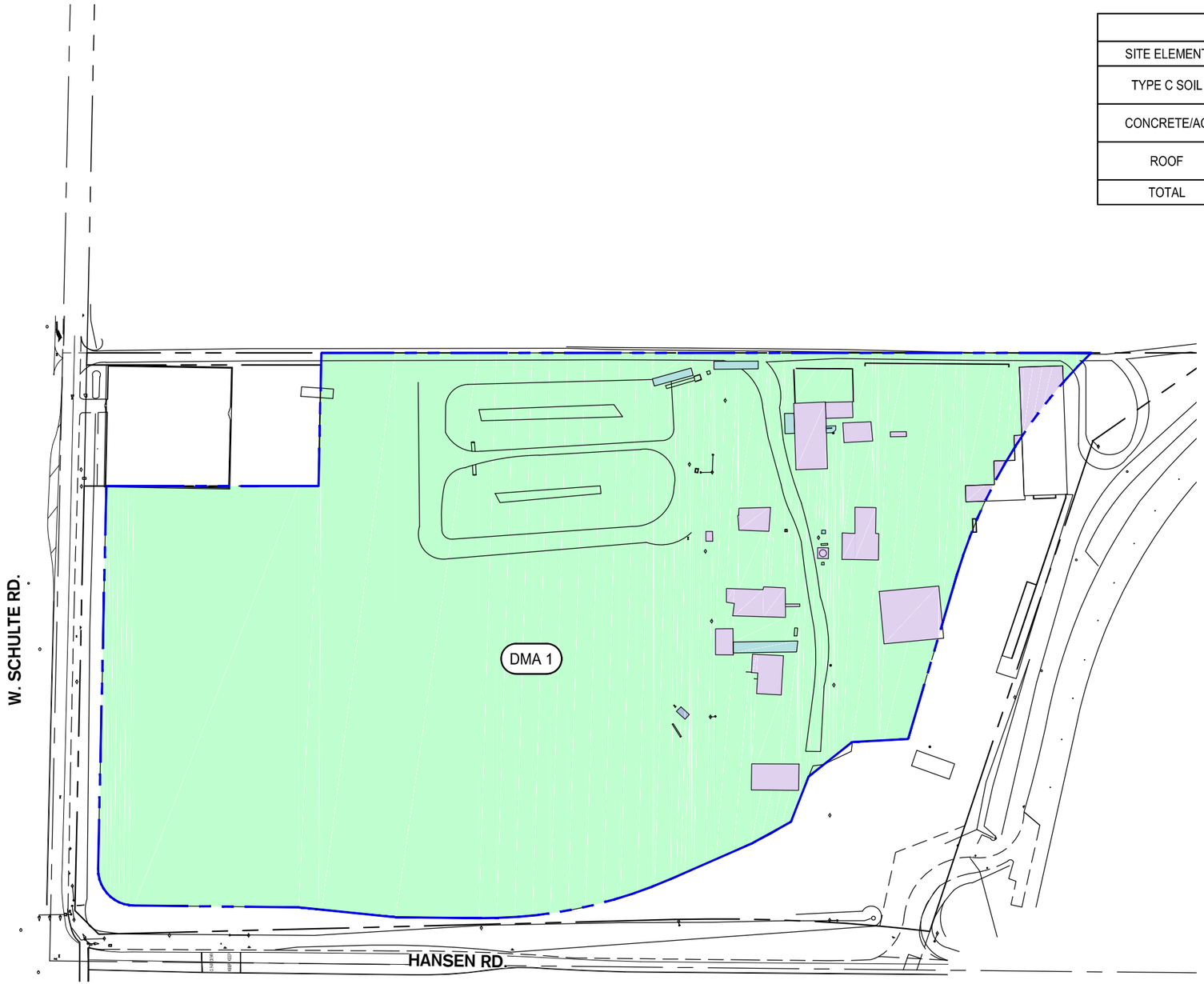
TYPE C SOIL	0.05	618,421	0.96	0.05
CONCRETE/AC	0.95	2,597	0.00	0.00
ROOF	0.95	23,675	0.04	0.03
TOTAL		644,693	1.00	0.08



LEGEND

- UNDEVELOPED/SOIL
- EXISTING CONCRETE
- EXISTING ROOF
- DRAINAGE MANAGEMENT AREA

0' 75' 150' 300'

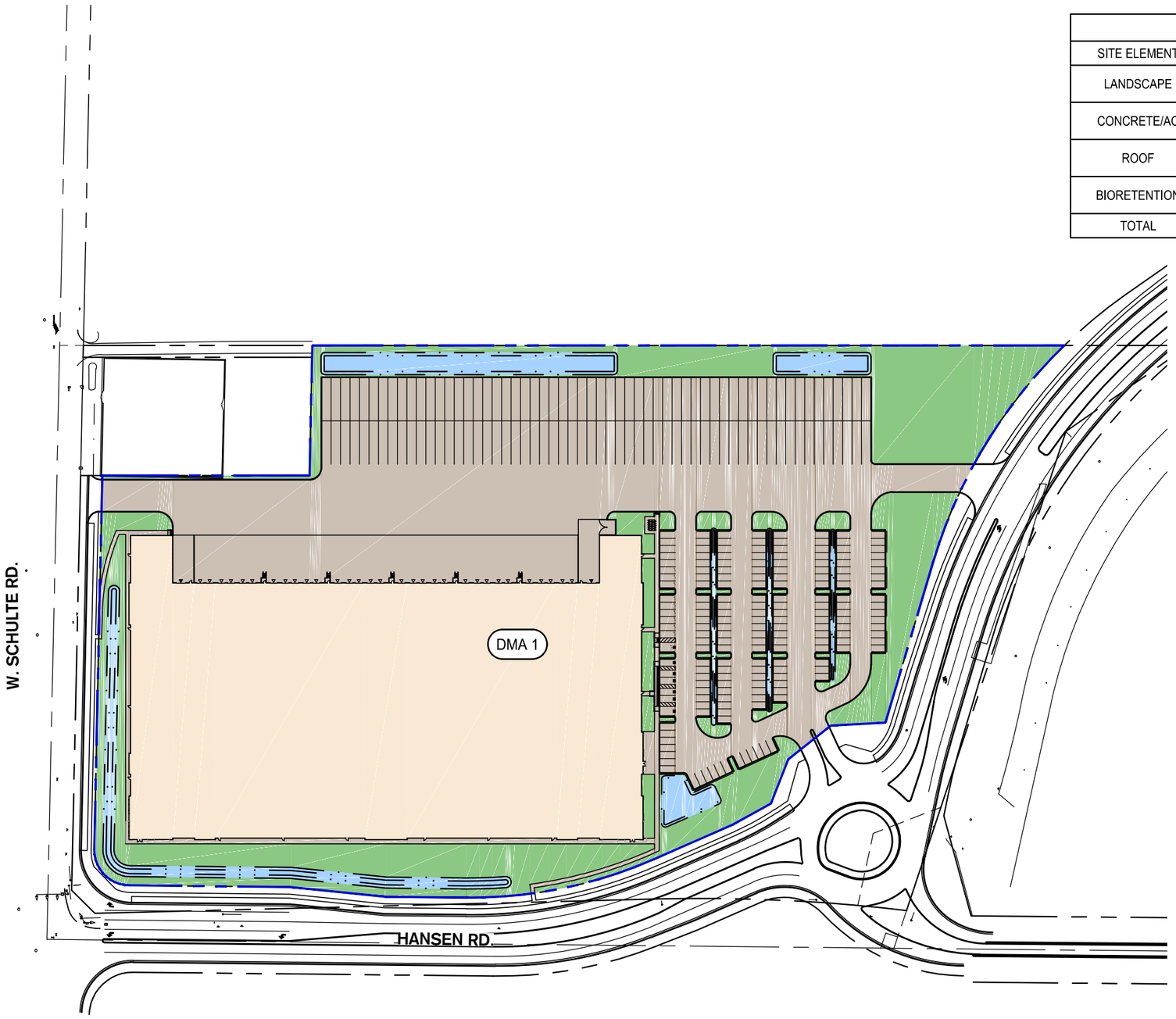
SCALE: 1"=150'

PRE-PROJECT DMA
SITE MAP AND SURFACES

SIEGFRIED

C.1

POST-PROJECT RUNOFF COEFFICIENT				
SITE ELEMENT	RUNOFF COEFFICIENT	AREA (SF)	FRACTION OF TOTAL AREA	WEIGHTED RUNOFF COEFF.
LANDSCAPE	0.25	147,395	0.23	0.06
CONCRETE/AC	0.95	267,832	0.41	0.39
ROOF	0.95	217,466	0.34	0.32
BIORETENTION	1.00	12,000	0.02	0.02
TOTAL		644,693	1.00	0.79



LEGEND

- LANDSCAPE
- CONCRETE
- ROOF
- TREATMENT
- DRAINAGE MANAGEMENT AREA

0' 75' 150' 300'

SCALE: 1"=150'

POST-PROJECT DMA
SITE MAP AND SURFACES

SIEGFRIED

C.2